



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 24, 1865.

AT the Council Chamber, Whitehall, the 28th day of November, 1865.

By the Lords of Her Majesty's Most Honourable Privy Council.

PRESENT,

Lord Privy Seal.
Duke of Somerset.
Earl Russell.
Sir George Grey.
Mr. Milner Gibson.
Mr. Bruce.

WHEREAS by an Act passed in the session of the eleventh and twelfth years of Her present Majesty's reign, chapter one hundred and seven, intituled "An Act to prevent until the 1st day of September, 1850, and to the end of the then next session of Parliament, the spreading of contagious or infectious disorders amongst sheep, cattle, and other animals," which Act has since been from time to time continued by divers subsequent Acts, and lastly by an Act passed in the session of the twenty-eighth and twenty-ninth years of the reign of Her present Majesty, chapter one hundred and nineteen, it is (amongst other things) enacted that it shall be lawful for the Lords and others of Her Majesty's Privy Council, or any two or more of them, from time to time, to make such Orders and Regulations as to them may seem necessary for the purpose of prohibiting or regulating the removal to or from such parts or places as they may designate in such Order or Orders, of sheep, cattle, horses, swine, or other animals, or of meat, skins, hides, horns, hoofs, or other part of any animals, or of hay, straw, fodder, or other articles likely to propagate infection; and also for the purpose of purifying any yard, stable, outhouse, or other place, or any waggons, carts, carriages, or other vehicles; and also for the purpose of directing how any animal dying in a diseased state, or any animals, parts of animals, or other things seized under the provisions of the said Act, are to be disposed of; and also for the purpose of causing notices to be given of the appearance of any disorder among sheep, cattle, or other animals, and to make any other Orders or Regulations for the purpose of giving effect to the provisions of the said Act, and again to revoke, alter, or vary any such Orders or Regulations; and that all provisions for any of the purposes aforesaid, in any such Order or

Orders contained shall have the like force and effect as if the same had been inserted in the said Act; and that all persons offending against the same shall for each and every offence forfeit and pay any sum not exceeding twenty pounds, or such smaller sum as the said Lords or others of Her Majesty's Privy Council may in any case by such Order direct:

And whereas a contagious or infectious disorder now prevails among the cattle of Great Britain, which is generally designated the "cattle plague," and may be recognized by the following symptoms:—

"Great depression of the vital powers, frequent shivering; staggering gait, cold extremities, quick and short breathing, drooping head, reddened eyes, with a discharge from them, and also from the nostrils, of a mucous nature, raw looking places on the inner side of the lips and roof of the mouth, diarrhœa or dysenteric purging."

And whereas several Orders, dated respectively the 24th of July, the 11th, 18th, and 26th of August, the 22nd of September, and the 31st of October, 1865, have been made under the authority of the said Acts by the Lords of Her Majesty's Privy Council, with a view to check the spreading of the said disorder.

And whereas it is expedient to consolidate and amend the said Orders and to make further provisions with a view to check the spreading of the said disorder:

Now, therefore, the Lords of Her Majesty's Privy Council do hereby, by virtue of, and in exercise of the powers given by, the said Act, so continued as aforesaid, order as follows:—

1. This Order shall extend to all parts of Great Britain.
2. The said Orders dated respectively the 24th of July, the 11th, 18th, and 26th of August, the 22nd of September, and the 31st of October, 1865, are revoked, with the exception of so much of the said Order of the 24th of July, 1865, as empowers the Clerk of Her Majesty's Privy Council to appoint Inspectors within the limits of the Metropolitan Police District, provided that such revocation shall not affect any appointment made, or any notice given, or any act done, or penalty recoverable, under any Order hereby revoked.
3. In this Order the word "animal" shall mean any cow, heifer, bull, bullock, ox, calf, sheep, lamb, goat, or swine; and the word

"Inspector" shall include any Inspector appointed or to be appointed as aforesaid by the said Clerk of Her Majesty's Privy Council, or appointed under this Order, or under any of the said revoked Orders.

4. Whenever the Local Authority, as hereinafter defined, shall be satisfied of the existence of the said disorder in, or have reason to apprehend its approach to, the district over which his or their jurisdiction extends, it shall be lawful for such Local Authority, if he or they shall think fit, from time to time to appoint one or more Veterinary Surgeon or Surgeons, or other duly qualified person or persons, to be an Inspector or Inspectors, for the purpose of carrying into effect the rules and regulations made by this Order, within the district for which he or they shall have been appointed. And the same authority may, from time to time, revoke such appointment.

5. Subject to the powers herein reserved to the Clerk of Her Majesty's Privy Council, the Local Authority within the City of London, and the liberties thereof, shall be the Lord Mayor; in any municipal borough in England or Wales, the Mayor; in any Petty Sessional Division in England or Wales (exclusive, so far as relates to the jurisdiction of the Inspector, of so much of the said division as lies within the limits of a municipal borough for which an Inspector has been appointed), the Justices acting in and for such Petty Sessional Division. The Local Authority in any burgh or town in Scotland which is subject to the jurisdiction of a Provost or other Principal Magistrate, shall be the Provost or such Principal Magistrate; and, in any other place in Scotland not within the jurisdiction of such Provost or other Principal Magistrate, the Justices of the County in Sessions assembled.

6. Every Inspector shall from time to time report to the Local Authority by which he is appointed, the steps taken by him for carrying into effect the regulations prescribed by this Order; and the Local Authority shall certify, in such manner as may be directed by one of Her Majesty's Principal Secretaries of State, the number of days that such Inspector has actually been engaged in the performance of his duty, and the number of miles travelled by him while so engaged.

7. Every Inspector shall furnish the Lords of the Council with such information in regard to the said disorder, as their Lordships may, from time to time, require.

8. Every person having in his possession, or under his custody, any animal labouring under the said disorder, shall forthwith give notice thereof to the Inspector of the district within which such animal may be, or if no Inspector shall have been appointed for such district then to the Officers hereinafter named, according to the place where such animal may be; that is to say: within the Metropolitan Police District, to the said Clerk of the Privy Council; within the City of London and the liberties thereof, to the Lord Mayor; within any other borough, burgh, or town subject to the jurisdiction of a Mayor, Provost, or other Principal Magistrate, to such Mayor, Provost, or other Principal Magistrate; elsewhere in England, to the Clerk of the Justices acting in and for the Petty Sessional Division; and elsewhere in Scotland, to the Clerk of the Peace of the county.

9. Every Inspector shall have power, within the district for which he is appointed, to enter upon and inspect any premises or place in which any animal or animals which he suspects to be labouring under the said disorder may be found,

and to examine and inspect, whenever and wherever he may deem it necessary, any animal which he suspects to be labouring under the said disorder within such district.

10. Every Inspector shall have power within his district to cause to be cleansed and disinfected, in any manner which he may think proper, any premises in which animals labouring under the said disorder have been, or may be, and to cause to be disinfected, and if necessary destroyed, any fodder, manure, or refuse matter, which he may deem likely to propagate the said disorder. And every owner or occupier of such premises shall obey any order given by such Inspector for that purpose.

11. Every person having in his possession, or under his custody, any animal labouring under such disorder, shall keep such animal separate from all other animals, and no person shall send or bring to any fair or market, or expose for sale, or send or carry by any railway, or by any ship or vessel coastwise, or place upon, or drive along, any highway or the sides thereof, any such animal.

12. No person having in his possession or under his custody, any animal labouring under the said disorder, or which has been in the same shed or stable, or in the same herd or flock, or in contact with any animal labouring under the said disorder, shall remove such animal alive from his land or premises, without the licence of an Inspector, or if no Inspector has been appointed for the district within which such animal may be, without the licence of a Justice of the Peace acting in and for the jurisdiction within which such animal may be; provided that such licence shall be in writing, and shall only permit the removal of such animal to some place where it can be conveniently kept apart from all other animals until such Inspector or Justice is satisfied that there is no reasonable probability of such animal propagating the said disorder.

13. No person shall place, or keep, any animal labouring under the said disorder in any common or unenclosed land, or, if the animal be in a district for which an Inspector has been appointed, in any field or pasture, where, in the judgment of the Inspector, such animal may be likely to propagate the said disorder.

14. Every Inspector shall have power within his district to direct that any animal labouring under the said disorder, or which he suspects to be labouring under the said disorder, shall be kept separate from animals free from the said disorder. And every person having such animal in his possession, or under his custody, shall obey any direction given by such Inspector for that purpose. And where the person having such animal in his possession, or under his custody, shall disobey such direction given by such Inspector, then, and in such case, and such case only, shall such Inspector have power to seize and slaughter, or to cause to be seized and slaughtered, such animal.

15. All animals having died of the said disorder, or having been slaughtered on account thereof, shall be buried as soon as practicable, in any convenient place, with their skins, and with a sufficient quantity of quick-lime or other disinfectant, and shall be covered with at least five feet of earth, or shall, in districts for which an Inspector has been appointed, be otherwise disposed of, with the consent of the owner, in manner directed by the Inspector, and the Inspector shall have power to cause the carcase to be disinfected when necessary previous to the burial or other disposal thereof.

16. Whenever any local authority, as hereinafter defined, declares, by notice published in

any newspaper circulating within his or their jurisdiction, that it is expedient for a time to be specified in such notice to prevent the removal of animals as hereinbefore defined, or some specified description thereof, either absolutely, or except under such conditions as such Local Authority shall think fit to impose, with a view to prevent the spreading of the said disorder, to any market or fair, or to any place whatever within his or their jurisdiction for the purpose of exhibition or sale, then, in such case, and after the publication of such notice, it shall not be lawful for any person to bring or send any such animal, or description thereof, except in accordance with such conditions as aforesaid, into such market or fair, or to any place within such jurisdiction, for the purpose of exhibition or sale, or to receive, exhibit, buy, or sell any such animals so brought or sent.

17. Where the removal of animals, or any specified description thereof, to any market or fair, or elsewhere for the purpose of exhibition or sale, has been or shall be prohibited, absolutely or conditionally, within the jurisdiction of any Local Authority in pursuance of any of the powers conferred by this or any of the said recited orders, and complaint is made by such Local Authority to one of Her Majesty's Principal Secretaries of State that the Local Authority for some adjoining or neighbouring district neglects or refuses to publish a notice with a view to a similar prohibition within the jurisdiction of such last-mentioned authority, and that, in consequence of such neglect or refusal, there is reason to apprehend the spreading of the said disorder, then in such case it shall be lawful for such Secretary of State, and he is hereby empowered, to publish such notice in any newspaper circulating within the jurisdiction of such last-mentioned Local Authority, and such notice so published by the Secretary of State shall have the same effect as if it had been published by the Local Authority so neglecting or refusing as aforesaid; provided that nothing contained in this or the preceding clause of this Order shall be held to prohibit any person from exhibiting or selling on his own land or premises any animal belonging to him which has been on such land or premises for not less than fourteen days previous to such sale.

18. Whenever any Local Authority, as hereinbefore defined, declares, by notice published in any newspaper circulating within his or their jurisdiction, and also by notice published in some newspaper or newspapers circulating within the county or counties bordering upon the county within which the jurisdiction of such Local Authority is situate, that it is expedient for a time to be specified in such notice, that animals, as hereinbefore defined, or some specified description thereof, shall not, either absolutely or except under such conditions as such Local Authority shall think fit to impose with a view to prevent the spreading of the said disorder, be brought from any other part of Great Britain into any place within his or their jurisdiction, it shall not be lawful for any person to bring or send any such animal or description thereof, except in accordance with such conditions aforesaid, from any place in Great Britain beyond such jurisdiction into any place within such jurisdiction; and the copy of any such notice shall be sent forthwith by the Local Authority by whom it is made to the Clerk of Her Majesty's Privy Council, and shall be published by him in the London Gazette: Provided always, that nothing contained in this clause of this Order shall make it unlawful for any person to send or carry any such animals by railway through such jurisdiction; and

provided also, that nothing contained in this clause of this Order shall make it unlawful for any person to bring or send, with the licence of any two Justices acting in and for the jurisdiction to which such notice applies, any such animals, from any land or premises in his own occupation, and beyond such jurisdiction, to any other land or premises in his own occupation within such jurisdiction.

19. Any such Local Authority, or any of Her Majesty's Principal Secretaries of State, may, from time to time, if he or they think fit, renew, revoke, or modify all or any part of any Notice published or to be published by them or him under the powers given under this or the said revoked Orders, either absolutely or under such conditions as to such Local Authority or to such Secretary of State may seem proper, by a further Notice to be published in the same manner as such Notice is required to be published.

20. During the continuance of the "Cattle Plague" within the said city of London, or the Metropolitan Police District, no person shall bring or send or cause to be brought or sent, any cow, heifer, bull, bullock, ox, or calf, to the Metropolitan Cattle Market, except for the purpose of being there sold for immediate slaughtering; and every such animal so brought or sent shall, before being allowed to leave the said market, and although such animal may not have been sold, be marked in the manner in which cattle are ordinarily marked for slaughter in the said market, *vide hoc*, by clipping the hair off the end of the tail. And the officers of the said market shall cause such mark to be duly made. And no person shall buy or sell, or cause to be bought or sold, any such animal in the said market, except for immediate slaughtering; and every person buying any such animal in any such market shall slaughter or cause the same to be slaughtered, in all cases, within seven days of such purchase, and, if such animal be removed beyond the limits of the Metropolitan Police District, within forty-eight hours after such removal.

21. This Order shall be in force until the 1st day of March next, and no longer, unless continued by some further Order.

22. Every person offending against this Order shall, in pursuance of the said Act, for every such offence forfeit any sum, not exceeding twenty pounds, which the Justices before whom he or she shall be convicted of such offence may think fit to impose.

Arthur Helps.

Windsor Castle, November 20, 1865.

The Queen was this day pleased to confer the honor of Knighthood upon Robert Lush, Esq., Serjeant-at-Law, one of the Justices of the Court of Queen's Bench.

Windsor Castle, November 20, 1865.

The Queen was this day pleased to confer the honor of Knighthood upon Edward Hilditch, Esq., M.D., Inspector-General of Hospitals and Fleets.

Windsor Castle, November 20, 1865.

The Queen was this day pleased to confer the honor of Knighthood upon John Campbell Lees, Esq., late Chief Justice of the Bahamas.

Admiralty, 22nd November, 1865.

Mr. William Henry Roberts has this day been promoted to the rank of Engineer in Her Majesty's Fleet, with seniority of 16th November, 1865.

Admiralty, 23rd November, 1865.

THE following Flag promotions, dated the 17th instant, consequent on the death, on the 16th instant, of Vice-Admiral Sir Horatio Thomas Austin, K.C.B., have this day taken place:—

Rear-Admiral Sir Sydney Colpoys Dacres, K.C.B., to be Vice-Admiral.

Captain Cospatrik Baillie Hamilton to be Rear-Admiral on the Reserved List.

Captain Thomas Fisher to be Rear-Admiral.

Retired Captain William Louis Sheringham to be Retired Rear-Admiral, under the provisions of the Orders in Council of 1st August, 1860, and 9th July, 1864.

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

Dorset Regiment of Militia.

Richard Bell Davies, Gent., to be Lieutenant, vice Coombs, resigned. Dated 18th November, 1865.

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

Hertfordshire Regiment of Militia.

Vincent Bailey to be Lieutenant, vice Herne, promoted. Dated 30th October, 1865.

11th Herts Rifle Volunteer Corps.

Ensign Charles Rea to be Captain. Dated 14th November, 1865.

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

3rd Cambridgeshire Rifle Volunteer Corps.

Ensign William Piesley Vaughan to be Lieutenant, vice Dashwood, resigned. Dated 23rd November, 1865.

Edward Smyth Thorpe, Gent., to be Ensign, vice Vaughan, promoted. Dated 23rd November, 1865.

Ensign the Marquis of Lorne to be Captain, vice W. Winter, resigned. Dated 21st November, 1865.

George Henry Evans, Gent., to be Captain, vice Studdert, resigned. Dated 22nd November, 1865.

John Charles Dundas, Gent., to be Captain, vice Buxton, resigned. Dated 23rd November, 1865.

Arthur Henry Winter, Gent., to be Lieutenant, vice France, resigned. Dated 21st November, 1865.

Honourable Bertrand Bouverie to be Lieutenant, vice Thompson, resigned. Dated 22nd November, 1865.

John Stephen White, Gent., to be Ensign, vice Fisher, resigned. Dated 21st November, 1865.

Frederick Philip Tomlinson, Gent., to be Ensign, vice Marquis of Lorne, promoted. Dated 22nd November, 1865.

Bushell Anningson, Gent., M.R.C.S., to be Assistant-Surgeon, vice Helm, promoted. Dated 21st November, 1865.

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

2nd Herefordshire Rifle Volunteer Corps.

John Henry Skyrme, Gent., to be Ensign. Dated 17th November, 1865.

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

Lancashire Hussars Yeomanry Cavalry.

Edward Brown, Esq., Captain, half-pay, late 12th Lancers, to be Adjutant. Dated 8th November, 1865.

15th Lancashire Artillery Volunteer Corps.

Captain John Mewburn to be Major. Dated 11th November, 1865.

First Lieutenant Thomas Vickers Bird to be Captain. Dated 11th November, 1865.

Second Lieutenant Richard Dwerryhouse to be First Lieutenant. Dated 9th November, 1865.

Henry Owens Johnson, Gent., to be First Lieutenant, vice Bird, promoted. Dated 11th November, 1865.

21st Lancashire Artillery Volunteer Corps.

Arthur Dawson, Gent., to be Second Lieutenant, vice Eccles, promoted. Dated 7th November, 1865.

24th Lancashire Artillery Volunteer Corps.

Thomas Miller Williamson, Gent., to be Second Lieutenant, vice Leonard Williamson, deceased. Dated 9th November, 1865.

2nd Lancashire Engineer Volunteer Corps.

First Lieutenant Jesse Cycles Armson to be Captain. Dated 7th November, 1865.

9th Lancashire Rifle Volunteer Corps.

Ensign Robert Pierpoint to be Lieutenant, vice John Haslehurst Greenall, deceased. Dated 7th November, 1865.

Ensign William Proctor Ellis to be Lieutenant, vice Litton, promoted. Dated 7th November, 1865.

84th Lancashire Rifle Volunteer Corps.

William Bear, Gent., to be Ensign. Dated 27th October, 1865.

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

South Middlesex Rifle Volunteer Corps.

James Artis Cooper to be Ensign, vice L. Mackeson, resigned. Dated 9th November, 1865.

Alfred Newman to be Ensign, vice E. Mackeson, resigned. Dated 9th November, 1865.

James Tuck Withers to be Ensign, vice Hall, resigned. Dated 9th November, 1865.

19th Middlesex Rifle Volunteer Corps.

Thomas Preston to be Honorary Quartermaster. Dated 6th November, 1865.

29th Middlesex Rifle Volunteer Corps.

Thomas Charles Venables to be Ensign, vice Bebb, promoted. Dated 4th November, 1865.

38th Middlesex Rifle Volunteer Corps.

Richard Troward Leigh Key to be Ensign. Dated 17th July, 1865.

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

22nd Essex Rifle Volunteer Corps.

Philip William Jones to be Assistant-Surgeon.
Dated 10th November, 1865.

Whitehall, November 23, 1865.

The certificate granted by the Secretary of State on the 11th day of October, 1864, under the provisions of the Industrial Schools Act, 1861, to the Huddersfield Ragged and Industrial School at Huddersfield, in the West Riding of the county of York, has been resigned by the managers of such schools, and is consequently withdrawn.

India Office, November 23, 1865.

THE Secretary of State for India in Council hereby gives notice,—

That the amount for which Tenders for Bills of Exchange will be received at the Bank of England, on Wednesday, the 6th December, on the terms stated in the Advertisement issued from this Office on the 10th November, 1863, will be Rupees 35,000,000, of which not more than Rupees 10,000,000 will be drawn on the Government of Bombay.

Dufferin.

NOTICE is hereby given, that a separate building, named Bethel Plashet, situated at Powis, in the parish of Llansadwrnen, in the county of Carmarthen, in the district of Carmarthen, being a building certified according to law as a place of religious worship, was, on the 9th 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 10th day of November, 1865.

Evan Evans, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the High-street Meeting Room, situated at Crediton, in the parish of Crediton, in the county of Devon, in the district of Crediton, being a building certified according to law as a place of religious worship, was, on the 14th 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 15th day of November, 1865.

James Wellington, Superintendent Registrar.

NOTICE is hereby given, that a separate building named the Baptist Chapel, situate at Herbert-street, Landport, in the parish of Portsea, in the county of Southampton, in the district of Portsea Island, being a building certified according to law as a place of religious worship, was, on the 14th 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.

William Devereux, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Baptist Chapel, situated at Meltham, in the parish of Almondbury, in

the county of York, in the district of Huddersfield, being a building certified according to law as a place of religious worship, was, on the 16th 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.

John Cocking, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Baptist Chapel, situate at Harlow, in the parish of Harlow, in the county of Essex, in the district of Epping Union, 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, being substituted for the building known as the Old Baptist Chapel, at Harlow, now disused.

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

John W. Windus, Superintendent Registrar.

CAPE TOWN, CAPE OF GOOD HOPE.

*Master's Office (late Orphan Chamber)
October 2, 1865.*

Unknown and Foreign Heirs.

AN account of all estates or property belonging to persons unknown, or not residing within the colony of the Cape of Good Hope, and not having any known legal representative therein; and of the names and designations, so far as known, of the persons who are supposed to be interested therein; published in conformity with the 37th section of the Ordinance, No. 105, of his Excellency the Governor in Council, promulgated on the 14th day of February, 1834, entitled "An Ordinance for providing for the due administration and management of the estates and property of minors, lunatics, and persons absent from the colony, and for the proper care of the persons of minors and lunatics."

All persons interested in any of the said estates or property are hereby required, under the provisions of the Ordinance aforesaid, to transmit their claims to the Master of the Supreme Court.

All such claims must be supported by the requisite proof of kindred, and an agent in Cape Town, legally appointed and authorized by the claimant, to prefer the same, and receive the payment thereof.

	£	s.	d.
Benjamin Ricardo	37	5	3½
Lt.-Col. William Back Spry	20	0	9
Absolon	7	7	6
Children of Samuel and William Elligood	508	10	3
David Fidler	10	16	3
Johan Fredrik Getze	1325	11	9½
Lendor, of the Cape, formerly Slave of the widow W. C. Coenradie	10	1	2½
Willem Albrecht	9	1	1
Gerrit Hendrik Willem de Labat... ..	147	7	2½
François de Necker	5	0	0
Windvogel Uithaelder	21	1	8
Kieviet	12	8	0
Dina Elizabeth Huysheer	38	11	0
Johanna Elizabeth Kotze	50	10	0
George Gough	70	9	3½
Fredrik Wyzel	6	18	5½

	£	s	d.		£	s	d.
Maria Elizabeth Oberholster, widow of Gerrit Jacobus Koekemoer	77	15	3	Francis Dawson	56	1	10
Isaac Johannes Meyer, Isaac's Son	17	6	9 ⁴	Andries, Zara, and Sabiena	26	8	3
August	16	18	10	A..... Fabe	8	0	0
William Conn	12	8	11	August (a Mantatee)	16	14	6
Six unknown Children of Elizabeth Pelser, deceased, married to Gerrit Johannes Kruger	10	17	9	John Thomas Marlow	60	12	7
Four do. of Hillelje Pelser, deceased, married to Stephanus Jacobus Kruger	10	17	9	George Whitaker	16	0	10
William Jones	6	12	3	Children of Gesina Johanna Heugh, deceased spouse of Paul Petrus Jacobs	81	10	5
Hugh Millan	114	7	7	Anne Cormack	170	16	3
William Mott	11	12	0	Michael Morris	20	8	3
Archibald Clarke	13	5	8	The four absent Daughters of the late James Griffiths	18	14	7
Louis Egbertus Greeff	5	4	4	Luke Sangar	5	0	0
James McGurn	11	15	9	James Garrett	18	14	3
Saphier	32	17	1	William Christie	31	18	1
Abraham Thwaits	14	4	0	Jan Willem Lutgens	189	11	5
Daniel Malan, sr.	18	15	2	Henry Haylett	30	0	0
Belle, widow of John Raboula	24	6	9	William Newman	13	0	0
Anna Elizabeth Arentz, widow of Godlieb Lourentz	29	19	4	Josia Marianna	203	19	2
Mary Reynolds	72	8	6	Simon, of Malmesbury, a labourer	20	9	0
George Alexander Walker	7	5	2	Petrus Wilhelmus Brits	17	14	10
Anna Steyn, widow of Gerhardus Scheepers	45	8	2	Thomas Wells	502	8	4
William Jan Kolver	58	2	0	Catherine Gibson, married to Hurst	14	17	6
The three absent Heirs of the late Martha Maria Visser, wife of Jacob van Wyk	34	9	1	B. Leuring	19	18	0
The absent Heirs of the late Maria Margaretha Visser, wife of Nicolaas Vlok	17	4	7	George Paddock	61	3	7
The absent Heirs of the late Hercules Jacobus Visser	34	9	1	Hester Elizabeth Fourie Jacobs	50	12	6
Thomas Phillips	24	17	11	Wilhelmina Maria Claassens	14	19	7
Winefred Ford, married to Jeremiah Costello	13	14	11	Jacoba Hester Magdalena Claassens	14	19	7
John Hartley Sowerby	41	8	7	Francis Giles	38	18	4
William Dunn	6	9	10	Jehan Adriaan Roscher	15	15	2
Barbara Christina Hanekom, wife of William Meintjes van den Berg	121	8	11	George Good	15	8	7
Jose Baptiste, alias Baptista, son of Joao Pinto, native of Operto	5	13	9	James, alias Jim James	12	9	10
Joseph Pedley	22	8	10	The eight absent Children of the late Johannes Petrus Heymans	8	8	5
Hester Francina Russouw, married to Fredrik van Niekerk	217	14	1	Thomas Cook	8	10	8
Willem Carlsdorff	8	17	1	James Robertson	5	15	0
Peter Roberts	8	15	11	Anna Francina Viljoen, married to Bart van Aswegen	6	18	4
Susannah Cronfee, widow of Lode-wyk de Jager	16	8	0	Jacomina Elizabeth Adriana Viljoen, married to Albert Liebenberg	6	18	5
Hendrik Christoffel van der Vyver	115	18	9	Charles Cumbers	33	0	0
Sophia Bebbber	30	17	4	Nehemiah Facer	22	1	3
Cornelius Con Coughlan	277	2	9	William Williamsen	16	13	7
John Julian	20	10	10	C. P. M. Henry	8	12	10
Johan Philip Barchfeld	17	0	6	John Samuel Farby	991	12	9
James Baker	10	17	6	Africander	5	15	0
Christoph Lenage	212	16	4	Heirs of the late Carel Fredrik Hendrik Altensteedt and Alida Maria Altensteedt	71	8	8
William Blanks	5	11	9	Hannah McDonald, widow of the late Alex. McDonald	60	0	0
James Baker	7	19	10	Frances Cornish, widow of C. Mutory	302	0	2
Willem (alias William), liberated African	5	0	0	James Batten	302	0	1
Nicolaas Malmquist	29	9	0	Ruiter	14	19	3
William Walsh	78	12	7	Harry Williams	14	5	10
Henry Rowe	46	14	2	Andrey Williamson	5	19	0
Michael Finnegan	100	17	1	Mary Kew	5	6	0
Johannes Jacobus Mans	34	19	6	Elizabeth Kew	5	6	0
Antonio Morera	9	10	9	George Kelley	11	4	0
Joachim Hendrik Maartens	19	5	2	William Knowles	246	0	0
Joseph van Dyk, sen.	1516	16	10	Edwin Webb Norton	8	13	4
Widow Daniel O'Flinn, M.D.	211	15	7	William Anderson	110	14	9
Henry Buckton	465	10	11	William Holmes	484	12	1
Adonis	15	3	3	Mjweli (a Mantatee)	62	16	0
Thomas Kateringham	34	17	7	Edward Harbin	212	17	6
				Mina Clarke	29	15	3
				John, alias John Baker	84	4	4
				William Moore	582	2	9
				Lavinia Banbury Waters	448	18	8
				James Schoonbie	62	15	3
				Glandina Catherina van der Hever	18	2	8

Since Last Return.

	£	s.	d.
John Lee	42	10	0
Murray	5	18	10
Cornelius Vetmar	10	1	0
James Dunne	8	9	0
Charles Brice	45	1	9

J. Stuart, Master of the Supreme Court.

Inserted pursuant to instructions received by the Crown Agents for the Colonies from the Government of the Cape of Good Hope.

Offices of the Crown Agents for the Colonies,
Spring-gardens, London, S.W.,

November 21, 1865.

Master's Office, King William's Town,
October 2, 1865.

Unknown and Foreign Heirs.

AN account of all estates or property belonging to persons unknown, or not residing within the territories of British Kaffraria, and not having any known legal representatives therein, and of the names and designations so far as known of the persons who are supposed to be interested therein, published in conformity with the 37th section of Ordinance, No. 195: All persons interested in any of the said estates or property, are hereby required, under the provisions of the Ordinance aforesaid, to transmit their claims to the Master of the Supreme Court. And all claims must be supported by the requisite proof of kindred.

	£	s.	d.
The absent heirs of the late Joseph Eightfoot	8	8	8
The absent heirs of the late John Paty	0	10	5
The absent heirs of the late James McDermot	0	18	2
The absent heirs of the late Robert McMullen	2	16	2
The absent heirs of the late John Destard	0	7	3

T. H. Giddy, Master.

Inserted pursuant to instructions received by the Crown Agents for the Colonies from the Government of the Cape of Good Hope.

Offices of the Crown Agents for the Colonies,
Spring-gardens, London, S.W.,

November 21, 1865.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
2942. Inventions.

NOTICE is hereby given, that the petition of Louis Alexis Velu, Mechanician, François Eugène Fosse, Mechanician, and Louis Eugène Alphonse Fosse, Gentleman, all of No. 47, Rue des Tournelles, Paris, France, praying for letters patent for the invention of "an improved arrangement for stopping or retarding railway carriages, waggons, trucks, or other rail or tram road vehicles," was deposited and recorded in the Office of the Commissioners on the 15th day of November, 1865, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that provisional protection has been allowed

1917. To William Wapshare, of Salisbury, in the county of Wilts, for the invention of "an improved apparatus for cooking a portion of the same, being applicable for washing and ironing."

On his petition, recorded in the Office of the Commissioners on the 22nd day of July, 1865.

2234. To Samuel Lawrence James, of Croydon, in the county of Surrey, Gentleman, for the invention of "improvements in traction engines and other vehicles."

On his petition, recorded in the Office of the Commissioners on the 30th day of August, 1865.

2370. To 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, for the invention of "improvements in safety lamps for use in mines and other localities."—A communication from Andre Jean Olanien, a person residing at Rue du Sentier, Paris, in the Empire of France.

On his petition, recorded in the Office of the Commissioners on the 16th day of September, 1865.

2476. To William Tatham, of Rochdale, in the county of Lancaster, Machine Maker, for the invention of "improvements in machinery or apparatus for preparing and spinning cotton and other fibrous materials."

On his petition, recorded in the Office of the Commissioners on the 27th day of September, 1865.

2529. To 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, for the invention of "improvements in the manufacture of sheet iron or steel cylinders for boilers and similar articles, and in the apparatus relating thereto."—A communication from Benoit Bonniard, Engineer, a person residing at Terre Noire, in the Empire of France aforesaid.

On his petition, recorded in the Office of the Commissioners on the 3rd day of October, 1865.

2574. To William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "improvements in apparatus for steeping or treating paper, pulp, and other matters subjected to the action of alkalis."—A communication to him from abroad by Messieurs Neyzet-Orioli and Fredet, Manufacturers of Paper Pulp, all of 29, Boulevard St. Martin, Paris.

On his petition, recorded in the Office of the Commissioners on the 6th day of October, 1865.

2667. To James Lamb Hancock, of Tipton, in the county of Stafford, for the invention of "an improved method of, and apparatus for, separating ashes from cinders."

On his petition, recorded in the Office of the Commissioners on the 16th day of October, 1865.

2743. To Frederick Hargrave Grey, of No. 43, Old Bond-street, in the county of Middlesex, Gunmaker, for the invention of "improvements in the construction of gun locks for the

discharging central fire cartridges, as used in breech loading fire arms."

On his petition, recorded in the Office of the Commissioners on the 24th day of October, 1865.

2770. To Robert Bell Sanson, of 38, East-street, Manchester-square, London, W., in the county of Middlesex, Engineer, for the invention of "improvements in roller skates, and in the rollers to be used therewith, and for other purposes."

2774. And to Julian Bernard, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in tools and apparatus employed in blasting, boring, and cutting rock stone, and other hard substances, and in the means employed for making such tools."

On both their petitions, recorded in the Office of the Commissioners on the 27th day of October, 1865.

2777. To James Murray, of Liverpool, in the county of Lancaster, Master Mariner, and Charles Wells, of the same place, Ship Owner, for the invention of "improvements in the means of attaching and detaching the sails of navigable vessels to and from the stays, yards, and other fittings connected therewith."

On their petition, recorded in the Office of the Commissioners on the 28th day of October, 1865.

2842. To Edward John Northwood, of Felix-place, Islington, in the county of Middlesex, Bullion Refiner, for the invention of "improvements in plating or combining gold, platinum, and other metals or their alloys."

2843. And to Arthur Heald, of Manchester, in the county of Lancaster, Engineer, for the invention of "improvements in looms for weaving."

On both their petitions, recorded in the Office of the Commissioners on the 3rd day of November, 1865.

2846. To Alexander Jemmett, of Binfield, in the county of Berks, for the invention of "an improved apparatus for scattering lime, guano, or other artificial manures, either in a dry or liquid state, or for scattering disinfectants."

2848. To William Brett, of the Gas Works, Hertford, in the county of Hertford, for the invention of "an improved truck or harrow for wheeling and tipping coke, coal, or other substances."

2851. And to Thomas Page, of Adelphi-terrace, Strand, in the county of Middlesex, Civil Engineer, for the invention of "improvements in the means of preventing vessels from sinking, which means are also applicable for raising sunken vessels."

On their several petitions, recorded in the Office of the Commissioners on the 4th day of November, 1865.

2857. To William Tighe Hamilton, of No. 2, Belgrave-square, Rathmines, Dublin, for the invention of "an improved bit for boring mortices in wood or other material."

On his petition, recorded in the Office of the Commissioners on the 6th day of November, 1865.

2869. To William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improvements in apparatus for working, pointing, and checking the recoil of cannon or ordnance."—A communication to him from abroad by John Ericsson, of the city of New York, in the United States of America.

On his petition, recorded in the Office of the

Commissioners on the 7th day of November, 1865.

2875. To William Manwaring, of Banbury, in the county of Oxford, Engineer, for the invention of "improvements in the construction of reaping and mowing machines."

2882. And to Godfrey Anthony Ermen, of Eccles, in the county of Lancaster, Manufacturer, for the invention of "improvements in treating vegetable fibres used in the manufacture of paper and other similar substances made from pulp."—A communication to him from abroad by Louis Horst, of Cologne, in the Kingdom of Prussia.

On both their petitions, recorded in the Office of the Commissioners on the 8th day of November, 1865.

2889. To Benjamin Pitt, of 18, Hatton-garden, in the county of Middlesex, Engineer, for the invention of "improvements in the construction of door locks, latches, and such like fastenings, and in knob and handle spindles and furniture used therewith."

2890. To Joseph Ernest Avy, of No. 82, Boulevard Sebastopol, Paris, in the Empire of France, Gentleman, for the invention of "an improved self-acting regulator or dial applicable to all descriptions of public conveyances."

2891. And to William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improvements in preparing the surfaces of paper, leather, woven and other fabrics and substances for receiving photographic pictures, engravings, lithographs, and prints, and for rendering such substances fire and waterproof."—A communication to him from abroad by William Gibson, of the city of New York, in the United States of America.

On their several petitions, recorded in the Office of the Commissioners on the 9th day of November, 1865.

2893. To Edward Myers, of Millbank-row, Westminster, in the county of Middlesex, Civil Engineer, for the invention of "improvements in the arrangement and construction of wet gas meters."

2894. To Edward Thomas Hughes, of the firm of Hughes and Son, Patent Agents, 123, Chancery-lane, London, for the invention of "improvements in the means of producing from rosaniline blue and violet colouring matters."—A communication to him from abroad by Prosper Monnet, of Lyons, in the Empire of France.

2895. To Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for the invention of "improvements in the manufacture of embossed wood."—A communication to him from abroad by Henry May and Henry Taylor Blake, of Bridgeport, in the State of Connecticut, United States of America.

2897. And to Thomas Whitwell, of Stockton-on-Tees, in the county of Durham, Iron Master, for the invention of "improvements in furnaces for heating the blast for blast furnaces."

On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1865.

2899. To Henry Carnegie Carden, of No. 24, Rue de Dunkerque, Paris, in the Empire of France, for the invention of "an improved metronome or apparatus for measuring intervals of time."

2902. To Charles William Jones, of Cheltenham, in the county of Gloucester, Gentleman, for the invention of "improvements in fire-arms and projectiles."
2903. To William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improvements in making amalgams or alloys of metals."—A communication to him from abroad by Henry Wurtz, of the city of New York, in the United States of America.
2904. To Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for the invention of "improved machinery for rolling shafts and axles."—A communication to him from abroad by Thomas Cooper, of Cincinnati, in the State of Ohio, United States of America.
2905. To Joseph Alfred Nicholson, of Adelaide-place, London-bridge, in the city of London, for the invention of "improvements in regulating the flow of water and other fluids in pipes and valves, and determining the quantity passing through the same."
2906. To John Millar, of Bethnal-green, in the county of Middlesex, Physician, for the invention of "improvements in cartridges."
2908. To William Robert Lake, of the "International Patent Office," No. 8, Southampton-buildings, Chancery-lane, in the county of Middlesex, Consulting Engineer, for the invention of "improvements in the crank axles of locomotives for railroads."—A communication to him from abroad by Dyer Williams, of Syracuse, in the county of Onondaga, and State of New York, United States of America.
2909. To William Reid, of Granton, in the county of Mid Lothian, North Britain, for the invention of "improvements in supplying cattle with food and water on railways, and in the apparatus or means connected therewith."
2910. And to David Adam Jones, of Birmingham, in the county of Warwick, Carpenter, for the invention of "certain improvements in the manufacture of socks or inner soles for boots and shoes."
- On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1865.
2913. To George Henry Goodman, of the London-road, in the county of Surrey, Engineer, and Edward Bow, of Maidstone, in the county of Kent, Artificial Stone Manufacturer, for the invention of "improvements in machinery for crushing or reducing stone, quartz, emery, and other mineral substances."
2917. To William Williams, of King's Norton, in the county of Worcester, Manufacturer, for the invention of "improvements in door springs."
2918. To John Stephens, of 24, Great Rider-street, St. James, in the county of Middlesex, for the invention of "improvements in portfolios, writing desks, writing cases, and other similar apparatus."
2919. To Wilson Fox, of Henrietta-street, Cavendish-square, in the county of Middlesex, M. D., for the invention of "improvements in preserving meat and other articles for food."
2920. To James Heywood Whitehead, of the Royal George-Mills, Saddleworth, in the West Riding of the county of York, Esquire, for the invention of "improvements in apparatus for heating the feed water for steam boilers."
2922. To William Robert Lake, of the "International Patent Office," No. 8, Southampton-

buildings, Chancery-lane, in the county of Middlesex, Consulting Engineer, for the invention of "an improved method or process for producing paper makers' pulp from cane, bamboo, and other analogous substances."—A communication to him from abroad by Charles Heaton, of the city, county, and State of New York, United States of America.

2923. To John Jex Long, of Glasgow, in the county of Lanark, North Britain, Timber Merchant and Match Manufacturer, for the invention of "certain improvements in cutting or dividing timber, and in machinery or apparatus connected therewith."

2924. And to Henry Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for the invention of "an improved mode of ventilating millstones."—A communication to him from abroad by Alexandre Désiré Lagoguey, of Boulevard Beaumarchais, Paris, in the Empire of France.

On their several petitions, recorded in the Office of the Commissioners on the 13th day of November, 1865.

2927. To Joseph Williamson, of Bagthorpe, in the county of Nottingham, Machine Builder, James Lindley, of Selstone, in the same county, Wheelwright, and James Coleman, also of Selstone aforesaid, Coal Miner, for the invention of "improvements in breaks."

2929. To John Dixon, of Abchurch-yard, in the city of London, Iron Master, for the invention of "improvements in purifying or refining iron."

2931. To Thomas Aldridge Weston, James Tangye, and Richard Chapinan, all of Birmingham, in the county of Warwick, Engineers, for the invention of "improvements in apparatus for raising, lowering, moving, or transporting heavy bodies."

2932. To Thomas Dobie, of Barnsley, in the county of York, for the invention of "improvements in the permanent way of railways."

2933. To William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "improvements in the means of connecting drums or pulleys with their shafts or drivers."—A communication to him from abroad by Leverett Homer Olmsted, of Stamford, Fairfield County, State of Connecticut, United States of America.

2935. And to Samuel Lawrence Gill, of No. 4, Campbell-terrace, Bromley, in the county of Middlesex, for the invention of "improvements in gas stoves."

On their several petitions, recorded in the Office of the Commissioners on the 14th day of November, 1865.

2937. To William Bünger, of 34, Southampton-buildings, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improvements in photographic lenses."—A communication to him from abroad by Charles Augustus Steinheil, of Munich, in the Kingdom of Bavaria.

2939. To George Chambers, of Russia-row, in the city of London, Manufacturer, and George Gregory, of James-street, Saint. Luke, in the county of Middlesex, Lock Manufacturer, for the invention of "improvements in locks or catches for porte monnaies, portfolios or other articles."

2941. To Arthur Wells and Walter Hall, of Southwark, in the county of Surrey, Manufacturers; for the invention of "improvements in submarine electric telegraph cables, and in machinery employed in the manufacture and submergence thereof."
2943. To Henry Cochrane, of Ormesby Iron Works, Middlesborough-on-Tees, in the county of York, Engineer, for the invention of "improvements in stoves for drying moulds."
2944. To James Goodier, of Chester, in the county of Chester, Miller, and John Foster Kilshaw, of New Brighton, in the county aforesaid, Cordwainer, for the invention of "improvements in apparatus for feathering the paddles of propellers for navigable vessels."
2945. And to William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "improvements in the manufacture or purification of hydrocarburets and especially of petroleum oils used for lighting purposes."—A communication to him from abroad by Doctor Pierre Gédéon Barry, Director of Works, and the Chevalier Barthélemy Degola, Manufacturer of Mineral Oils, both of 29, Boulevard St. Martin, Paris.
- On their several petitions, recorded in the Office of the Commissioners on the 15th day of November, 1865.

PATENTS WHICH HAVE BECOME VOID.

- A** LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £50, before the expiration of the third year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 18th day of November, 1865.
3046. Christoph Socin, of the firm of Messieurs Wahl and Socin, of Bâle, in the Republic of Switzerland, and of No. 2, Thavies-inn, Holborn, in the city of London, for an invention of "improvements in looms for weaving ribbons."—Dated 12th November, 1862.
3048. Frederic Joseph Clowes, of 92, Southwark-bridge-road, in the county of Surrey, Engineer, for an invention of "an improvement in obtaining rotary motion."—Dated 12th November, 1862.
3057. James Slack, of the city of Manchester, in the county of Lancaster, Water Filter Manufacturer, for an invention of "improvements in nursery swings and cots."—Dated 13th November, 1862.
3058. Moss Defries, of the firm of Jonas Defries and Sons, of Houndsditch, in the city of London, Manufacturer, for an invention of "improvements in the manufacture or construction of lamps."—Dated 13th November, 1862.
3061. Edward Samuel Ritchie, of Brookline, in the State of Massachusetts, of the United States of America, for an invention of "having reference to the mariner's compass."—Dated 13th November, 1862.
3063. Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, for an invention of "an improved means or apparatus for shunting trains."—Communicated to him from abroad by Jean Antoine Lanzirotti and Paul Gemelli, both of Paris, France.—Dated 13th November, 1862.
3065. Carl Gottlieb Kopisch, of Bishopsgate-street Without, Merchant, for an invention of "improved apparatus for propelling, steering, and ventilating vessels."—Dated 13th November, 1862.
3066. Edmund Small Cathels, of Shrewsbury, in the county of Shropshire, for an invention of "improvements in apparatus used in the manufacture of gas."—Dated 14th November, 1862.
3074. Louis Croc, of Aubusson, in the Empire of France, Chemist, for an invention of "an improved ink, to be used for the purposes of electric telegraphic printing or marking."—Dated 15th November, 1862.
3082. James Wilson, of 2, Royal Exchange-buildings, London, Civil Engineer, for an invention of "improvements in hydraulic pumps."—Communicated to him from abroad by Jules Lecointe, of St. Quentin, France, Engineer.—Dated 15th November, 1862.
3083. George Gray, of Greenwich, in the county of Kent, for an invention of "improvements in the manufacture of wheels."—Dated 15th November, 1862.
3084. Fitzmaurice Palmer, of Northumberland-street, Strand, in the city of Westminster, Gentleman, for an invention of "improvements in projectiles."—Dated 15th November, 1862.
3087. William Dobson, of the firm of Messieurs William and Frederick Dobson, of the town and county of the town of Nottingham, Lace Dressers, for an invention of "improvements in lace dressing, frames employed in the dressing of lace or other fabrics."—Dated 17th November, 1862.
3089. Welburn Williamson, of 133, High Holborn, Mechanical Engineer, for an invention of "improvements in washing, wringing, and mangling machines."—Dated 17th November, 1862.
3090. Charles Littleboy, of Straffan, in the county of Kildare, Ireland, Land Steward, for an invention of "improvements in implements for cultivating land."—Dated 17th November, 1862.
3093. Jacques Arbds, of Barcelona Town, in the Spanish Kingdom, Doctor, for an invention of "improvements in generating certain gases for lighting and heating, and in apparatus employed therein."—Dated 18th November, 1862.
3094. Philippe Hubert Klein, of Paris, Rue du Grand Prieuré, No. 31, Engineer, for an invention of "improvements in machinery for turning or shaping metals or other substances."—Dated 18th November, 1862.
3095. William Hickling Burnett, of Margaret-street, in the county of Middlesex, Gentleman, for an invention of "improvements in the mode of working telegraphic lines and in instruments and apparatus employed for telegraphic purposes."—Dated 18th November, 1862.
3098. Charles Neild, of Cheadle, in the county of Chester, Accountant, and John Hopkinson, of York-place, Manchester, in the county of Lancaster, Engineer, for an invention of "improvements in fire alarms and indicators of temperature."—Dated 18th November, 1862.
3099. Robert Brown, of Birmingham, in the county of Warwick, Gentleman, for an invention of "improvements in warming and ventilating, more especially applicable to buildings, carriages, and ships, and in apparatus to be employed for that purpose."—Dated 18th November, 1862.
3100. Nathan Thompson, of 15, Abbey-gardens, St. John's Wood, in the county of Middlesex, for an invention of "improvements in apparatus for stopping bottles, jars, and other vessels."—Dated 18th November, 1862.

3101. Richard Beck, of Peartree Cottage, Upper Holloway, in the county of Middlesex, for an invention of "improvements in reading glasses and magnifiers to be simultaneously used with both eyes."—Dated 18th November, 1862.
3102. James Oxley, of Frome, in the county of Somerset, Brewer's Engineer, for an invention of "improvements in apparatus for separating liquids from substances."—Dated 18th November, 1862.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £100, before the expiration of the seventh year from the date of such Patents, pursuant to the Act of the 16th Vic. c. 5, sec. 2, for the week ending the 18th day of November, 1865.

2538. Thomas Fildes Cocker, of Sheffield, in the county of York, Steel File and Wire Manufacturer, for an invention of "improvements in the manufacture of steel and iron wire, also of sheets and strips of steel."—Dated 12th November, 1858.
2540. Joseph Gilbert Martien, of Amptill-square, in the county of Middlesex, Gentleman, for an invention of "improvements in the manufacture of iron, and in the apparatus employed in such manufacture."—Dated 12th November, 1858.
2245. James Wadsworth, of Salford, in the parish of Manchester and county of Lancaster, Machinist, for an invention of "improvements in the construction of moveable or adjustable heels for boots and shoes, and of spurs adapted thereto, and to be used therewith."—Dated 13th November, 1858.
2553. Manuel Leopold Jonas Lavater, of the Strand, in the county of Middlesex, India-rubber Manufacturer, for an invention of "improvements in the manufacture of mats, coverings for floors and other surfaces, and other cellular articles when india-rubber compounds are used."—Dated 13th November, 1858.
2556. Daniel Frodsham, of Rose Cottage, Gurney-road, Stratford, in the county of Essex, for an invention of "improvements in apparatus used in combination with fire boxes of tubular steam boilers, in order to supply air and steam thereto."—Dated 13th November, 1858.
2560. Thomas Robert Butcher, Frederick Stevens, William Thomas Johnson, and Theophilus Jarvis, of Frome, in the county of Somerset, Pianoforte Action Manufacturers, for an invention of "improvements in the hammer rails of pianofortes."—Dated 15th November, 1858.
2572. Alfred Isidore Honoré Parent, of Paris, in the French Empire, Manufacturer, for an invention of "an improved manufacture of buttons, and the apparatus employed therein."—Dated 16th November, 1858.
2575. Charles James Clowes Perry, of Williams-town, in the Colony of Victoria, Member of the Legislative Assembly, for an invention of "an instrument to be used, chiefly on board ship, for approximating, in certain cases, the course of an approaching vessel, either in the day or night, and the relative angle of both ships' courses, in order to avoid a collision, to be called 'Perrysanti collision dial.'"—Dated 16th November, 1858.
2590. Matthew Caton, of Preston, in the county of Lancaster, Overlooker of Looms, for an

- invention of "improvements in the treading motion of looms for weaving, and also in shuttle boxes and swells connected therewith."—Dated 17th November, 1858.
2604. John Leslie, of Conduit-street, St. George's, Hanover-square, in the county of Middlesex, for the invention of "improvements in the manufacture of gas."—Dated 18th November, 1858.
2606. John May Miller, of Barnstaple, in the county of Devon, Lace Manufacturer, and John Fear, of the same place, Machinist, for an invention of "improvements in machinery for winding fibrous substances or materials, when in the form of thread or yarn, on to the bobbins or wheels used in lace machinery."—Dated 18th November, 1858.

In the Matter of the Companies Act, 1862, and of the Saint George's Brewery Company, Kidderminster (Limited).

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery was, on the 22nd day of November, 1865, presented to the Master of the Rolls by George Adolphus Eagles, of Kidderminster, in the county of Worcester, brewer, Arthur James Day, of Kidderminster, aforesaid, solicitor, George Adam Bird, of Glenthorn, near Worcester, in the said county, solicitor, Edward Broadfield, of Kidderminster, aforesaid, postmaster, Philip Augustus Eagles, of Sutton Valence, in the county of Kent, gentleman, and William Frederic Wratislaw Bird, of Gray's-inn-square, in the County of Middlesex, solicitor, contributories of the said Company; and that the said petition is directed to be heard before the Master of the Rolls, on the 9th day of December, 1865; and any creditor or contributory of the said Company desirous to oppose the making an Order for the winding up of the said Company, under the above Act, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Bird and Moor, 5, Gray's-inn-square;
Agents for

A. J. Day, Kidderminster, Solicitor for the
Petitioners.

In Chancery.

In the Matter of the Companies Act, 1862, and in the Matter of the Land Credit Company of Ireland (Limited).

THE Master of the Rolls has, by an Order, dated the 8th day of November, 1865, appointed George Augustus Cape, of No. 3, Adelaide-place, London-bridge, in the city of London, Accountant, to be Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1865.

In Chancery.

In the Matter of the Companies Act, 1862, and in the Matter of the Land Credit Company of Ireland (Limited).

THE creditors of the above-named Company are required, on or before the 1st day of January, 1866, to send their names and ad-

dressess, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to George Augustus Cape, of No. 3, Adelaide-place, London-bridge, in the city of London, the Official Liquidator of the said Company; and, if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Monday, the 22nd day of January, 1866, at three o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the debts or claims. Dated this 22nd day of November, 1865.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 11th day of November, 1865.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 21st day of November, 1865.

Name, Title, and Principal Place of Issue.		Average Amount.
Devizes and Wiltshire Bank	Devizes ...	£ 6,474
	Locke and Co.	

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 23, 1865.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 22nd day of November, 1865.

ISSUE DEPARTMENT.

£		£	
Notes issued	28,323,900	Government Debt	11,015,100
		Other Securities	3,634,900
		Gold Coin and Bullion	13,673,900
		Silver Bullion	
	<u>£28,323,900</u>		<u>£28,323,900</u>

Dated the 23rd day of November, 1865.

W. Miller, Chief Cashier.

BANKING DEPARTMENT.

£		£	
Proprietors' Capital	14,553,000	Government Securities (including	
Reserve	3,210,548	Dead Weight Annuity)	9,741,100
Public Deposits (including Ex-		Other Securities	19,004,565
chequer, Savings' Bank, Com-		Notes	7,789,940
missioners of National Debt, and		Gold and Silver Coin	791,132
Dividend Accounts)	6,144,063		
Other Deposits	12,878,988		
Seven days and other Bills	490,143		
	<u>£37,276,737</u>		<u>£37,276,737</u>

Dated the 23rd day of November, 1865.

W. Miller, Chief Cashier.

AN ACCOUNT, pursuant to the Act 8 and 9 Vict. cap. 38, of the Amount of BANK NOTES authorized by Law to be issued by the several Banks of Issue in SCOTLAND, and the Average Amount of Bank Notes in Circulation, and of Coin held during the four Weeks ending Saturday, the 11th day of November, 1865.

Name and Title as set forth in Licence.	Name of the Firm.	Head Office or Principal Place of Issue.	Circulation authorized by Certificate.	Average Circulation during four Weeks ending as above.			Average Amount of Coin held during four Weeks ending as above.		
				£5 and upwards.	Under £5.	Total.	Gold.	Silver.	Total.
Bank of Scotland	{ The Governor and Company of the Bank of Scotland	Edinburgh.	£. 300485	192017	341784	533801	262309	42297	304607
Royal Bank of Scotland.....	Royal Bank of Scotland.....	Edinburgh	216451	210248	361195	571443	434756	28018	462774
British Linen Company	British Linen Company	Edinburgh	438024	188677	328616	517298	175915	51610	227525
Commercial Bank of Scotland.....	Commercial Bank of Scotland	Edinburgh	374880	217288	398149	610437	299982	29474	329456
National Bank of Scotland	National Bank of Scotland.....	Edinburgh	297024	188085	332201	520286	249707	35132	284840
Union Bank of Scotland	Union Bank of Scotland.....	Edinburgh	454346	210521	399890	610411	191239	41386	232625
Aberdeen Town and County Banking } Company	{ Aberdeen Town and County Banking } Company	Aberdeen	70133	62911	89221	152132	98079	6128	104207
North of Scotland Banking Company.....	North of Scotland Banking Company.....	Aberdeen	154319	101978	124278	226257	93249	9746	102996
Clydesdale Banking Company.....	Clydesdale Banking Company.....	Glasgow	274321	148092	252272	400364	125991	31990	157981
City of Glasgow Bank	City of Glasgow Bank.....	Glasgow	72921	159733	243076	402810	348185	22831	371017
Caledonian Banking Company.....	Caledonian Banking Company.....	Inverness	53434	27492	53334	80526	32256	3923	36180
Central Bank of Scotland.....	Central Bank of Scotland	Berth	42933	33636	40288	70925	28850	3140	31990

I hereby certify, that each of the Bankers named in the above Return, who have in Circulation an Amount of Notes beyond that authorized in their Certificate (with the exception of _____), have held an Amount of Gold and Silver Coin, not less than that which they are required to hold during the period to which this Return relates.

Dated this 23rd day of November, 1865.

W. W. DALBIAC, Officer of Stamp Duties.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie registered in the Week ended 22nd November, 1865.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Hanse Towns ... ..	...	...	...	24,800	61,200	86,000
Holland ... ..	...	...	...	80,000	170,400	250,400
Belgium	75	...	75	107,200	...	107,200
Australia	14,763	245,568	260,331	...	...	...
Nova Scotia ... ..	...	1,362	1,362	...	...	...
St. Thomas	2,642	8,557	11,199	652,984	303,128	956,112
United States of America ...	1,186	140	1,326	...	...	...
Other Countries	367	...	367	18,400	...	18,400
...
...
...
...
Aggregate of the Importations registered in the Week ... }	19,033	255,627	274,660	883,384	534,728	1,418,112
Approximate Value of the said Importations computed at the rates specified below ... }	£ 73,772	£ 1,017,479	£ 1,091,251	£ 220,858	£ 147,050	£ 367,908
Rates of Valuation, per ounce	£ s. d. 3 10 0 to 3 17 10½	£ s. d. 3 10 0 to 4 0 0	...	s. d. 4 11½ to 5 1½	s. d. 5 6	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.	Ounces.	Ounces.	British.	Foreign.	Ounces.	Ounces.
Hamburg ... ..	...	...	...	...	1,200	...	1,200
Belgium ... ..	...	...	...	...	2,800	...	2,800
France ... ..	...	195	20,872	21,067	5,736	101,608	107,344
Canaries ... ..	...	...	...	...	4,032	...	4,032
Egypt	331	...	...	331	4,000	16,680	20,680
New South Wales ... ..	...	...	...	8,000	...	...	8,000
...	
...	
...	
...	
Aggregate of the Exportations registered in the Week ... }	331	195	20,872	21,398	12,000	13,768	118,288	144,056
Approximate Value of the said Exportations computed at the rates specified below ... }	£ 1,289	£ 741	£ 77,748	£ 79,778	£ 3,075	£ 3,442	£ 32,529	£ 39,046
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 16 0	£ s. d. 3 14 6	...	s. d. 5 1½	s. d. 5 0	s. d. 5 6	...

JOHN A. MESSENGER,

Assistant-Inspector-General of Imports and Exports.

Office of the Inspector-General of Imports and Exports.

Custom House, London; 23rd November, 1865.

THE AGRA AND MASTERMAN'S BANK (LIMITED).

Statement of AFFAIRS on 1st November, 1865.

Liabilities.			Assets.		
	£	s. d.		£	s. d.
To Paid up Capital ...	1,500,000	0 0	By Cash in hand and at call at Head Office and Branches	2,090,568	9 4
To Reserve Fund ...	500,000	0 0	By Government Securities ...	695,797	16 6
To Amount due by the Bank on Customers' Balances, Fixed Deposits, and Note circulation in China ...	6,368,980	10 8	By Discounts, Loans, Credits, &c. ...	5,868,502	12 2
To ditto on Acceptances by Head Office for Branches and Country Banks ...	2,769,778	12 4	By other Securities, including Gold and Silver Bullion, Bills Purchased, &c. ...	7,681,856	18 10
To ditto on Exchange Accounts, Letters of Credit, Circular Notes, &c. ...	4,966,736	9 9	By Freehold Premises in London, Edinburgh, Calcutta, Bombay, Madras, Agra, Lahore, Shanghai, and Sydney, and Leasehold Property at the other Branches ...	314,567	13 2
Profit and Loss ...	45,797	17 8			
	£16,151,293	10 0		£16,151,293	10 0

W. Shipman, pro-General Manager.

N.B.—The above statement does not include any of the Branches' accounts to a later date than 12th October, 1865.

In Chancery.

In the Matter of the Companies Act, 1862, and in the Matter of the Estates Bank (Limited).

THE creditors of the above-named Company are required, on or before the 21st day of December, 1865, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to John James Andrew and William Farmer, of 156, Strand, in the county of Middlesex, the Liquidators of the said Company; and if so required by notice in writing by the said Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Tuesday, the 9th day of January, 1866, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 21st day of November, 1865.

Afon Valley Railway.

(Branches to Port Talbot, South Wales Mineral Railway, and Maesteg—Additional Capital—Powers to Great Western Railway, South Wales Mineral Railway, and Port Talbot, Companies, and Governor and Company of Copper Miners in England; and Amendment of Acts.)

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

To enable the Afon Valley Railway Company (herein called "The Company") to make and maintain the railways hereinafter described, or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):

1. A railway commencing at a point about 77 yards westward of the Western Coal Drop on the shipping stage or pier at Port Talbot Harbour, and

terminating by a junction with the authorised line of the Afon Valley Railway in a plot of ground belonging to Christopher Rice Mansel Talbot, Esq., M.P., which plot of ground is numbered 43 and 44 in the parish of Margam, on the plans of the Afon Valley Railway deposited with the Clerk of the Peace of the county of Glamorgan, in the month of November, 1864, which said intended railway will be wholly situated in the parish of Margam.

2. A railway commencing in the said parish of Margam by a junction with the authorised line of the Afon Valley Railway in the field distinguished by the number 192 on the said deposited plans of the Afon Valley Railway, and at or near the point on those plans marked 4 miles 1 furlong, and terminating in the parish of Michaelstone-super-Afon by a junction with the South Wales Mineral Railway, at or near the distance post thereon indicating 7 and 3¼ miles, which intended railway No. 2 will pass from, through, or into the parishes and places of Margam, Llangynwyd, and Michaelstone-super-Afon.

3. A railway commencing in the parish of Llangynwyd by a junction with the said authorised line of the Afon Valley Railway, at a point in the field, No. 178 on the said deposited plans thereof, and terminating in the said parish of Llangynwyd at a pit mound and waste ground about 80 yards in a north-westerly direction from the north-west corner of the stables belonging to the Llynvi Valley Iron Company, which lastly described intended railway will pass from, through, or into the parishes and places of Llangynwyd, Llangynwyd Higher, and Cwmdru. All the said intended railways Nos. 1, 2, and 3, will be wholly situated in the county of Glamorgan.

To enable the Company 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, railways, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

To enable the Company to apply any capital or funds now belonging to them or under their control to the purposes of the intended Act, and to raise further sums for such purposes, 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 issue in preferred half shares and deferred half shares, or to attach a preferential dividend to the whole or any part of the capital authorised by the Afon Valley Railway Act, 1865, to be raised, or which they may be authorised to raise by the said intended Act.

To authorise the Company, and the Governor and Company of Copper Miners in England, to make contracts and agreements with respect to the purchase or lease of the mineral railway or tramroad known as the Cwm Afon Railway, and the alteration and use by the Company of the whole or any part thereof, or the discontinuance thereof for the purposes of traffic, and the abandonment and disposal of so much thereof as may by the construction of the Company's railway be rendered unnecessary for the conveyance of traffic, and for the purposes of any such contract or agreement, the intended Act will extinguish all rights of transit and other rights and privileges (if any) connected with the said mineral railway or tramroad, and all rents and rates payable in respect thereof.

To authorise the Company and the Port Talbot Company, to make contracts and agreements with respect to the maintenance, management, use, and working of the tramways, hydraulic apparatus, cranes, hoists, machinery, warehouses, buildings, works, and conveniences at Port Talbot Harbour, the fixing, collection, division, and appropriation of the tolls, dues, and other income arising from the said tramways and works, the contributions, payments and allowances to be made to or by either of the contracting parties to the other of them, and any matters incidental to or connected with the objects and purposes aforesaid.

To extend and make applicable to the said intended railways and works the provisions of the Afon Valley Railway Act, 1865, with respect to traffic arrangements between the Company and the Great Western Railway Company, and also to authorise the Company and the South Wales Mineral Railway Company, to make and carry into effect agreements for the following purposes, viz.: the use, working, maintenance, and management of the railways or any part of the railways of the Company and the South Wales Mineral Railway Company, the conveyance of traffic thereon, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

And it is proposed so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz., 4 Wm. 4. cap. 43; 6 Wm. 4, cap. 98; and 3 Vic., cap. 71; and 28 and 29 Vic., cap. 85, relating to the Port Talbot Company; 28 and 29 Vic., cap. 376, relating to the Afon Valley Railway Company,

16 and 17 Vic., cap. 197; 18 Vic., cap. 23; 24 and 25 Vic., cap. 210; and 27 and 28 Vic., cap. 297, relating to the South Wales Mineral Railway, any of any Acts relating to the Governor and Company of Copper Miners in England.

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 Glamorgan at his office in Cardiff; 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 14th day of November, 1865.

James Kempthorne, Neath, Solicitor.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1866.

Chester and West Cheshire Junction Railway.
(Extensions).

(Construction of Railways at Chester and to the River Dee and to Neston; Compulsory purchase of Lands; Tolls; Power to Raise and Apply and Divide Capital; Powers for the Manchester, Sheffield, and Lincolnshire, Great Northern and Midland Railway Companies to Subscribe Working Agreements, &c., with those Companies, and with the West Cheshire Railway Company; Confirmation of Agreements; Power to change the name of Company, and Provisions as to Directors; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, by the Chester and West Cheshire Junction Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some or one of them, that is to say:—

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

A railway No. 1, commencing by a junction with the line of the Chester and West Cheshire Junction Railway as authorised to be constructed by and intended to be constructed under the powers of the Chester and West Cheshire Junction Railway Act, 1865, and which line is therein referred to as railway No. 3, at a point in and on the south side of a garden in the parish of

St. Oswald and ecclesiastical district of Christ Church, in the county of the city of Chester, numbered 45 in that parish on the plans deposited in respect of the said Act, and terminating in the extra-parochial place or district of the precincts of the Cathedral Church of Christ and the Blessed Virgin Mary in Chester, otherwise St. Werburghs, commonly called the Cathedral Precincts, in the county of the city of Chester, at a point in a stable-yard forming part of certain premises called the Hop Pole Hotel, and which point is 30 yards or thereabouts eastwards of the city walls, which said intended railway No. 1 will be made, or pass from, through, in, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—St. Oswald, Christ Church, the Precincts of the Cathedral Church of Christ and the Blessed Virgin Mary in Chester, otherwise St. Werburghs, commonly called the Cathedral Precincts, all in the county of the city of Chester.

A railway No. 2, commencing by a junction with the line of the Chester and West Cheshire Junction Railway, as authorised, by and intended, to be constructed under the powers of the Chester and West Cheshire Junction Railway Act, 1865, and which line is therein referred to as railway No. 3, at a point in the north portion of a garden in the parish of St. Oswald, and ecclesiastical district of Christ Church, in the county of the city of Chester, numbered 41 in that parish on the plans deposited in respect of the said Act, and which point is 64 yards or thereabouts eastwards of a lane called Windmill-lane, and terminating in the parish of Northop, in the county of Flint, on an embankment now being constructed by the River Dee Company, at a point thereon 450 lineal yards or thereabouts, measured in a north-westerly direction from the mooring stage belonging to the River Dee Company, and known as the Lower Stage, and which said intended railway No. 2 will be made or pass from, through, in or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say:—St. Oswald, Christ Church, the Holy and undivided Trinity, Sealand, Sealand Marsh, in the county of the city of Chester, St. Oswald, Blacon-cum-Crabwall, and the Holy and undivided Trinity, and Sealand in the county of Chester, Hawarden Sealand, Northop, and Open or Salt Marsh in the county of Flint.

A railway No. 3, commencing by a junction with the intended railway No. 2, in the parish of Hawarden, in the county of Flint, at a point 1047 lineal yards or thereabouts measured in an easterly direction, along the turnpike road leading from the Lower Queen's Ferry to Eastham, from the line of the centre of the top of the embankment on the north-east side of the River Dee, at the Lower Queen's Ferry, such point being where the said turnpike road meets the public road from Chester, and also the turnpike road from Eastham, and terminating at a point in a field in the parish of Neston, in the county of Chester, on the north-westerly side of the public road leading from Neston to Leighton, such field being in the ownership of the Rev. Mark Coxon, and in the occupation of Mr. Thomas Broster, and which point is 20 yards or thereabouts from the north-westerly fence of the said road, which intended railway No. 3 will be made or pass from, through, in, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Hawarden, Sealand, Northop,

nd Salt or Open Marsh, in the county of Flint; Open or Salt Marsh, Burton Denhall, Ness, Neston, Hinderton, Little Neston, Parkgate, and Great Neston, in the county of Chester.

And it is proposed by the intended Act to take all necessary powers to effect the objects following, or some of them, viz.:—

To empower the Company to purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the said intended railways and works, or any or either of them, and to vary or extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

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

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

To enable the Company to apply any capital or funds now belonging to them or under their control, to the purposes of the intended Act or any of them, 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 dividends, and on such terms and conditions, and subject to such restrictions as may be prescribed by the intended Act, and by borrowing on mortgage, or by any of those means, and as part of their general capital and funds, or wholly or partly as a separate capital, charged primarily or exclusively on all or any part of the intended railways and works.

To enable the Company to convert any portion of their ordinary share capital into preference shares or stock, and to attach to such shares or stock such privileges of preference, or priority in payment of interest or dividend, and with such other privileges, restrictions, and qualifications, as the Company may determine, or as may be prescribed by the intended Act, or to enable the Company to cancel any shares or stock in the Company, whether issued or unissued, and to issue new shares or stock in lieu of the shares so cancelled, and to attach to any such new shares or stock such privileges of preference or priority in payment of interest or dividend as aforesaid, 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 Chester and West Cheshire Junction Railway Act, 1865; to be raised; or which they 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 necessary or expedient.

To authorise the Manchester, Sheffield, and Lincolnshire, the Great Northern, and the Midland Railway Companies, or any or either of them, by themselves or otherwise, on their behalf, and either jointly or separately, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in, and to subscribe to or towards the making or maintaining, working,

and using the Chester and West Cheshire Junction Railway, as now authorised, and the said intended railways and works, or any part or parts thereof, or any or either of them, and for the purposes aforesaid, or any or either of them, 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 borrowing on mortgage or bond, or by such other ways and means as may be prescribed by the intended Act.

To authorise and empower the Company on the one hand, and the West Cheshire, the Manchester, Sheffield, and Lincolnshire, the Great Northern, and the Midland, and the Wrexham, Mold, and Connah's Quay Junction Railway Companies, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, or arrangements for or with reference to the construction, maintenance, working, managing, and using by any or either of the contracting companies of the authorised Chester and West Cheshire Junction Railway, and of the said intended railways and works, or any or either of them, the costs and expenses of such construction, maintenance, working, management, and using, the regulation, management, working, interchange, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, receipts, and revenues levied, taken, or arising therefrom, and the employment of officers and servants, and also for or in respect of the sums or considerations, whether annual or in gross, and either fixed or contingent to be payable by any or either of the contracting companies to the other or others of them, and all incidental matters, and to provide, if need be, for the appointment of a joint committee or joint committees, and to confer upon such joint committee or joint committees all necessary powers to regulate their proceedings.

To sanction and confirm any agreement or agreements which may have been entered into between the Company and the other companies before named or referred to, or any or either of them, with reference to the undertaking of the Company, as now or as may be authorised by the intended Act, or to any of the purposes of the intended Act.

To change the corporate name of the Company, and to increase the number of the directors of the Company, and to reduce the quorum of directors now prescribed by the Chester and West Cheshire Junction Railway Act, 1865, and to make all necessary provisions for those purposes.

And it is proposed, so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them, viz.:—The Chester and West Cheshire Junction Railway Act, 1865; 24 and 25 Vic., cap. 143, relating to the West Cheshire Railway Company, and any other Act relating to that Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company; 25 and 26 Vic., cap. 221, and all other Acts relating to the Wrexham, Mold, and Connah's Quay Junction Railway Company.

And notice is hereby further given, that plans

and sections of the said intended railways and works, together with a book of reference to such plans, and a published map, with the lines of railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in the county of the city of Chester, with the Clerk of the Peace for the county of the city of Chester, at his office at Chester, in the county of the city of Chester, and with the Clerk of the Peace for the county of Flint, at his office in Mold, in the said county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the said railways and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows, that is to say:—In the case of parishes, with the parish clerk of such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 13th day of November, 1865.

Tilleard, Son, Godden, and Holme, 34, Old Jewry;

Thomas V. Royle, Chester;

Solicitors.

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

In Parliament.—Session 1866.

Drayton Junction Railway.

Extension to Cannock Chase.

(Construction of Railway to Cannock Chase.—Deviation and Abandonment of part of authorised Line.—To raise and apply and divide Capital.—Compulsory purchase of Lands, Tolls.—Traffic Arrangements.—Agreements with Cannock Chase and Wolverhampton Railway Company.—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to enable the Drayton Junction Railway Company (hereinafter called "The Company") to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith; viz.:—

A railway (herein called "Railway No. 1") commencing by a junction with Railway No. 2, authorised by "The Drayton Junction Railway Act, 1864," in the parish of Seighford, in the county of Stafford, in a field Nod. 98 on the plans deposited with the Clerk of the Peace for the county of Stafford in respect of that railway, and thence passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say:—Seighford, Castle Church, St. Mary's Stafford,

St. Chad's Stafford, Stafford, Rickerscote, Baswich (otherwise Berkswich), Silkmoor, Coppenhall, Penkridge, Dunston, Acton, Acton Trussell, Acton and Bednal, Bednal, Brocton, Teddesley, Teddesley Hay, Slugborough, Sherbrook, Wolseley, Colwich, Rugeley, Cannock, Cannock Chase, Hednesfort, and Beadesert, all in the county of Stafford; and terminating in the parish of Cannock, in the county of Stafford, in a field No. 30 on the plans deposited with the Clerk of the Peace for the county of Stafford in respect of "The Cannock Chase Railway (Extension) Act, 1862," such field being 560 yards, or thereabouts, south-east of a three-arched bridge carrying a public road leading from Hednesfort to Beadesert Old Park, over the Cannock Chase Railway, and being near the south-easternmost termination of the Cannock Chase Railway.

A railway (herein called "Railway No. 2") commencing at the above-mentioned termination of Railway No. 1, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say:—Cannock, Cannock Wood, Cannock Chase, Leacroft, Wyrley, Norton Canes, St. Michael Lichfield, Norton (or Norton Canes), Norton Common, Brownhills, Burntwood, Edial, and Woodhouse, all in the county of Stafford, and terminating in the parish of St. Michael Lichfield, in the county of Stafford, by a junction with Railway No. 1 of the Cannock Chase and Wolverhampton Railway; as authorised by "The Cannock Chase and Wolverhampton Railway Act, 1864," at a point two furlongs and a-half, or thereabouts, from the commencement thereof on the plans of the said railway referred to in the said Act.

And by the said Act powers will be taken to enable the Company to deviate a portion of the Railway No. 1, authorised by "The Drayton Junction Railway (Extensions) Act, 1865," and to construct and maintain a new and substituted line of railway in lieu thereof, in the parishes, townships, extra-parochial or other places following, or some of them; that is to say:—Hanmer, Bettisfield, Bronington, Northwood, Newtown, Whixall, Prees, and Wem, in the counties of Flint and Salop, commencing in the parish of Hanmer, in the county of Flint, by a junction with the said authorised railway at a point measuring five chains, or thereabouts, from its commencement, and terminating in the parish of Prees, in the county of Salop, by a junction with the said railway at a point measuring one mile three furlongs, or thereabouts, from its commencement. And also to enable the Company to abandon so much of the said authorised railway as will be rendered unnecessary by the construction of the said new and substituted portion of railway.

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, townships, extra-parochial and other places, or any of them, as it may be necessary to stop up, alter, or divert, for the purposes of the said intended Act, or any of them.

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

intended railways and works, or any of them, and to confer other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works to be authorised by the intended Act; to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish 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 of money for such purposes and the general purposes of their undertaking, by the creation of new shares or stock in their undertaking either with or without preference or priority in payment of interest or dividend, and with other privileges, restrictions, and qualifications, and by borrowing on mortgage or bond, or by any of those means, and for the general purposes of their undertaking, to attach to any portion of the present authorised capital of the Company privileges of preference or priority in the payment of interest or dividends in respect of the shares which the Company have created and issued, or are now authorised to create and issue, and to cancel any part of the shares in the capital of the Company, and to grant others in lieu thereof, with or without such privileges of preference or priority, and upon such terms and conditions as shall be prescribed in 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 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 provision with respect to the capital of the Company as they may deem expedient.

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the Cannock Chase and Wolverhampton Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement, for referring to the Board of Trade, or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities, are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which that Company is now authorised to take; to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Cannock Chase and Wolverhampton Railway Company to enter into agreements for the management, use, working, and maintenance of the intended railways and works, or any part thereof, the supply of any rolling or working stock, and of officers and servants for the conduct of the traffic on the intended railways, the payments to be made and the conditions to be performed with respect to the matters aforesaid, the interchange, accommodation, conveyance, and delivery of traffic from or destined for the railway of the Company, and the railway of the Cannock Chase and Wolverhampton Railway Company, and the fixing and division between them of the receipts arising from such traffic.

To make provision in the said Bill for defining the mode in which the said railways shall be carried across the Cannock Chase (within the

limits of deviation shown on the plans hereinafter mentioned), and to empower the Company to enter into agreements with the valuer acting in the execution of the powers of the Act authorising the enclosure of portions of the said chase by the freeholders or other persons having interests in the said chase, for determining the course and direction of the said railway, the accommodation works necessary to be constructed, the mode in which the railway shall be carried over or under any roads or highways, and generally to make provision in the said Act for the protection of the rights and interests of the said freeholders and others.

To confirm any agreement already entered into, or to be entered into between, the Company and the said freeholders.

To alter, amend, extend, and enlarge, and if need be to repeal the powers and provisions of "The Cannock Chase and Wolverhampton Railway Act, 1864," "The Drayton Junction Railway Act, 1864," "The Drayton Junction Railway (Extensions) Act, 1865," and any other Act or Acts relating to those Companies, or either of them.

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

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

Dated this 11th day of November, 1865.

Tilleard, Son, Godden, and Holme, 34, Old Jewry;

*R. Parry-Jones, Whitchurch, Salop;
Warren and Onions, Market Drayton,
Salop; Solicitors.*

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

In Parliament—Session 1865-6.

Drayton Junction Railway.

(Arrangements as to Capital; Additional Capital; Preference; Division of Shares; Provisions as to Directors; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Drayton Junction Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some or one of them, that is to say:—

To enable the Company to raise further sums of money for the general purposes of their undertaking by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and with other privileges, restrictions, and qualifications, and by borrowing on mortgage or bond, or by any of those means, and also for the general purposes of their undertaking to attach to any portion of the present authorised capital of the Company privileges of preference or priority in the payment of interest or dividends in respect of the shares which the Company have created and issued, or are now authorised to create and issue with or without such privileges of preference or priority, and upon such terms and conditions as shall be prescribed in the said intended Act; and to cancel any of the shares in the capital of the Company, and to grant others in lieu thereof, with or without any such preference or priority, and upon such terms and conditions as aforesaid. 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 provision with respect to the capital of the Company as they may deem expedient.

To increase the number of the directors of the Company, and to prescribe the quorum of directors, and to make all necessary provision for those purposes.

To alter, amend, extend, and enlarge, and, if need be, to repeal, the powers and provisions of the Drayton Junction Railway Act, 1864, the Drayton Junction Railway (Extensions) Act, 1865, and any other Act or Acts relating to the Company.

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 16th day of November, 1865.

Tilleard, Son, Godden, and Holme, 34, Old Jewry, Solicitors.

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

Cannock Chase Railway Extension.

(Powers to the Cannock Chase [Extension] Railway Company, or to the Marquess of Anglesey, or to a New Company to make a Railway from the Norton Branch of South Staffordshire Railway to Cannock Chase Railway; Running powers over Cannock Chase Railway, and part of Cannock Mineral Railway; Working arrangements with London and North Western and Cannock Chase and Wolverhampton Railway Companies; Amendment of Acts.)

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

purposes, or some of the purposes following, that is to say, to enable the Cannock Chase (Extension) Railway Company (hereinafter called "The Existing Company"), or the Most Honourable Henry Marquess of Anglesey, his heirs, or assigns, or a Company, to be incorporated by the Bill (hereinafter called "The New Company"), to make and maintain the railway hereinafter mentioned together with all necessary and convenient stations, approaches, bridges, sidings, roads, communications, and other works and conveniences, and to confer upon the existing Company, or upon the said Marquess of Anglesey, his heirs or assigns, or upon the new Company all necessary and proper powers for effecting the objects hereinafter mentioned or some of them (that is to say), a railway commencing by a junction with the Norton Branch of the South Staffordshire Railway, in the parish of Norton, otherwise Norton Canes; otherwise Norton-under-Cannock, in the county of Stafford, at or near the bridge, by which the Watling-street turnpike road, numbered 65 on the plans of the said branch, deposited with the Clerk of the Peace for the county of Stafford, in November, 1853, and referred to in "The South Staffordshire Railway Act, 1854," is carried over the said branch railway, and passing from, in, through, and into the several parishes, townships, and extra-parochial places of Norton Common, Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, Biddulph Pool, Pig Sty Bank, Norton Field, Two Oaks, Coney Mill, Warren Field, Hoar Thorns, The Hollies, Noddy Field, Court Bank Cover, Cooper's Lodge, New Hayes, Old Lodge Hill, Hammerwich, Saint Michael Lichfield, Burntwood, Cannock, and Longdon, or some of them, in the county of Stafford, and terminating in the said parish of Cannock at or near the Eastern terminus common to the two several railways constructed under the powers of "The Cannock Chase Railway Act, 1860," at or near Cooper's Lodge on Cannock Chase.

To stop up, divert, cross under, over, or on the level of any turnpike roads, highways, railways, canals, navigations, and rivers, for the purposes of the intended railway and works.

To levy tolls, rates, and duties, for the use of the intended railway and works, to alter existing or authorised rates, tolls, and duties, and to vary or extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

To purchase, by compulsion or agreement, lands, houses, and property, required for the purposes of the said intended railway and works, and to authorise the lease of lands, and the acquisition of other rights or easements in or over the same.

And the Bill will, if necessary or expedient, provide for the dissolution and winding up of the affairs of the existing Company, and for the repayment or satisfaction to the shareholders of the existing Company, of all or any sums, or some part of the sums, paid up or advanced by them, upon or in respect of their shares in the capital of the existing Company, and for the payment, satisfaction, and discharge of the debts, liabilities, and engagements of the existing Company, and for the sale and disposal of their lands, property, and effects.

And it is further intended by the Bill, to empower the existing Company, or the said Marquess of Anglesey, his heirs, or assigns, or the new Company, by agreement or otherwise, to run over, work, and use, with their or his engines and carriages, and for the purpose of traffic of every description, the several railways authorised by "The Cannock Chase Railway Act, 1860;" and also so much of the Cannock Mineral Railway as lies between the junction therewith of the railway

firstly authorised by "The Cannock Chase Railway Act, 1860," and the Hednesford Station of the Cannock Mineral Railway, including that station, and the approaches, roads, junctions, idings, turntables, points, booking and other offices, platforms, warehouses, sheds, water, water-engines, works, and conveniences connected with the said railways and stations respectively, and to take tolls, rates, and charges for traffic passing over or using the said railways, station, works, and conveniences, and to alter the tolls now authorised to be taken upon, or in respect of the same respectively.

And it is intended by the said Bill to empower the London and North-Western Railway Company, and the Cannock Chase and Wolverhampton Railway Company, and the existing Company, or the said Marquess of Anglesey, his heirs or assigns, or the new Company, or any one or two of them, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using by any or either of the contracting parties of the intended railway and works, 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 it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say, local and personal, 8 and 9 Victoria, caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Victoria, cap. 67; 9 and 10 Victoria, caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Victoria, chapters 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Victoria, chapters 58, 60, and 130; 12 and 13 Victoria, chapter 74; 13 and 14 Victoria, chapter 36; 14 Victoria, chapter 28; 14 and 15, Victoria, chapter 94; 15 Victoria, chapters 98 and 105; 16 and 17 Victoria, chapters 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, chapters 201 and 204; 18 and 19 Victoria, chapters 172 and 194; 19 and 20 Victoria, chapters 52, 69, and 123; 20 and 21 Victoria, chapters 64, 98, and 108; 21 and 22 Victoria, chapters 130 and 131; 22 and 23 Victoria, chapters 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Victoria, chapters 77 and 79; 24 and 25 Victoria, chapters 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Victoria, chapters 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Victoria, chapters 5, 77, 79, 108, 177, 208, and 217; 27 and 28 Victoria, chapters 62, 194, 196, 226, 263, 288, 296, and 309; and 28 and 29 Victoria, chapters 333 and 334, relating to the London and North-Western Railway Company; 25 and 26 Victoria, chapter 194, relating to the Cannock Chase Extension Railway Company; and 27 and 28 Victoria, chapter 312, relating to the Cannock Chase and Wolverhampton Railway Company.

And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at

his office at Stafford, in such county, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said railway and works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 13th day of November, 1865.

R. M. and F. Lowe, Temple.

In Parliament—Session 1866.

Great Northern and Manchester, Sheffield, and Lincolnshire Railways.

[Railways from Haxey to Goole; Subscription by South Yorkshire Railway Company; Mutual use of undertaking; Use of part of North Eastern Railway.

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

To enable the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies (who are meant where the term "the Joint Companies" is hereinafter used) with joint and equal powers to make, maintain, possess, and use the Railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

Railway No. 1. A Railway commencing by a junction with the Great Northern (Doncaster and Gainsborough) Railway at a point twenty yards, or thereabouts, to the eastward of a public highway leading from Misterton to Haxey, and numbered 47, in the parish of Haxey, in the Lindsey Division of the county of Lincoln, upon the plans deposited for the purposes of the "Great Northern Railway (Doncaster and Gainsborough) Act, 1864," passing through the following places: Haxey, Craizelound, Gunthorpe, West Kinnards Ferry, Eastlound, Owston, all in the parts of Lindsey in the county of Lincoln, and terminating in the parish of Owston, at the west side of the River Trent, at or near the point at which the Snow Sewer joins that river in the parish of Owston, in the Lindsey Division of the county of Lincoln.

Railway No. 2. A Railway commencing by a junction with the Great Northern (Doncaster and Gainsborough) Railway, in a field numbered 42, in the parish of Haxey, in the Lindsey Division of the county of Lincoln, on the plans deposited for the purposes of "The Great Northern Railway (Doncaster and Gainsborough) Act, 1864," and passing through the following places: Haxey, Nether, gate, Newbig, Upperthorpe, Park, Owston, High Burnham, Low Burnham, Epworth, Westgate, West Butterwick, Belton, Crowle, in the parts of Lindsey in the county of Lincoln, and terminating in the parish of Crowle, in the Lindsey Division of the county of Lincoln, by a junction with the South Yorkshire Railway, at a point four hundred

yards, or thereabouts, westward of the spot at which the public highway from Belton to Crowle, crosses by a bridge over the Stainforth and Keadby Canal.

Railway No. 3. A Railway commencing by a junction with the South Yorkshire Railway at a point four hundred yards, or thereabouts, eastward of the spot at which the public highway from Belton to Crowle crosses by a bridge over the Stainforth and Keadby Canal, and passing through the following places, that is to say: Crowle, Althorpe, and Luddington, in the parts of Lindsey, in the county of Lincoln, Adlingfleet, Whitgift, and Snaith in the West Riding of the county of York, and terminating by a junction with the Hull and Doncaster Line of the North Eastern Railway Company from Staddlethorpe to Thorne, authorized to be constructed by an Act passed in the Session of 1863, at or near a point three hundred yards, or thereabouts, south of a farm called Armin Grange, in the Parish of Snaith, and township of Armin, in the West Riding of the county of York.

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

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

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

To enable the South Yorkshire Railway and River Dun Company (hereinafter called the South Yorkshire Company), to contribute towards the capital to be supplied by the Manchester, Sheffield, and Lincolnshire Railway Company under the powers of the Bill for the purpose of the said railways and works, and to enable the South Yorkshire Company, to raise for the purpose of such contribution additional capital by shares or stock (preferential or ordinary), and by loan.

To enable the Joint Companies, and also (if they shall contribute), the South Yorkshire Company to enter into agreements with respect to the working use, management and maintenance of the said intended railways and works, or any part or parts thereof, respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made, and the conditions to be performed with respect to such working use, management and maintenance, the interchange, accommodation, and conveyance of traffic on the said railways and works, and the division and appropriation of the revenue arising from that traffic; and 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, or the Bill will itself make provision for all or any of the foregoing matters.

To grant to the Companies, whose names are

hereinafter mentioned, power to run over, and use with their engines and carriages of every description, and with their clerks, officers and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned with relation to the said several Companies, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively, that is to say:—

To the Joint Companies, power to use the Goole Station of the North Eastern Railway Company, together with so much of the railway of the same Company as intervenes, or will intervene between the said Station and the junction therewith of the Railway No. 3, hereinbefore described.

To the Manchester, Sheffield, and Lincolnshire Railway Company, power to use so much of the Great Northern Railway as will lie between the junctions with the same Railway of the Railways No. 1 and 2, hereinbefore described, so as to maintain a continuous communication between the said Railways, such use to comprise the use of the Craizelound Station of the Great Northern Railway.

To the Great Northern Railway Company, power to use so much of the South Yorkshire Railway as lies between the proposed Junctions therewith, of Railways Nos. 2 and 3 hereinbefore described, together with the Crowle Station of the said Railway.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the Act 9 & 10 Vict. c. 71, and of any other Acts relating to the Great Northern Railway Company; and the Act 12 & 13 Vic. c. 81, and of any other Acts relating to "The Manchester, Sheffield, and Lincolnshire Railway Company," the Act 27 & 28 Vic. c. 19; and any other Acts relating to the South Yorkshire Railway and River Dun Company; and the 17 & 18 Vic. c. 211, and any other Acts relating to the North Eastern Railway Company.

Duplicate Plans and Sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a Book of Reference to such Plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Lindsey in Lincolnshire, at his office at Spilsby, and with the Clerk of Peace for the West Riding of Yorkshire, at his office at Wakefield, and on or before the same day, a copy of so much of the said Plans, Sections, and Book of Reference, as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the Parish Clerk of each

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

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

Dated this 9th day of November, 1865.

Johnston, Farquhar, and Leech,
J. R. Lingard, Solicitors for the Bill.

In Parliament. — Session 1866.

Bishops Castle Railway Company.

(Powers to use undertaking of Cambrian Railways, and of Shrewsbury and Potteries Junction Railway Company — Increase of Capital.)

APPPLICATION is intended to be made to Parliament in the next session thereof for leave to introduce a Bill for the following purposes:—

1. To enable the Bishops Castle Railway Company, and all persons working or using the undertaking, or any part of the undertaking of the same Company, to run over and use with their own engines, carriages, and servants, and for the purpose of all sorts of traffic, and upon such terms and conditions, pecuniary and otherwise, as may be agreed on or settled by arbitration, or defined by the Bill, the undertaking of the Cambrian Railways Company, or so much of the said undertaking as the Bill may define.

2. To enable the Bishops Castle Railway Company in like manner to use so much of the undertaking of the Shrewsbury and Potteries Railway Company, or of any extension of such undertaking, as shall afford access from the Bishops Castle Railway to Shrewsbury, and on the other hand to confer on the last-named Company similar use of so much of the Bishops Castle Railway as lies between Minsterley and Chirbury; the said reciprocal use comprising the stations and conveniences of each Company on and at the termination of the portions of railway to which such use extends; and the Bill will confirm any agreements made, or which before the passing of the Bill may be made, touching the matters aforesaid, between the companies, or on their behalf.

3. To enable the Bishops Castle Railway Company to raise additional capital by shares and by loan, and to attach to such additional capital such preference or priority of dividend, or interest, or other advantage as the Bill may define; and for this purpose the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

4. The Bill will for the above purposes vary or extinguish all rights and privileges which may interfere with the grant or exercise of the powers sought by the Bill; and it will amend, if need be, "The Cambrian Railways Act, 1864," and the Acts 28 and 29 Vic., caps. 287 and 291, relating to the Cambrian Railways Company; the Act 23 and 24 Vic., cap. 175; and the other Acts relating to the Manchester and Milford Railway Company; and the 22 and 23 Vic., cap. 63, and the other Acts relating to the Mid Wales Railway Company, and "The Shrewsbury and Potteries Junction Railway Act, 1865;" and it will alter the tolls and charges which the said several companies are authorised to take; and it will also amend and enlarge the provisions of the Bishops Castle Railway Acts, 1861 and 1865.

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

mons, on or before the 23rd day of December next.

Dated this 17th day of November, 1865.

William Wilding, Montgomery.

Thomas Griffiths, Bishops Castle, Solicitors.

Mid Kent and South-Eastern Railway Companies.

(Further Powers for vesting Mid Kent Railway in South-Eastern Railway Company, and payment of Consideration Money; also as to Settlement of Disputed Claims, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to make better provision for carrying into full and complete effect the objects and purposes of a certain agreement for vesting the undertaking of the Mid Kent Railway Company in the South-Eastern Railway Company, which agreement is set forth in the schedule to "The South-Eastern (Mid Kent) Railway Act, 1864," as was intended to be thereby carried into effect; also for the payment of all or any monies due to the Mid Kent Railway Company, or the Shareholders thereof, for or on account of such vesting, and the winding up of the affairs of the Mid Kent Railway Company, and for the settlement of all claims and disputes between the said Companies, or between the South-Eastern Railway Company and the shareholders of the Mid Kent Railway Company, or persons claiming to be entitled to such monies as aforesaid, or any part thereof, and to confer upon the said Companies, or either of them, powers to raise more capital by the creation of ordinary, guaranteed, or preference shares or stock, or by mortgage or otherwise, and other powers and obligations in reference to the several matters aforesaid, and to repeal any provisions of the said Act contrary to or inconsistent with such agreement, and otherwise to amend the said Act; also "The Mid Kent Railway Acts, 1855, 1862, and 1863," and the several local and personal Acts following, or some of them, that is to say: 6 Wm. 4th, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., caps. 35 and 81; 23 and 24 Vic., cap. 147; 24 Vic., cap. 12; 24 and 25 Vic., caps. 93 and 191; 25 and 26 Vic., caps. 96 and 220; 26 and 27 Vic., cap. 115; 27 and 28 Vic., caps. 98, 99, 192, and 311; 28 and 29 Vic., caps. 197, 343, 344, and 347; relating to the South-Eastern Railway Company; and all other Acts relating to the said Companies, or either of them, and to alter, vary, extinguish, or annul all deeds, covenants, arbitrations, awards, and other instruments and proceedings, and all existing rights and privileges which can or may in any way prevent the objects of the intended Act being fully effected, and to confer other rights and privileges.

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

Dated the 13th day of November, 1865.

Burchells, 5, Broad Sanctuary, Westminster.

In Parliament.—Session 1866.

Manchester, Sheffield, and Lincolnshire Railway.

(Extension to Liverpool) Act, 1865, amendment. (Vesting of powers in Great Northern and Midland Railway Companies jointly with Manchester, Sheffield, and Lincolnshire Railway Company.)

APPLICATION is intended to be made to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:

To enable the Great Northern and Midland Railway Companies jointly and equally with the Manchester, Sheffield, and Lincolnshire Railway Company to exercise and enjoy all the rights, powers, and privileges (and among them the powers of purchasing land and executing the railway and works, and of levying tolls and charges in respect thereof) conferred on the Manchester, Sheffield, and Lincolnshire Railway Company by "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," (28 and 29 Vic., cap. 378), so that the three Companies, or that the Cheshire Lines Committee constituted by "The Cheshire Lines Transfer Act, 1865," may be enabled to act in all respects with regard to the undertaking authorized by the first-named Act as fully and effectually to all intents and purposes, and may be subject to all the duties and liabilities imposed by the said Act, as though the powers contained in the said Act had been originally conferred upon them jointly and equally with the Manchester, Sheffield, and Lincolnshire Railway Company, or upon the Cheshire Lines Committee on behalf of the three Companies, and the names of the three Companies had for that purpose been inserted in the said Act.

To enable the Great Northern and the Midland Railway Companies to contribute each one-third towards the cost of obtaining the said first-mentioned Act, and incidental thereto and of executing the powers thereby conferred, and to enable them severally to raise additional capital by shares and loan for the purposes of such contributions, and to attach to the additional capital so raised such priority of interest or dividend, or other advantages over the existing capitals of the said Companies respectively as the Bill shall define, and to limit to one-third of the capital authorized to be raised by means of shares or loan under the provisions of the first-mentioned Act any powers which the Manchester, Sheffield, and Lincolnshire Railway Company may have derived from the said Act of raising capital either by shares or loan for the purposes thereof.

To amend, repeal, and enlarge the powers and provisions of the two before mentioned Acts, and also of the 9 and 10 Vic., cap. 71, and any other Acts relating to the Great Northern Railway Company, and the 7 and 8 Vic., caps. 18 and 59, and any other Acts relating to the Midland Railway Company.

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

Dated this 6th day of November, 1865.

Johnston, Farquhar & Leech;

S. Carter;

Beale, Marigold & Beale;

Solicitors for the Bill.

Cannock Chase and Wolverhampton Railway.—
Midland Railway Extension.

(New Lines between Cannock Chase and the Midland Railway, near Wichnor; Communications with the South Staffordshire Railway at Anglesey Siding, and near Bloxwich; Working Arrangements with other Companies; Running Powers to Burton-upon-Trent; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that the Cannock Chase and Wolverhampton Railway 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:—

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

No. 1. A railway commencing in the township of Burntwood, in that part of the parish of Saint Michael, Lichfield, which lies in the county of Stafford, by a junction with the authorised line of the Cannock Chase and Wolverhampton Railway Company, at or near a point two furlongs and five chains from the commencement of that railway, as shown on the plans deposited in the year one thousand eight hundred and sixty-three, in relation to that railway, with the Clerk of the Peace for the county of Stafford, and referred to in the Cannock Chase and Wolverhampton Railway Act, 1864, and terminating in the township of Barton-under-Needwood, in the parish of Tatenhill, in the county of Stafford, by a junction with the line of the Midland Railway Company (Birmingham and Derby section), at a point five hundred and thirty yards, or thereabouts, measured along that railway in a north-easterly direction from the existing junction for passenger traffic between the lines of the Midland and South Staffordshire Railway Companies, at Wichnor, in the said parish of Tatenhill.

No. 2. A railway commencing in the township of Burntwood, in that part of the parish of Saint Michael, Lichfield, which lies in the county of Stafford, by a junction with the intended railway, No. 1, at or near to the point where the said railway No. 1 is intended to run parallel with the private railway belonging to the Cannock Chase Colliery Company (Limited), which leads to the coal pits of that company, known as No. 5 pits, such point being thirty chains, or thereabouts, measured along such private railway from its terminus at the said No. 5 coal pits, and terminating in the township of Hammerwich, in the said part of the said parish of Saint Michael, Lichfield, by a junction or connection with the sidings, adjoining the South Staffordshire Railway, there known as the Anglesey sidings, at a point about sixteen chains to the north-east of the bridge which carries the Watling-street turnpike-road over the main line of the said last-named railway, and to authorise the adoption, appropriation, use, and maintenance, for the purposes of the railway No. 2, of all or any part of the existing railway leading from the said Anglesey sidings to the Cannock Chase Colliery and of the said sidings.

No. 3. A railway situate wholly in the parish of Walsall, in the county of Stafford, commencing by a junction with the authorised line of the Cannock Chase and Wolverhampton Railway, at or near the point where that railway is intended to pass through the field distinguished by the No. 34 in the said parish of Walsall, on the said plans,

which in the year one thousand eight hundred and sixty-three, were deposited with the Clerk of the Peace for the county of Stafford, such field being the property of John Edward Bealey, Esquire, and in his own occupation, and terminating by a junction with Cannock branch of the South Staffordshire Railway, at or near the point where the public highway called Broad-lane, is carried over the said last-named railway by a double arched bridge.

No. 4. A railway commencing in the township of Essington, in the parish of Bushbury, in the county of Stafford, by a junction with the authorised line of the Cannock Chase and Wolverhampton Railway, at or near the place where that railway, as shown on the said plans, which in the year one thousand eight hundred and sixty-three were deposited with the Clerk of the Peace for the county of Stafford, is intended to pass over the Birmingham canal near the Sneyd Locks (such canal being distinguished on the same plans by the No. 6 in Bushbury), and terminating in the township of Essington, in the same parish, by a junction with the Cannock branch of the South Staffordshire Railway, at a point on that branch railway, seven hundred and fifty yards, or thereabouts, from the place where that branch railway crosses the Birmingham canal, measured from such crossing in a north-westerly direction along the said branch railway.

Which said intended railways and other works connected therewith will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial or other places following, that is to say:—Burntwood, Hammerwich, Pipe, Pipe Hill, Little Pipe, Woodhouses, Street Hay, Saint Michael Lichfield, The Friary Lichfield, Fulfen, Chorley, Farewell, Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, Little Wyrley, Saint Chad Lichfield, otherwise Stowe, Curborough, Elmhurst Curborough, and Elmhurst Longdon, King's Bromley, otherwise Bromley Regis, King's Bromley Hay, Cheslyn Hay, Handsacre, Alrewas Hay, Alrewas, Fradley, Orgreave, Tatenhill, Wichnor, Barton-under-Needwood, Yoxall, Cannock, Great Wyrley, Pelsall, Wolverhampton, Walsall, Foreign of Walsall, otherwise Walsall Foreign, borough of Walsall, Bloxwich, Bushbury, and Essington, or some of them, in the county of Stafford.

To confer on the Company powers for the compulsory purchase of lands and buildings for the purposes of the said intended railways and works, and for the other purposes of the Bill; also powers for the purchase of land by agreement, and also to stop up, alter, remove, or divert all turnpike and other roads and highways, railways, tramways, bridges, rivers, streams, water-courses, and works, and to vary or extinguish any existing rights or privileges which might prevent or obstruct any object or purpose of the Bill.

To authorise the levying of tolls, rates, duties, and charges for the use of the intended railways and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

To authorise the Company to raise further sums of money by the creation of shares or stocks, with or without guarantee, preference, or priority in payment of interest, or dividends, or other special advantages, and by borrowing on mortgage or otherwise.

To authorise the Company to enter into agree-

ments with the Midland Railway Company, the London and North-Western Railway Company, and the South Staffordshire Railway Company, or with any one or more of such companies with respect to the management, maintenance, use, and working of the said intended railways, and of the authorised lines of the Company, by such companies, or any of them, and with respect to the conduct, regulation, and management, and the transfer for transmission, conveyance, forwarding, and delivery of traffic from, to, over, and upon the railways of the said Companies respectively, or any of them, including the intended railways, and authorised railways, and with respect to the tolls and charges or other payments for, or in respect of such traffic, and with respect to the apportionment between and amongst the said companies or any of them, of the tolls and charges received in respect of such traffic.

Also to authorise the Company and all companies and persons working and using their railways or any of them, 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 the Board of Trade in case of dispute, the portion of the Midland Railway between the intended junction between the proposed railway No. 1 and that railway, in the said township of Barton-under-Needwood; and the passenger and goods stations of the Midland Railway Company, at Burton-upon-Trent, and to use the stations, sidings, junctions, water, watering places, signals, works, and conveniences connected therewith, including such passenger and goods stations at Burton-upon-Trent, and to require the Midland Railway Company 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.

To repeal, extend, or amend some of the powers and provisions of the following Acts of Parliament (local):—The Cannock Chase and Wolverhampton Railway Act, 1864, 7 & 8 Vic., cap. 18, and of any other Acts relating to the Midland Railway; the South Staffordshire Junction Railway Act, 1846; the Trent Valley, Midland, and Grand Junction Railway Act, 1846; the South Staffordshire Railway Act, 1847; and of any other Acts relating to the South Staffordshire Railway.

Duplicate plans and sections describing the line and levels of the said intended railways and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property, together with a published map with the lines of the said proposed railways 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 county of Stafford, at his office, at Stafford; and on or before the same 30th day of November instant, a copy of so much of the said plans, sections, and books of reference as relates to each parish or extra-parochial place in or through which the said proposed railways and works will be constructed, together with a copy of this notice, will be deposited with the clerk of each such parish, at his residence, and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 13th day of November, one thousand eight hundred and sixty-five.

Henry M. Wainwright, Dudley, Solicitor for the Bill.

Manchester Improvement.

(Power to Corporation to erect a Town Hall, &c., and acquire Lands for that purpose, and for General Improvement Purposes; Arrangements with County Justices as to Repair of Bridges and Roads within the City; Regulation of Traffic; Contribution by Owners of Property and Insurance Companies towards Fire Police Expenses, and in respect of Supply of Water; Rates; Borrowing Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the mayor, aldermen, and citizens of the city of Manchester (hereinafter called "The Corporation") for an Act for all or some of the following objects and purposes, that is to say:

To empower the Corporation to erect a town hall, police-court, and other buildings for the more convenient transaction of business within the city, with all necessary and convenient approaches and accesses thereto, all in the township and parish of Manchester, in the county of Lancaster, and for such purpose to acquire, by compulsion or agreement, and appropriate the lands, houses, and property in the township aforesaid, lying between and bounded by Albert-square, Bancroft-street, Princess-street, Cooper-street, and Lloyd-street, including the sites of the part of Clarence-street and Edgar-street within the above limits, and of the whole of Little Princess-street, Back Princess-street, Pooley's-buildings, Timber-street, Back Lloyd-street, and the Towns-yard, and of all and singular courts and passages comprised within the above limits; and to extinguish all rights of way over the said respective streets, ways, and passages.

To empower the Corporation to purchase, by compulsion or agreement, for general improvement purposes, the lands, houses, and property lying between Portland-street, Sackville-street, Silver-street, and Abingdon-street, all in the said township of Manchester.

To vary or extinguish all existing rights and privileges in any way connected with the lands, houses, and property proposed to be purchased, which would in any manner impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

To stop up, alter, or interfere, either temporarily or permanently, with such streets, roads, and ways as may be requisite for the purposes of the intended Act.

To empower the Corporation and the justices of the peace for the county of Lancaster from time to time to enter into and carry into effect contracts and agreements with respect to the maintenance, repair, and renewal of the county and hundred bridges within the city of Manchester, and of the portions of the public roads within the said city, to the repair of which the said justices are at present liable, and with respect to the annual or other sums to be from time to time contributed by the said justices in or towards such purposes, or any

of them; and also to empower the Corporation to undertake the maintenance, repair, and renewal of such bridges and portions of roads respectively, and to apply their corporate funds to such purposes.

To enable the Corporation from time to time to make bye-laws, rules, and orders for the regulation of the traffic through the streets of the said city, and for prescribing the routes to be taken between different points by omnibuses, stage carriages, vans, and other carriages licensed for the conveyance of passengers at separate fares, and by vehicles laden wholly or partially with timber, scaffolding, long poles, or other articles of great length or bulk, and for regulating the passage thereof along the said streets; and for preventing unreasonable obstructions.

To alter and amend so much of the Act 7 and 8 Vic., cap. 40, as provides for the payment of certain expenses consequent upon fires within the city, and to provide that the owners of property within the city shall, in the cases to be provided for in the intended Act, be liable to contribute towards the reasonable ordinary expenses attending the establishment and maintenance of the fire police within the said city, and the expenses incurred at any fire, and that every insurance company insuring from fire any property within the city shall pay annually to the Corporation, by way of contribution, towards the fire police expenses of the city, a suitable sum in respect of property in such city insured by any such insurance office, and also to provide for securing the payment of such contributions and sums respectively, and the recovery thereof in case of non-payment, and for ascertaining the amount to be contributed by such owners of property, and the proportions of contributions by such offices respectively, and for requiring annual returns to be made to the Corporation by such insurance offices respectively of the gross amount insured by such offices upon property within the city, and for insuring the correctness of such returns.

To empower the Corporation to make and recover charges upon insurance and other companies, and upon the owners and occupiers of property uninsured within the city, in respect of a supply of water, and the means and appliances connected therewith, for protection of property from fire, and for extinguishing fires, and for the salvage of property, goods, and merchandise, after the occurrence of any fire within the city.

To alter, amend, and enlarge the provisions of "The Manchester Corporation Waterworks Act, 1854," with reference to water rents and other sums from time to time payable to the council, and to make further and more effectual provision for the recovery of sums due to the council for the repair of pipes and otherwise under any of the Acts relating to their waterworks.

To explain and amend the provisions of "The Manchester General Improvement Act, 1851," with reference to the recovery of rents for gas supplied by the Corporation, and to make further and more effectual provision for the recovery thereof.

To make further provision in reference to the establishment by the Corporation of weighing machines within the city, and to empower the Corporation to demand and receive tolls for the use of such weighing machines, and to alter the existing tolls leviable for such purpose.

To confer on the Corporation further and more effectual powers for the inspection and regulation

of lodging-houses and other houses and buildings within the city, and for the prevention of overcrowding and otherwise, for the improvement of the sanitary condition of the city.

To authorise the Corporation to raise or borrow any sum or sums of money which, for the time being, they may be authorised to borrow under any Act of Parliament, or for replacing existing or future loans from time to time falling due, or by arrangements previously to the same falling due, 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); all such securities to be made and granted upon the credit or security of the city rate or city fund of the said city, and also upon the credit of the waterworks 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 any Acts of Parliament.

To empower the Corporation to employ the city fund of the city in or towards carrying into effect all or any of the purposes of the intended Act, and also to levy rates upon the owners and occupiers of property within the said city, for all or any of such purposes.

To empower the Corporation to raise a further sum of money for all or any of the purposes of the intended Act, on the credit of the city fund, and of any rates to be levied under the intended Act, or on either security.

To alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them, relating to the city of Manchester, that is to say: local and personal, 6 Vic., cap. 17; 7 and 8 Vic., caps. 40 and 41; 8 and 9 Vic., cap. 14; 9 and 10 Vic., cap. 219; 14 and 15 Vic., cap. 119; 16 and 17 Vic., cap. 91; 17 and 18 Vic., cap. 28; 18 and 19 Vic., cap. 44; 20 and 21 Vic., cap. 117; 21 and 22 Vic., cap. 25; 23 and 24 Vic., cap. 48; 28 and 29 Vic., cap. 90; and also of the several Acts following, or some of them, relating to the Manchester Corporation Waterworks, that is to say: local and personal, 10 and 11 Vic., cap. 203; 11 and 12 Vic., cap. 101; 14 and 15 Vic., cap. 79; 17 Vic., cap. 38; 21 and 22 Vic., cap. 87; 23 Vic., cap. 93; 26 and 27 Vic., cap. 68; and 28 and 29 Vic., cap. 145.

And notice is hereby further given, that on or before the 30th day of November in the present year, plans describing the lands proposed to be acquired under the intended Act, and books of reference to such plans, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and with the parish clerk of the parish of Manchester, at his residence, and that, on or before the 23rd day of December, in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1865.

Joseph Heron, Town Clerk.

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

In Parliament—Session 1866.

Hull Docks.

(Enlargement of Western Dock and Works—
Additional Works and Lands—Extension of
Time—Additional Share and Loan Capital—
Amendment of Acts.)

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

To authorise the Dock Company at Kingston-upon-Hull (in this notice referred to as “the Company”) to alter and enlarge the Western Dock and works authorised to be made by the Hull Docks Act, 1861, by widening and deepening the area of such Western Dock, as shown on the plans and sections referred to in the said Act, and deposited at the offices of the respective Clerks of the Peace for the town and county of the town of Kingston-upon-Hull, and for the East Riding of the county of York, and by extending the said area in a westerly direction, parallel, or nearly so, with the Hull and Selby Railway, and to the extent of such enlargement of the said dock to limit the authorised line of the railway shown on the said plans, and fifthly described in the 32nd section of the said Act.

To remove the shipping places and approaches thereto, constructed for the purposes of the works of Messrs. Earle and others, called the Cement Works, and to acquire the rights and interests of Messrs. Earle and others therein, and all rights of crossing from the works on the north side of the Humber Bank to the said new shipping places, and to purchase compulsorily, and take such cement works, and the lands, buildings, and easements attached thereto, and connected therewith, and certain lands adjoining thereto, which works, lands, and buildings, are situate on or near the Humber Bank, in the parish of the Holy Trinity, in the borough of Kingston-upon-Hull, and adjoining, or are near, Earle-street and Jackson-street, in such parish, and to repeal section 39 of the Hull Docks Act, 1861.

To authorise the Company to make and maintain a bridge over the Hull and Selby Railway, extending from a point on the Humber Bank near Belle Vue-terrace on to the quay or wharf of the Western Dock, and to authorise regulations limiting the use of the bridge, for such purposes as the Company from time to time may determine.

To authorise the compulsory purchase or taking of lands, houses, and property to be described on the plans, to be deposited as hereinafter mentioned.

All the above works will be made, and the lands, houses, and property to be taken and used under the powers of the Bill, are situate in the parish of the Holy Trinity, in the town and county of the town of Kingston-upon-Hull.

To extend and apply to the extension of the Western Dock and the works connected therewith, the like powers, rates, tolls, and duties, as are already authorised to be exercised and levied, with reference to the Western Dock and works connected therewith as now authorised.

To extend the time limited by the Hull Docks Act 1861 for the completion, and opening for public use, of the new dock and works authorised by such Act, and to that extent to alter sections 57 and 58 of the Hull Docks Act, 1861.

For the foregoing purposes and the purposes of the Company generally, to authorise the Company to raise further sums of money, and to exercise in respect of such further sums of money the like

powers for creation and issue of shares, stock, or borrowing, contained in the Hull Docks Acts 1861 and 1864, or any other Acts relating to the Company, as to the money thereby authorised to be raised, and to authorise the application to the purposes of the Bill of any money already authorised to be raised by the Company.

For the purposes of the Bill to alter, amend, extend, and enlarge, the powers and provisions of the Hull Docks Acts 1861 and 1864, and any other Acts relating to the Company.

To make provisions with reference to the powers of the Company to interplead in certain cases of dispute as to goods, and to vary and extinguish rights and privileges which will interfere with the objects of the Bill.

Duplicate plans and sections describing the situation, line, and levels of the before-mentioned intended new works, and the lands, houses, and property to be taken, or used, for the purposes, or to be taken under the powers of the Bill, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office in Hull, and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in the said county, and on or before the same day, a copy of the said plans, sections, and book of reference, with a copy of this notice, will be deposited with the parish clerk of the parish of 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 fifteenth day of November, 1865.

W. H. Moss, Hull, Solicitor to the Dock Company at Kingston-upon-Hull.

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

Nelson Local Board.

(Power to Local Board to Supply Water and Gas; to Construct Works; to Purchase and Hold Lands; to Purchase or Lease the Undertaking of the Nelson Gas Company, Limited; to Effect General and Sanitary Improvements; to Take or Levy Rents and Rates; to Raise Money; to Make Bye-laws; Amendment of Acts.)

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

To confer on the Local Board for the District of Nelson, in the county of Lancaster (hereinafter called “The Local Board”), powers for supplying with water the district of the Local Board (hereinafter called “the district”), or part thereof, and the hamlet or place called Little Marsden, in and part of the township of Great and Little Marsden, in the parish of Whalley, and the hamlet or place called Reedley Hallows, in and part of the extra-parochial township or place called Reedley Hallows, Filly Close and New Laund Booth, in the same parish, all in the said county, or parts thereof.

To enable the Local Board to make, construct, and maintain the following waterworks, with all such embankments, sluices, dams, collecting and other weirs, gauges, tunnels, catchwater drains, conduits, pipes, roads, approaches, and other works, apparatus, and conveniences connected

therewith respectively, as may be necessary, that is to say:

1st. A weir or dam across the brook or stream called Catlow Brook, at a point thereon two hundred yards or thereabouts (measured along the course of the brook), above the junction of the Pothole, otherwise Pathole, and Ringstone Becks with the Catlow Brook.

2nd. A weir or dam across the brook or stream called Pothole, otherwise Pathole, Beck, at a point thereon about ninety yards (measured along the course of the beck), above the junction of the Pothole, otherwise Pathole, and Ringstone Becks.

3rd. A weir or dam across the brook or stream called Ringstone Beck, at a point thereon about ninety yards (measured along the course of the beck), above the junction of the Pothole, otherwise Pathole, and Ringstone Becks.

4th. An aqueduct, conduit, or line of pipes from each of the said weirs or dams, to unite near the junction of Catlow Brook and Pothole, otherwise Pathole, and Ringstone Becks, and thence to extend to, and terminate at and in the reservoir next hereinafter mentioned.

5th. A reservoir at the terminus of the before-mentioned aqueduct, conduit, or line of pipes, to be situate six chains or thereabouts eastward of the house known as Waids Farm-house, and four chains or thereabouts northward of the public road leading from Nelson, past the church in Little Marsden, to Haggate.

6th. An aqueduct, conduit, or line of pipes commencing at, in, and out of, and on the westwardly side of the said intended reservoir last hereinbefore described, and terminating at or near the junction of the Blackburn, Addingham, and Cocking End turnpike road, with the Marsden, Gisburne, and Long Preston turnpike road, together with an aqueduct, conduit, or line of pipes from and out of the last-mentioned aqueduct, conduit, or line of pipes near the said intended reservoir, and to terminate at or near the point where the public road between the church in Little Marsden and Burnley Lane Head is intercepted near Catlow Row, by the public road from Brierfield to Marsden Height.

7th. A reservoir upon the Catlow Brook, otherwise Walverden Water, and on lands on each side thereof, the embankment for which will be across the said brook, at a point about four chains in a south-eastwardly direction from the cottages and premises known as Walk Mill, and which reservoir will extend for a distance of about twenty-four chains up the course of the said brook. All which said intended works will be situate within the townships and other places of Great and Little Marsden, Great Marsden, Little Marsden, Briercliffe, and Briercliffe with Extwistle, in the said parish of Whalley.

To deviate in the construction of the said several works from the lines and levels thereof delineated on the plans and sections to be deposited as hereinafter mentioned.

To enable the Local Board to purchase, or take on lease by compulsion or agreement, lands, houses, and property or easements therein, within the said parish, townships, and places, for the purposes of the intended Act; and to divert, take, and use, by compulsion or otherwise, and appropriate the waters of the said brooks or streams called Catlow Brook, otherwise Walverden Water, Pothole, otherwise Pathole, Beck, and Ringstone Beck, and of the several tributaries of the said brooks or streams respectively, and all other brooks, streams, waters, and springs which now directly or derivatively flow or proceed into or supply the said brooks and streams respectively, or which can or may be

intercepted or abstracted by means of the intended works, and which waters, or some of them, now flow directly or derivatively into the River Ribble; and to stop up, alter, and divert, either temporarily or permanently, and to construct works under and upon turnpike roads, railways, highways, bridges, watercourses, lands, and works of every description; and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and property or waters to be purchased or taken as aforesaid, or which would in any way obstruct or interfere with the carrying of the undertaking into effect, and to confer other rights and privileges.

To enable the Local Board to manufacture and supply gas, for public and private purposes, within the district, and the several townships, hamlets, or places of Barrowford Booth, Great and Little Marsden, Great Marsden, Little Marsden, and Reedley Hallows, all in the said parish of Whalley, or some parts thereof; and for such purpose to construct and maintain works for the manufacture and storing of gas upon a plot or parcel of land, being part of a certain close or field called Lower Gillet Holme, part of a farm known as Hodge House Farm, and bounded on the westwardly side thereof by the Leeds and Liverpool Canal, on the south and south-eastwardly sides thereof by the stream known as the Walverden Water, and on the other sides thereof by other lands, part of the said farm, and occupied by John Dixon, and situate in the township of Great and Little Marsden, and parish of Whalley aforesaid; and to purchase, by compulsion or agreement, the said plot or parcel of land, together with a right of road and other easements in, over, and along a certain occupation road leading from the Marsden, Gisburne, and Long Preston turnpike road, to the said close or field; and for the purpose of manufacturing and supplying gas, and otherwise in relation thereto, to authorise the Local Board to acquire, purchase, take, appropriate, and hold, and to enable the Nelson Gas Company, Limited, to sell, lease, or transfer the undertaking, lands, buildings, works, mains, pipes, approaches, rights, privileges, and easements of or belonging to, or possessed or enjoyed by that Company, whose lands so to be purchased or leased (on parts whereof they have constructed works for the manufacture of gas) are situate in the township of Great and Little Marsden, and parish of Whalley aforesaid, and within the following limits or boundaries, that is to say: the Blackburn, Addingham, and Cocking End turnpike road, the brook or stream known as Walverden Water, and the public road leading from Bradley and Bradley Bridge to or towards Bradley Lane Head, now named Bradley-street, and to provide for the dissolution of that Company upon any such purchase being effected, and for the application of the purchase money.

And to enable the Local Board to make agreements with the owners of any other gas-works now existing, or hereafter to be constructed, within or adjoining the district, and the several townships, hamlets, or places of Barrowford Booth, Great and Little Marsden, Great Marsden, Little Marsden, and Reedley Hallows, for the purchase of their plant, pipes, and distributing apparatus, and to use the same.

And to enable the Local Board, for the purposes of the intended Act, or some of them, to break up streets, roads, passages, and ways, and to lay down mains, pipes, plugs, conduits, drains, and other works and appliances within the parish, townships, and places aforesaid, or any of them.

To empower the Local Board to supply water or gas, by agreement, to persons outside their prescribed limits of supply.

To authorise the Local Board to convert, manufacture, sell, and dispose of coke, coal, tar, and residual products, and to take licenses of patent rights, and to manufacture, sell, and let meters, fittings, and other apparatus, and to make contracts or agreements with any persons or corporations in relation thereto.

To make further provision with respect to the purposes following, or some of them, that is to say:

The conversion of streets, roads, and ways made, or hereafter to be made, within the district, into public highways, and the vesting of the same in the Local Board, and the paving, repairing, maintaining, sewerage, and cleansing the streets, footways, public passages, places, and thoroughfares in the district.

The formation of streets and the construction of buildings, and generally the regulation and sanitary improvement thereof.

The construction, repair, and maintenance of sewers and drains, and the making of outfalls and communications into other existing drains, and into the streams or waters called Walverden Water and Pendle Water, or either of them, or into any sewer running thereto respectively, and the making of agreements with the owners of such sewers for the purchase or use thereof for the drainage of the district.

To enable the Local Board to make and enforce bye-laws with respect to, or for carrying into effect, all or any of the objects of the intended Act, and for the good rule and government of the district, and for the suppression and permanent prevention of all nuisances and annoyances therein, and to provide for the imposition and recovery of penalties for the breach of such bye-laws.

To enable the Local Board to levy, make, and receive rates, rents, and charges for or in respect of the supply of water and of gas, and to enable the Local Board, for all or some of the other purposes of the intended Act to make and levy rates and assessments upon the owners and occupiers of houses, lands, tenements, and hereditaments, and to give additional powers for assessing, levying, and compelling payment of rates and assessments, and to continue or alter the mode of assessment now authorised, and to levy new rates and assessments, and to continue or to repeal, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed rates and assessments, and to confer, vary, and extinguish other rights and privileges.

To enable the Local Board to apply to the purposes of the intended Act, or any of them, any funds, monies, rates, or rents belonging to them, or which they are or may be empowered to raise by rates or otherwise, under "The Public Health Act, 1848," "The Local Government Act, 1858," or "The Local Government Act (1858) Amendment Act, 1861," or the intended Act, or which may come into their possession in the exercise of the powers from time to time conferred upon them, and to authorise the Local Board to raise additional funds for the purposes of the intended Act, or any of them, by borrowing on the credit of the works, rates, or rents to be authorised by, or to arise under, that Act, or on the credit of any property of the Local Board, or of any rates or rents which they are or may be authorised to levy or receive, or by mortgage, or bond, or by way of annuity.

To repeal, alter, amend, vary, and extend (if

necessary or expedient) all or some of the provisions of "The Public Health Act, 1848;" "The Local Government Act, 1858;" and "The Local Government Act (1858) Amendment Act, 1861;" so far as the same have reference to the Local Board or the district, or as may be necessary for any of the provisions of the intended Act, and to make other provisions in lieu thereof.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the said intended works, and plans of the lands proposed to be taken for the purposes of the said intended Act, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on or before the same day a copy of the said plans, sections, and book of reference will, together with a copy of this notice, as published in the said Gazette, be deposited with the parish clerk of the parish of Whalley, at his residence; and 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 ninth day of November, 1865.

Hartley and Carr, Colne, Solicitors.

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

Maidstone Improvement.

(Increase of Powers of Pavement Commissioners
Extension of Limits—Amendment of Acts.)

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

1. To increase the powers of the Maidstone Pavement Commissioners (hereinafter called the Commissioners), and for that purpose to alter or amend an Act made and passed in the 31st year of His Majesty King George the 3rd, intituled "An Act for widening, improving, regulating, paving, cleansing, and lighting the streets, lanes, and other public passages and places within the King's town of Maidstone, in the county of Kent, for removing and preventing encroachments, obstructions, nuisances, and annoyances therein for better supplying the said town with water, and for repairing the highways within the parish of Maidstone," and the several Acts for the amendment thereof, that is to say:—An Act made and passed in the 36th year of His Majesty King George the 3rd, intituled "An Act for enabling the Commissioners for executing an Act passed in the thirty-first year of the reign of His present Majesty, intituled 'An Act for widening, improving, regulating, paving, cleansing, and lighting the streets, lanes, and other public passages and places within the King's town of Maidstone, in the county of Kent; for removing, and preventing encroachments, obstructions, nuisances, and annoyances therein; for better supplying the said town with water; and for repairing the highways within the parish of Maidstone,' to raise a further sum of money for completing the purposes of the said Act." And an Act made and passed in the 42nd year of His Majesty King George the 3rd, intituled—"An Act for altering and amending an Act passed in the 31st year of the reign of His present Majesty, intituled 'An Act for widening, improving, regulating, paving, cleansing, and lighting the streets, lanes, and other

public passages and places within the King's town of Maidstone, in the county of Kent; for removing and preventing encroachments, obstructions, nuisances, and annoyances therein; for better supplying the said town with water, and for repairing the highways within the parish of Maidstone; and for raising a further sum of money for completing the purposes of the said Act."

And an Act made and passed in the 59th year of His Majesty King George the 3rd, intituled "An Act to enlarge the powers of three Acts of His present Majesty for paving, cleansing, and lighting the streets and other public places within the King's town of Maidstone, in the county of Kent, and better supplying the inhabitants with water; and for watching the said town, and making public wharfs therein."

2. To extend the powers of the Commissioners to such part of the parish of Boxley, in the county of Kent, as is situate within a mile from the Town Hall of Maidstone, which said parish of Maidstone, and part of the parish of Boxley, are hereinafter called the limits, and to extend the boundary of the paving district to all parts of the parishes of Maidstone and Boxley, within a mile from the said Town Hall.

3. To enable the Commissioners more effectually to pave, light, cleanse, sewer, drain, extinguish fires, remove ruinous and dangerous buildings, obstructions, projections, and encroachments in, and otherwise regulate the streets, lanes, passages, streams, drains, water-courses, and other public and private ways and places within the limits, and to prevent nuisances and annoyances therein, and to provide public water-closets and urinals within the limits, and to erect and maintain wharves, and to regulate the carrying on of offensive trades, and to prevent nuisance from smoke; and to construct out-fall sewers, out of the limits.

4. To authorise the Commissioners to levy rates and duties upon the owners and occupiers of property within the limits, or any district or districts within the same, and upon other persons, and to alter, vary, lessen, or increase the several existing rates and duties taken or levied under or by virtue of the said Acts, and to alter the mode in which the same may be levied and assessed, and the application thereof, and to confer, vary, and extinguish exemptions from the payment of rates and duties and other rights and privileges, and also to exempt the inhabitants within the said limits from the payment of any highway rates or other rates or duties which may be levied and from the jurisdiction and control which may be exercised by any Board or Surveyor Commissioners or Trustees in respect of any matter which by the said Acts, or by the intended Act will be undertaken by the Commissioners.

5. To enable the Commissioners to purchase by agreement, or otherwise to take on lease all lands, houses, buildings, and other property required for the purposes of the said intended Act, and to vary, repeal, limit, or extinguish all existing rights and privileges therein, or connected therewith, or any other rights or privileges which would in any manner impede or interfere with the execution of such purposes, or any of them.

6. To enable the Commissioners to raise money on mortgage of all or any of the aforesaid rates and duties, or on the rates and duties which shall be authorised, or empowered to be levied under or by virtue of the intended Act and on the property vested in the Commissioners.

7. To confer on the Commissioners the several powers, privileges, and authorities contained in "The Commissioners Clauses Act, 1847," "The

Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Towns Improvement Clauses Act, 1847;" "The Towns Police Clauses Act, 1847;" "The Public Health Act, 1848;" "The Public Health Supplemental Act, 1849;" "The Local Government Act, 1858;" "The Local Government Act, 1858, Amendment Act, 1861;" "The Local Government Amendment Act, 1863;" and "The Sewage Utilization Act, 1865," and to incorporate the several last-mentioned Acts, or some of them, or some parts thereof.

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

Dated this 15th day of November, 1865.

Beale and Hour, Clerks to the Commissioners.

Kingsbridge and Dartmouth Roads.

(Continuation of Term; Provisions as to Mortgagees and Creditors of Trust; 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 of an Act passed in the 4th and 5th years of the reign of his late Majesty King William IV, intituled "An Act for more effectually repairing certain roads from Kingsbridge to Dartmouth, and for making new branches to and from the same, all in the county of Devon," and to continue and extend the term granted by the said Act, or to repeal the said Act either wholly or in part, and to create a further term, and to make further provisions with reference to the said roads, embankments, and bridges of or belonging to the same, or some of them, or some part thereof, and with reference to the liability of the trustees to repair the same or any part thereof.

And power will be taken in the said Bill to make further and other provisions with reference to the district of the said roads, or to consolidate the same; to continue or alter the tolls, rates, and duties authorised by the said Act to be taken on the said roads, and the embankments, and bridges of or belonging to the same; to levy new tolls, rates, or duties thereon, or on some part thereof, 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, and the interest due or accruing in respect thereof; to vary and extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon, whether having or claiming any priority or otherwise; to alter or vary the application of the tolls and other revenue arising from the said roads; to make provision with reference to any injury or damage caused to the said roads, embankments, and bridges, or any part thereof; and to impose regulations or restrictions as to the passage of vessels of any description under the bridges, or on the portion of any estuary connected therewith; 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 4th day of November, 1865.

Jno. H. Square, Solicitor for the Bill.

Ryde Gas.

(Incorporation of Company; powers to maintain works and purchase and take lands, and light Ryde and other places with Gas; Cancellation of Deed of Settlement; additional Capital, &c.)

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

To incorporate by the same or some other name, "The Ryde Gas and Coke Company," sometimes called the Registered Ryde Gas and Coke Company hereinafter referred to as "The Company," and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

To dissolve the Company; as it now exists and to cancel the deed of settlement under which the Company are at present acting.

To confer upon the Company powers for lighting with Gas the town of Ryde, and the parishes of Newchurch, St. Helens, Binstead, and Brading, and the extra-parochial place usually called Monckton Meads, so far as the same respectively are within a radius of two miles drawn from the clock tower, within the Company's existing Gas Works at Ryde, all in the Isle of Wight, and county of Southampton.

To authorise the Company to hold lands and to maintain the existing works of the Company, and to alter, enlarge and improve the same, and to erect additional works on the lands or any part of the lands now belonging to, or held on lease by the Company, and upon any lands which may be purchased or taken under the powers of the Bill, which lands to be held, used, and acquired for the purposes of the erection of gas works, and the manufacture of gas, are situated as follows:

In the parish of Newchurch, bounded on the west by the houses and gardens fronting Monckton-street, called the Friars and Clevehurst, on the north by a road in course of formation leading from Monckton-street to St. John's Park, on the east by a stream or watercourse dividing Newchurch from St. Helens, and on the south in part by a road, leading from Monckton-street to the present Gas Works, and on other part by the lands of Elizabeth Du Thon and others, and Maria Jane Player and another.

To enable the Company to purchase by compulsion or agreement and to hold for the maintenance or for the erection of gas works and other the purposes of their undertaking, all or any of the lands, houses, and premises in the said parish of Newchurch, within the following limits or any of them, that is to say:

Lands and houses (part whereof are held on lease by the Company) situate between Monckton-street, the stream dividing Newchurch and St. Helens, and the road in course of formation, and the road to the Gas Works, and other lands before described.

To authorise the Company to manufacture gas, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas, coke, tar, and other residual and manufactured products and matters and things, and to acquire and hold patent right and licenses to use or exercise patent rights, and to carry on the business usually carried on by gas companies, or which is, or may become incident thereto; and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas, and lay down and place mains and pipes in, through, across, along, or under streets, roads, lanes, rivers, waters, bridges, and

other passages and places within the town of Ryde, and any of the parishes and places supplied or to be supplied with gas by the Company, and to break up and interfere with such streets, roads, lanes, bridges, and other passages and places, and also with any sewers, drains, and pipes, in, over, or under the same.

To manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same.

To levy and collect rates, rents, and charges for the sale and supply of gas, and of gas meters and fittings and other gas apparatus, and to authorise, confirm, or regulate contracts with the Commissioners acting under the Ryde Improvement Act, 1854, and to confer other powers with reference to public lighting, and to authorise contracts and agreements with any other local authority, company, or public body with reference to a supply of gas or otherwise.

To authorise the purchase of additional lands, and to authorise the Company to sell and dispose of lands.

To define, alter, authorise, and regulate the capital of the Company and its distribution into shares, and its appropriation amongst the shareholders, and the capitalization or conversion into capital, of moneys raised or expended by the Company out of their undivided profits or otherwise.

To enable the Company to raise further capital by shares, stock, borrowing on mortgage, or bond, and debenture stock, or any of those means, and to attach, if they think fit, to such shares or stock or any part thereof, a preference or priority of dividend over the existing or ordinary shares of the Company, and to make further and other arrangements with reference to the existing capital and the augmentation of the share and loan capital of the Company.

The Bill will incorporate with itself all or some of the provisions of "The Gas Works Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," 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.

On or before the 30th day of November instant, plans of the lands, houses, and property, which will or may be taken compulsorily under the powers of the said intended Bill, together with a book of reference to such plans containing the names of the actual or reputed owners, lessees, and occupiers thereof, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; and 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 the said plans and book of reference, together with a copy of this notice, will be deposited with the parish clerk of the parish of Newchurch, 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 thirteenth day of November, 1865.

W. E. Ratcliffe, Ryde, Isle of Wight,
Solicitor for the Bill.

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

London and North Western Railway.

(New Works and Additional Powers.)

(New Dock at Garston; Works in connection with Lime-street Tunnel; New Roads; Alterations of Roads; Stopping up of existing Roads and Footpaths; Works and additional Lands in the counties of Lancaster, Stafford, Chester, Buckingham, Flint, Carnarvon, Salop, Surrey, Middlesex, and Monmouth; Provisions as to Roads in the parishes of Holyhead and Abergele; Extension of Time for Completion of Bridge over River Mersey at Runcorn; and Works in connection therewith, and for Sale of Superfluous Lands; Repeal of certain Provisions in Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865, as to use of Lines at Ardwick; Running Powers over Midland Lines at Burtot, parts of Sirhowy Railway, and Aylesbury and Buckingham Railway; Further Powers in reference to Undertakings of Stockport Disley and Whaley Bridge, Aylesbury and Buckingham, North Staffordshire, Furness, Wolverhampton and Walsall, and North Western and Charing Cross Railway Companies; and Arrangements with those Companies, and with the Owners of and other Persons interested in the Nerguis Railway; Additional Capital; Amendment of Acts, and other purposes.)

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

To enable the Company to make and maintain a dock, in the township of Garston and parish of Childwall, in the county of Lancaster, on the foreshore of the River Mersey and on lands adjoining thereto, and to be situate near to and to the north-west of the Garston Dock of the Saint Helen's Canal and Railway Company now vested in the Company, with all proper entrances, cuts, locks, basins, graving and repairing docks, gates, sluices, sewers, dams, piers, jetties, quays, wharves, warehouses, stages, staiths, drops, slips, stairs, walls, bridges, approaches, tramways, sidings, works, and conveniences connected therewith, or for the purposes thereof; and to supply the said Dock and works with water from the River Mersey:

To make provision for the management, use, regulation, and protection, of the intended dock or docks or other works, and the regulation and control of shipping, persons, animals, and goods frequenting or using, or approaching to or departing from the same, and the pilotage of shipping, the appointment, regulation, dismissal and payment of a dockmaster, pilots, and other officers, and the making and enforcing of bye-laws with reference thereto, and the imposition of penalties and restrictions:

To vary the tolls, rates, dues, and charges which "The Upper Mersey Dues Trustees," and the Mersey Docks and Harbour Board respectively, or any other bodies or body, are by Act of Parliament, charter, prescription, usage, or otherwise, now authorized to levy, fix, or collect on or in respect of shipping, goods, animals, and persons, or for pilotage or otherwise within the Port of Liverpool or the River Mersey, upon terms and conditions to be determined or prescribed by or under the provisions of the intended Act, and to confer exemptions from the payment of such tolls, rates, dues, and charges respectively, and also to empower the Company on the one hand and the Upper Mersey Dues Trustees and the

Mersey Docks and Harbour Board respectively, or such other bodies or body as aforesaid on the other, from time to time to enter into contracts and agreements, or otherwise to make provision in the intended Act, for or with reference to the commutation and extinguishment, either wholly or partially, of all or any of such tolls, rates, dues, and charges respectively:

To enable the Company to make a new road in the townships of Gorton and Newton, in the parish of Manchester, in the county of Lancaster, to commence by a junction with Kirkmanshulme-lane, 70 yards or thereabouts south-west of the point where the said lane passes under the Company's railway at Longsight station, and to terminate 160 yards or thereabouts north-west of the said junction with Kirkmanshulme-lane:

To enable the Company to make a new road in the township of West Derby and parish of Walton-on-the-Hill, in the county of Lancaster, to commence near the point where the public road, known as Spekeland-road, unites with a private road belonging to John Robinson Renner and William Hand, and to terminate by a junction with that portion of the public road called Tunnel-road, which is now in course of construction, at a point 200 yards or thereabouts south of the bridge carrying the last-mentioned road over the Company's railway; and to enable the Company to stop up, discontinue, and extinguish all rights of way over, and appropriate to the use of the Company so much of the said road, called Spekeland-road, as lies between the said last-mentioned bridge and the junction of the said road with the proposed new road, and also to stop up, discontinue, and extinguish all rights of way over the public footpath leading from Tunnel-road to Smithdown-road, otherwise Smithdown-lane, or some portion thereof, and to appropriate to the use of the Company so much of the said footpath as lies between its junction with Tunnel-road and its intersection by the proposed new road, and to vest the remainder of the said footpath in such person or persons as shall be designated by the intended Act:

To enable the Company to make a new street or road in the township and parish of Liverpool, in the county of Lancaster, in direct continuation of Vincent-street East, commencing at the south end of that street, and terminating by a junction with Copperas Hill, and to enable the Company to stop up and discontinue and extinguish all rights of way over, and to appropriate to the use of the Company so much of the street in the same township and parish, called Hotham-street, as extends for 70 yards or thereabouts southwards from Sydney-street:

To enable the Company to make within the township of Sutton and parish of Prescott in the county of Lancaster, the new roads hereinafter mentioned (that is to say):

A road to commence near the point where Moss-lane otherwise Norman's-lane unites with the road from Penlake-lane to Burton Wood at Rose Vale, and to terminate by a junction with the public road leading from Bold and Marshall Cross to Sutton Oak near to the house known as Porch House;

A road to commence by a junction with the last-mentioned intended road near the commencement thereof, and to terminate by a junction with Baxter's-lane or Junction-road, at a point about 100 yards north-west of the crossing of the said lane or road by the Company's railway;

A road to commence by a junction with Moss, otherwise Norman's-lane, at a point about 40 yards north-east of the crossing of the

said lane by the Company's railway, and to terminate by a junction with the road which passes by Oak Inn, at a point about 200 yards west of the crossing of that road by the Company's railway:

To empower the Company to stop up and discontinue as public thoroughfares and extinguish all rights of way over and appropriate to the purposes of the Company the site of the public road from the point where the Liverpool and Manchester Railway crosses the Saint Helen's Railway, and also so much of the public road called Church-street, or Pecker's Hill-lane as extends from the last mentioned road across the Liverpool and Manchester Railway, and the branch railway from Saint Helen's junction to Saint Helen's, including the two level crossings over the railways and sidings; and also so much of the site of the public road called Baxter's-lane, or Junction Road, as the Company may consider to have become unnecessary by reason of the construction of the proposed new roads, or any of them:

To empower the Company to divert and alter the line and levels of the road, in the township of Sutton and parish of Prescott, called Gerard's-lane, for a distance of 110 yards or thereabouts southward of its crossing by the Company's railway to a distance of 120 yards or thereabouts northward of such crossing, so as to carry the said road under the Company's railway instead of on the level thereof, and to appropriate to the purposes of the Company the site of the existing level crossing:

To empower the Company to divert and alter the line and levels of the road in the township of Sutton, and parish of Prescott, leading from Leech Hall to Bold Copper Works, for a distance of 90 yards or thereabouts westward of its crossing by the Saint Helen's Railway of the Company, to a distance of 90 yards or thereabouts eastward of such crossing; so as to carry the said road under the Company's railway instead of on the level thereof, and to appropriate to the purposes of the Company the site of the existing level crossing:

To empower the Company to stop up and discontinue the level crossing of the road called Moss-lane or Norman's-lane by the railway of the Company, and to appropriate to the purposes of the Company the site of such existing level crossing:

To enable the Company to make a new road wholly in the township of Newton in Makerfield, in the parish of Winwick, in the county of Lancaster, to commence by a junction with Wargrave-lane, near to and on the north-west side of the level crossing of that lane by the Liverpool and Manchester Railway of the Company, and to terminate by a junction with Wargrave-lane at 15 chains or thereabouts south-east of the point where that lane is crossed on the level by the Grand Junction Railway of the Company, and to stop up and discontinue and extinguish all rights of way over so much of Wargrave-lane as lies between the first-mentioned point of junction therewith of the intended road and the easterly side of the Grand Junction Railway, and to appropriate to the purposes of the Company so much thereof as crosses their railway on the level:

To empower the Company to make an alteration or deviation within the township of Mostyn, in the parish of Whitford, in the county of Flint, of the turnpike road leading from Greenfield to Rhuddlan, to commence 170 yards or thereabouts east of the point where the Chester and Holyhead Railway crosses the said turnpike road on the level, and to terminate 160 yards or thereabouts west of the said level crossing:

To empower the Company to make an alteration or deviation wholly in the parish of Llanfairfechan, in the county of Carnarvon, of the existing road leading from the village of Llanfairfechan to the sea-beach there, to commence at or near the north-east end of the bridge which carries the turnpike road leading from Conway to Aber over the Llanfairfechan river, and to terminate on the sea-beach at or immediately adjoining the eastern bank of the said Llanfairfechan river, and to stop up and discontinue as a public thoroughfare and extinguish all rights of way over the existing road leading from the said turnpike road to the railway station and the beach on the western side of the said river, and to appropriate a portion of the said road for the purposes of the Company, and to enable the Company to acquire a portion of the bed and banks of the Llanfairfechan river, and to construct a bridge over the said river for the purpose of obtaining a new approach to their station at Llanfairfechan from the said road when diverted:

To authorise and confirm an alteration or deviation made by the Company in the Shrewsbury and Holyhead turnpike road, in and near to their passenger station at Holyhead, in the parish of Holyhead, in the county of Anglesey, for the purpose of carrying the said turnpike road over the railway instead of on the level thereof, and to confirm all acts of the Company in relation thereto:

To empower the Company to make an alteration or deviation within the township and parish of Colwich, in the county of Stafford, of the turnpike road leading from Great Haywood to Rugeley for the purpose of carrying the said road under the Company's railway at the Colwich station, instead of on the level thereof; such alteration or deviation to extend from about 110 yards south-east of the present level crossing of the said road by the railway near the Colwich station to about 130 yards north-west of such level crossing; and to stop up and discontinue as a public thoroughfare and extinguish all rights of way over, and appropriate to the purposes of the Company, the existing turnpike road between the aforesaid points, or some part thereof:

To enable the Company to stop up and discontinue and extinguish all rights of way over so much of the footpath now passing through the Penmaenmawr station of the Company in the parish of Dwygyfychi, in the county of Carnarvon, as extends from the south-east side of the railway to the beach there:

To enable the Company to stop up and discontinue as a thoroughfare and extinguish all rights of way over so much of the public footpath in the townships of Cheadle Moseley and Cheadle Bulkeley, in the parish of Cheadle, in the county of Chester, leading from Hollows-lane to the Stockport and Cheadle turnpike road as lies between its junction with Hollows-lane on the north side of the railway from Stockport to Cheadle now in course of construction, and its crossing of the last-named railway on the southerly side, and in lieu thereof to make a footpath on the lands of the Company along the southerly side of the said railway between the existing footpath and Hollows-lane near the bridge carrying the railway over the said lane, all in the said townships and parish:

To empower the Company to stop up and discontinue as a thoroughfare and extinguish all rights of way over, and appropriate to the purposes of the Company, so much of the public footpath in the township and parish of Warrington, in the county of Lancaster, which runs along the north side of their Warrington and Garston

Railway as extends for a distance eastwards of 400 yards or thereabouts from the point where the same footpath is crossed by the main line of the Company, and to construct a new footpath in lieu thereof between the points aforesaid:

To empower the Company to construct additional or enlarged arches or openings under Bank Quay-road in the township and parish of Warrington, in the county of Lancaster, on each side of the arch through which the main line of the Company's railway at present passes, under that road, and also additional or enlarged arches or openings under the road in the same township and parish called Frogghall-lane on each side of the arch through which the main line of the Company's railway at present passes under that road.

To empower the Company to construct additional arches or openings under the turnpike road leading from Nantwich to Wheelock, in the township of Crewe and parish of Barthomley, in the county of Chester, on each side of the arch through which the Company's railway at present passes under that road:

To empower the Company to convert into open cutting the following portions of the tunnel between their Lime-street station and their Edgehill station, in the townships and parishes of Liverpool and Walton-on-the-Hill and West Derby, or some of them, in the county of Lancaster (that is to say):

Between the east side of Saint Andrew's-street and the west side of Brownlow-street, in the township and parish of Liverpool;

Between the east side of Bedford-street North and the west side of Crown-street, in the same township and parish;

Between the east side of Smithdown-lane and the west side of Mason-street, in the township of West Derby, and parish of Walton-on-the-Hill;

Between a point 30 yards or thereabouts east of Kinglake-street and the west side of Duke-street South, in the township of West Derby, and parish of Walton-on-the-Hill;

Between the east side of Woodside-street and the west side of Tunnel-road, in the township of West Derby, and parish of Walton-on-the-Hill:

And to empower the Company to construct and maintain bridges or viaducts for carrying over their railway the streets following (that is to say): Gill-street, Great Newton-street, Peach-street, Chatham-street, Vine-street, Layland-street, Chatsworth-street, and Tunnel-road, and also to empower the Company to stop up and discontinue as public thoroughfares so much of the several streets following, or some of them, as extends for the distance of ten yards or thereabouts on the one side of the said tunnel to the distance of ten yards or thereabouts on the other side of the said tunnel (that is to say): Back Gill-street, Pembroke-street, Back Peach-street, Back Peach-street, East, Jasper-street, and Little Vine-street, and also to take away and discontinue the whole of Amber-street and the whole of Westminster-street as now existing:

And to empower the Company to purchase by compulsion or agreement such of the lands, houses, and buildings situate over and on each side of the before-mentioned portions of the said tunnel, and all such ways, passages, and easements in, through, or over the said lands as may be requisite for effecting the objects aforesaid, or any of them:

To authorize and sanction the construction and maintenance of the Vale of Clwyd Railway on

the level across the road in the township of Townyn, in the parish of Abergele, in the county of Denbigh, leading from the public road from Abergele to Foryd to the Rhyl bridge over the Clwyd Foryd river:

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

Certain lands, houses, and property situate in the township of Newton in Makerfield, in the parish of Winwick, in the county of Lancaster, situate near the Earlestown junction and Newton junction of the Liverpool and Manchester Railway of the Company with the Grand Junction Railway of the Company;

Certain lands, houses, and property situate in the township of West Derby, in the parish of Walton-on-the-Hill, in the county of Lancaster, situate on the south side of Speke-land-road, and on the east side of Tunnel-road now in course of construction, and adjoining each of such roads;

Certain lands, houses, and property situate in the township of Garston, in the parish of Childwall, in the said county of Lancaster, situate on the east side of the existing Garston dock, and on the north side of the river Mersey;

Certain lands, houses, and property situate in the township of Sutton, in the parish of Prescott, in the said county of Lancaster, bounded on the north-west side by the Saint Helen's Railway of the Company, on the south side by the Liverpool and Manchester Railway of the Company, and on the north-east side by the railway forming a junction between the Saint Helen's Railway and the Liverpool and Manchester Railway;

Certain lands, houses, and property in the township of Sutton, and parish of Prescott aforesaid, situate on the north-west side of the Saint Helen's Railway, and three hundred and thirty yards, or thereabouts, north of the point where the Saint Helen's Railway crosses the Liverpool and Manchester Railway;

Certain lands, houses, and property, in the township of Sutton, and parish of Prescott aforesaid, situate on the south side of the Liverpool and Manchester Railway, and on the north side of a public road called Penlake-lane, near the junction of the Saint Helen's Railway with the Liverpool and Manchester Railway;

Certain lands, houses, and property in the township and parish of Liverpool, in the county of Lancaster, lying between Waterloo-road, Great Howard-street, Stuart-street, and Oil-street, together with the site of the said street called Stuart-street;

Certain lands and property in the township of Ardwick, in the parish of Manchester, in the county of Lancaster, lying between the Company's Railway and the Manchester, Sheffield, and Lincolnshire Railway, and extending from the junction of the Company's Railway with the Manchester, Sheffield, and Lincolnshire Railway at Ardwick, for a distance of two hundred and twenty yards, or thereabouts, in a south-easterly direction;

Certain plots or parcels of land, houses, and property, in the township and parish of Warrington, in the county of Lancaster, and respectively adjacent to the railways, stations, and works of the Company, and required for

- the enlargement and improvement of the said station ;
- Certain plots or parcels of land, houses, and property, in the township of Crewe, in the parish of Barthomley, in the county of Chester, and certain other plots or parcels of land, houses, and property, in the township of Monks Coppenhall, in the parish of Coppenhall, in the same county, and certain other plots or parcels of land, houses, and property in the township of Basford, in the parish of Wybunbury, in the same county, which said plots or parcels of land respectively are adjacent to the railways, stations, and works of the Company, and are required for the enlargement and improvement of the said stations ;
- Certain lands, houses, and property situate in the parish of Wolverton, in the county of Bucks, bounded on the north-east by the south-west boundary wall of the church and parsonage house, and on the north by the rear of the houses in Church-street ;
- Certain lands, houses, and property situate in the same parish, bounded on the north by the property of the Company, and on the south by the public road leading from Newport Pagnell to Stony Stratford, the eastern boundary of which commences at a distance of two hundred and eighty-five yards, or thereabouts, from the point where the road leading from Newport Pagnell to Stony Stratford intersects Creed-street and Bury-street ;
- Certain lands, houses, and property, situate in the township of Blakenhall, in the parish of Wybunbury, in the county of Chester, situate on the north-easterly side of the Company's railway, and south-east of the bridge over the Company's railway called Den Bridge ;
- Certain lands, houses, and property, situate in the township and parish of Liverpool, in the county of Lancaster, situate between Lord Nelson-street, Pudsey-street, and Hotham-street, and land and houses fronting the south side of London-road, and to make a communication by means of a bridge or archway under Lord Nelson-street from the land so proposed to be acquired to Lime-street Station at Liverpool belonging to the Company ;
- Certain lands, houses, and property in the parish of Holy Cross and Saint Giles Shrewsbury, in the county of Salop, situate near the joint station at Shrewsbury, and on the north side of the bridge which carries the Shrewsbury and Hereford Railway over the Abbey Foregate, and on the west side of the level crossing by the Shrewsbury and Birmingham Railway, of the public road leading from the Abbey Foregate to Underdale ;
- Certain lands, houses, and property, situate in the parish of Saint Mary, Battersea, in the county of Surrey, lying on the southerly side of and adjoining the West London Extension Railway, on the easterly side of and adjoining Falcon-lane ;
- Certain lands, houses, and property situate in the parish of Saint Pancras, in the county of Middlesex, lying on the east side of and adjoining the Hampstead Junction Railway between Prince of Wales-road and Grafton-street ;
- Certain lands, houses, and property situate in the parish of Willesden, in the county of Middlesex, on the north side of and adjoining the Company's railway, and on the west side of the road leading from Acton to Willesden, and near to the Company's Willesden Station ;
- Certain lands, houses, and property situate in the parish of Abergavenny, in the county of Monmouth, situate on the west side of the Merthyr, Tredegar, and Abergavenny Railway, and about a quarter of a mile south-west of the Brecon-road Station on that railway ;
- Certain lands, houses, and property situate in the parish of Llantilio Pertholey, in the county of Monmouth, situate on the west side of the West Midland line of the Great Western Railway, and near to and adjoining and on the north side of the junction of the Merthyr, Tredegar, and Abergavenny Junction Railway with the said West Midland Railway ;
- Certain lands and property situate in the parish of Llanfairfechan, in the county of Carnarvon, on the north side of the Chester and Holyhead Railway, and parallel with and adjoining thereto ; and another strip of land in the same parish adjoining and on the south side of the said Chester and Holyhead Railway ;
- Certain land and property in the parish of Bangor, in the said county of Carnarvon, situate partly over the Belmont tunnel of the Chester and Holyhead Railway, and on each side of that railway, and adjoining and parallel therewith :
- To empower the Company to acquire by compulsion or agreement all existing rights, interests, and easements in or over the road belonging or claimed to belong to Miss Mary Matilda Crawley, leading from the approach road to the Company's Treboth station to Britannia-park, all in the parish of Bangor, in the county of Carnarvon, for the purpose of dedicating the said road to the public use :
- To make provision for the repair of all or any of the new roads to be constructed under the authority of the intended Act, by the same persons and by the same means as other roads in the parishes, townships, or places within which the intended roads respectively will be situate, are for the time being legally repairable.
- To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased or appropriated for the purposes of the intended Act which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges :
- To authorise the crossing, stopping-up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes and townships which it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act :
- To authorise the Company to levy tolls, rates, and duties for or in respect of the said works, and also to levy tolls, rates, dues, wharfage and other charges on shipping and on goods, animals, and persons at, upon, or in respect of the intended dock or docks, basins, works, and conveniences, and to grant exemptions from the payment of such tolls, rates, and duties :
- To extend the time limited by "The London and North Western Railway (Lines near Liverpool) Act, 1861," for the completion of the bridge over the River Mersey at Runcorn thereby authorized, and the railway and works in connection therewith :

To extend the time for the sale of all or any lands acquired by the Company which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto; and for selling or disposing of the said lands or parts thereof on chief rent, or for granting leases thereof, or of any parts thereof:

To repeal so much of the 53rd section of "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," as authorises or empowers the Manchester, Sheffield, and Lincolnshire Railway Company to run over, work, and use, with their engines, carriages, and servants, and for the purposes of their traffic, so much of the London and North Western Railway as lies between the London-road station of that railway and the junction of that railway with the Manchester, Sheffield, and Lincolnshire Railway at Ardwick, with the use of the junction and junction points connecting the London and North Western Railway with the Lancashire and Yorkshire Railway near Ardwick station, and also so much of the London and North Western Railway as lies between the junction of the Manchester-South Junction and Altrincham Railway with the London and North Western Railway near the bridge which carries that line over the River Irwell, in the parish of Manchester, and the Ordsall-lane station of the Company, together with the use of such station, and the booking-offices, sidings, and conveniences thereof, and all or any other of the provisions of the said Act having reference to the matters aforesaid:

To enable the Company to pass over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or as, failing agreement, may be settled and determined under the provisions of the intended Act, all or any of the railways in the town of Burton-upon-Trent, belonging or reputed to belong to the Midland Railway Company, together with the stations, watering-places, water, booking-offices, warehouses, wharfs, sidings, works, and conveniences connected therewith respectively, and to confirm any agreement now or hereafter made between the Company and the Midland Railway Company in relation thereto:

To enable the Company to pass over and use with their engines, and carriages of every description, and with their clerks, officers, and servants upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or as, failing agreement, may be settled and determined under the provisions of the intended Act, so much of the railways of the Sirhowy Railway Company as are situate between Merthyr and Tredegar, together with the station of that Company at Tredegar, and all other stations, watering-places, water, booking-offices, warehouses, wharves, sidings, works, and conveniences connected therewith respectively, and to confirm any agreement now or hereafter made between the Company and the Sirhowy Railway Company in relation thereto:

To provide for the vesting in the Company as part of their undertaking of the undertaking of the Stockport, Disley, and Whaley Bridge Railway Company (including the Buxton Extension), and for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities, and obligations of the Stockport, Disley, and Whaley Bridge Railway Company in relation thereto, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and

charges, or otherwise, and for the conversion into shares or stock of the Company of the shares in the capital of the Stockport, Disley, and Whaley Bridge Railway Company, either before or after the same shall have been paid up in full, and for securing the mortgage, bond, or other debts of the Stockport, Disley, and Whaley Bridge Railway Company:

To confirm and give effect to all or any agreements made between or on behalf of the Company and the Stockport, Disley, and Whaley Bridge Railway Company with reference to all or any of the matters aforesaid:

To provide, if need be, for the dissolution of the Stockport, Disley, and Whaley Bridge Railway Company, and the winding up of their affairs:

To provide for the vesting in the Company as part of their undertaking of so much of the railway authorized by "The Aylesbury and Buckingham Railway Act, 1860," as extends from the commencement thereof in the parish of Aylesbury-with-Walton, in the county of Buckingham, to a point on the north-east side of the road leading from Wendover to Aylesbury, numbered on the deposited plans referred to in that Act 54, in the parish of Aylesbury-with-Walton aforesaid, and the stations, works, and conveniences connected therewith, and the lands acquired or to be acquired for the purposes thereof, and for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities, and obligations of the Aylesbury and Buckingham Railway Company in relation thereto, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, or otherwise howsoever:

To enable the Company to pass over and use with their engines and carriages of every description and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates and charges, or other consideration as may be agreed upon, or as, failing agreement, may be settled and determined under the provisions of the intended Act, the railway authorized by "The Aylesbury and Buckingham Railway Act, 1860," or any part thereof, together with the stations, watering-places, water, booking-offices, warehouses, wharfs, sidings, works, and conveniences connected therewith:

To empower the Company and the Aylesbury and Buckingham Railway Company to enter into and carry into effect contracts and agreements with reference to all or any of the matters aforesaid, and to confirm any contracts or agreements already entered into between the Companies in reference thereto:

To empower the Company and the owners for the time being of and for other persons interested in the railway in the parish of Mold, and the townships of Leeswood, Tryddyn, Nerquis, and Broncoed, or some or one of them, in the county of Flint, known as the Nerquis Railway, to agree for the purchase and acquisition by the Company of such railway, for such consideration and upon such terms and conditions as shall be or shall have been agreed on between the Company and such owners or persons as aforesaid; and to provide for the vesting of the said railway, and the lands, works, and conveniences belonging thereto or connected therewith in the Company, as part of their undertaking, and for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities, and obligations of such owners or other persons aforesaid in relation thereto, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, or otherwise:

To confirm and give and give effect to all or

any agreements made between or on behalf of the Company and the owners of or other persons interested in the said railway, called the Nerquis Railway, with reference to all or any of the matters aforesaid :

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

To confirm and give effect to a certain agreement between the Company and the Furness Railway Company, dated the 16th day of May, 1865, in reference to the use by the Company of the railway authorised by "The Furness and Lancaster and Carlisle Railway Act, 1865," and otherwise in relation thereto ; and also with reference to the use by the Furness Railway Company of portions of the Lancaster and Carlisle Railway, and otherwise in relation thereto ; and to empower the two Companies to make and enter into further contracts and agreements with reference to all or any of the purposes aforesaid :

To confirm and give effect to certain Heads of Agreement between the Company and the promoters of the Wolverhampton and Walsall Railway, dated the 18th day of May, 1865, in reference to the working, use, maintenance, and management by the Company of the Wolverhampton and Walsall Railway, and the regulation and management of the traffic thereon, and otherwise in relation thereto, and to empower the two Companies to make and enter into further contracts and agreements with reference to all or any of the purposes aforesaid :

To empower the Company to subscribe towards and become shareholders in the undertaking of the North Western and Charing Cross Railway Company, and to guarantee interest or dividends on all or any part of the capital of that Company, and to vote at meetings and appoint directors of that Company :

To confirm and give effect to all or any agreements already made or hereafter to be made between the Company and the North Western and Charing Cross Railway Company, or between the Company and the South Eastern Railway Company and the North Western and Charing Cross Railway Company, or any persons on their behalf, in relation to all or any of the purposes aforesaid ;

And also to confirm and give effect to any agreement between the Company and the North Western and Charing Cross Railway Company, or any persons on their behalf, in reference to the maintenance, management, use, and working of that railway, and the regulation and management of the traffic thereon, and otherwise in relation thereto :

To authorise the Company to increase their capital and to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing on

mortgage or bond, or by any of such means ; and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them, or under the control of their directors :

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions 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 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198 ; 9 Vic. cap. 67 ; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396 ; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294 ; 11 and 12 Vic. caps. 58, 60, and 130 ; 12 and 13 Vic. cap. 74 ; 13 and 14 Vic. cap. 36 ; 14 Vic. cap. 28 ; 14 and 15 Vic. cap. 94 ; 15 Vic. caps. 98 and 105 ; 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216 and 222 ; 17 and 18 Vic. caps. 201 and 204 ; 18 and 19 Vic. caps. 172 and 194 ; 19 and 20 Vic. caps. 52, 69, and 123 ; 20 and 21 Vic. caps. 64, 98, and 108 ; 21 and 22 Vic. caps. 130 and 131 ; 22 and 23 Vic. caps. 1, 2, 5, 88, 113, 124, 126, and 134 ; 23 and 24 Vic. caps. 77 and 79 ; 24 and 25 Vic. caps. 66, 110, 123, 128, 130, 208, and 233 ; 25 and 26 Vic. caps. 53, 66, 73, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209 ; 26 and 27 Vic. caps. 5, 108, 177, 208, and 217 ; 27 and 28 Vic. caps. 194, 226, 263, 273, 288, and 296 ; and 28 and 29 Vic. caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316.

Also of "The Upper Mersey Dues Act, 1860."

Also of the Acts 19 and 20 Vic. cap. 45 ; 24 and 25 Vic. cap. 192 ; and 25 and 26 Vic. cap. 93, relating to the Vale of Clwyd Railway Company, and any other Act or Acts relating to that Company :

Also of the Acts 12 and 13 Vic. cap. 81, and 28 and 29 Vic. cap. 378, relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company :

Also of the Act 7 and 8 Vic. cap. 18, relating to the Midland Railway Company, and any other Act or Acts relating to the Midland Railway Company :

Also of the Acts 42 Geo. III. cap. 115, and 23 Vic. cap. 71, relating to the Sirhowy Railway Company, and any other Act or Acts relating to that Company :

Also of the Acts 17 and 18 Vic. cap. 200 ; 18 and 19 Vic. cap. 130 ; 20 and 21 Vic. cap. 98 ; 23 and 24 Vic. cap. 136, relating to the Stockport, Disley, and Whaleybridge Railway Company, and any other Act or Acts relating to that Company :

Also of the Acts 23 and 24 Vic. cap. 192 ; 27 and 28 Vic. cap. 217 ; and 28 and 29 Vic. cap. 93, relating to the Aylesbury and Buckingham Railway Company, and any other Act or Acts relating to that Company :

Also of the Acts 9 and 10 Vic. cap. 85 ; and 10 and 11, Vic. cap. 108, and any other Act or Acts relating to the North Staffordshire Railway Company :

Also of the Act 18 and 19 Vic. cap. 173, relating to the Furness Railway Company, and any other Act or Acts relating to that Company :

Also of the Act 28 and 29 Vic. cap. 181, and any other Act or Acts relating to the Wolverhampton and Walsall Railway Company :

Also of the Act 27 and 28 Vic. cap. 323, and

any other Act or Acts relating to the North Western and Charing Cross Railway Company:

And notice is hereby also given, that on or before the 30th day of November instant a published map and plans and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office in Preston: as regards the works and lands in the county of Stafford with the Clerk of the Peace for the county of Stafford, at his office at Stafford: as regards the works and lands in the county of Chester, with the Clerk of the Peace for the county of Chester, at his office at Chester: as regards the lands in the county of Buckingham, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury: as regards the works and lands in the county of Flint, with the Clerk of the Peace for the county of Flint, at his office at Mold: as regards the works and lands in the county of Carnarvon, with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon: as regards the lands in the county of Salop, with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury: as regards the lands in the county of Surrey, with the Clerk of the Peace for the county of Surrey, at his office at Lambeth: as regards the lands in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell: and as regards the lands in the county of Monmouth, with the Clerk of the Peace for the county of Monmouth, at his office at Newport: and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited as follows (that is to say): as regards the lands in the parish of Saint Mary, Battersea, with the clerk of the District Board of Works for the district of Wandsworth, at his office at Battersea Rise, Battersea, in the county of Surrey: as regards the lands in the parish of Saint Pancras, with the vestry clerk of that parish, at his office in the King's-road, Saint Pancras: and as regards the several other parishes with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated this 9th day of November, 1865.

James Blenkinsop, 22, Great George-street, Westminster, and Euston Station, Solicitor for the Company.

London and North Western and Cocker-mouth and Workington Railway Companies.
(Amalgamation; Increase of Capital; Extension of Time for Purchase of Certain Lands; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for the amalgamation of the Cocker-mouth and Workington Railway Company with the London and North Western Railway Company, so as to vest in the last-named Company the undertaking, railways, works, buildings, lands, plant, property, and effects of every description of the Cocker-mouth and Workington Railway Company, and all the rights, powers, and privileges of or belonging to or enjoyed by that Company of what nature or kind soever, and whether with reference to their own undertaking, or to the undertaking of any other Company, including the fixing and levying of tolls, rates, and charges, and to enable the London and North Western Railway Company to use, exercise, and enjoy all or any of those rights, powers, and privileges.

And it is intended by the said Act to provide for the dissolution of the Cocker-mouth and Workington Railway Company, and for the incorporation of the shareholders in that Company with the London and North Western Railway Company.

And it is also intended by the said Act to enable the London and North Western Railway Company to create and issue, for the purposes of the intended Act, additional shares in their undertaking, with or without a preferential dividend attached thereto.

And it is also intended by the said Act to confirm any agreement or agreements which have been or may be entered into between the two Companies, in relation to the matters aforesaid.

And it is also intended by the said Act to extend the time limited by "The Cocker-mouth and Workington Railway Act, 1863," for the compulsory purchase of lands and houses for the purposes of widening and enlarging the railway of the Company, as by that Act authorised in respect of all or some of the said lands and houses.

And it is also intended by the said Act to alter, amend, extend, and enlarge, or repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):—"The Cocker-mouth and Workington Railway Act, 1845," "The Cocker-mouth and Workington Railway Act, 1849," and "The Cocker-mouth and Workington Railway Act, 1863;" and also the Act 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company.

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

Dated this 9th day of November, 1865.

Jas. Blenkinsop, 22, Great George-street, Westminster, and Euston Station, London, } Solicitors.
E. Warrigh, Cocker-mouth, }

Pritt, Sherwood, Venables, and Grubbe, 7, Great George-street, Westminster, } Parliamentary Agents.
Dyson and Co., 24, Parliament Street, }

London and North Western Railway (New Lines).

(New Railways in the counties of Chester, Salop, Stafford, Flint, and the West Riding of the county of York; Agreements with the Great Western Railway 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 London and North Western Railway Company (hereinafter called "The Company") for an Act for the following purposes, or some of them, that is to say:

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

A railway commencing in the township and parish of Stockport, in the county of Chester, by a junction with the Stockport Disley and Whaley Bridge Railway, at a point thirty-five chains or thereabouts south-east of the junction of that railway with the London and North Western Railway, and terminating in the township of Cheadle Bulkeley and parish of Cheadle, in the same county, by a junction with the Stockport and Cheadle Branch of the London and North Western Railway (now in course of construction), in a field numbered on the deposited plans referred to in "The London and North Western Railway (Cheshire Lines) Act, 1861," 40, in the parish of Cheadle, being a distance of sixty chains or thereabouts from the junction of the said Stockport and Cheadle branch with the main line of the Company's railway near Stockport; which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Stockport, Cheadle Bulkeley, and Cheadle, all in the county of Chester.

A railway commencing in the township and parish of Whitchurch, in the county of Salop, by a junction with the Shrewsbury and Crewe branch of the Company's railway at a point nineteen chains or thereabouts north of the booking-office of the Whitchurch station on that branch, and terminating in the township of Hatton, in the parish of Waverton, in the county of Chester, by a junction with the Chester and Crewe branch of the Company's railway, at a point one mile and 200 yards or thereabouts south-east of the Waverton station on that branch, and at or near the half-mile post on that railway denoting 182½ miles from London, which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Whitchurch and Hinton, in the county of Salop, and Malpas, Coddington, Handley, Tattenhall, Waverton, Tushingam-cum-Grindley, Bradeley, Hampton, Edge, Duckington, Broxton, Clutton, Chowley, Gölborne-Belleau, and Hatton, in the county of Chester.

A railway commencing in the township of Moulton, in the parish of Davenham, in the county of Chester, by a junction with the Grand Junction Railway of the Company, at a point 500 yards or thereabouts north of the mile-post on that railway denoting 175 miles from London, and terminating in the township of Wharton, in the parish of Davenham, in the same county, on the east side of the

River Weaver, at or near the point where the same is crossed by the bridge known as Winsford Bridge, carrying the turnpike-road leading from Winsford to Middlewich over such river, which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Moulton, Wharton, and Davenham, all in the county of Chester.

A branch railway from and out of the last mentioned intended railway, commencing at a point thirty chains or thereabouts south-east of the commencement thereof, and terminating by a junction with the railway or tramway belonging to Josiah Perrin, and the Wheelock Iron and Salt Company, Limited, or one of them, at a point fifteen chains or thereabouts westward of the junction of the said tramway with the Company's railway, and to enable the Company to take up and discontinue so much of the said tramway as lies between the proposed junction of the intended branch therewith and the Company's railway, which intended branch railway will be wholly situate within the township of Wharton aforesaid.

Another branch railway from and out of the last mentioned intended railway commencing at a point 385 yards or thereabouts east of the terminus of such railway, and terminating 800 yards or thereabouts north of Winsford Bridge aforesaid, and 100 yards to the south-east of the River Weaver, which last mentioned branch railway will be wholly situate within the said township of Wharton and parish of Davenham.

A railway commencing in the township of Clifton, in the parish of Runcorn, in the county of Chester, by a junction with the Aston, Runcorn and Ditton Branch of the Company's railway (now in course of construction), at a point half a mile or thereabouts south-east of the public road leading from Weston to Runcorn, numbered on the deposited plans referred to in "the London and North Western Railway (Liverpool Lines) Act, 1861," 74, in the parish of Runcorn, and terminating in the township of Sutton, in the said parish of Runcorn, by a junction with the Birkenhead Railway, at a point 650 yards or thereabouts south-west of the Runcorn-road station on that railway, which intended railway will be wholly situate within the townships of Clifton and Sutton, in the parish of Runcorn, in the county of Chester.

A railway commencing in the township and parish of Wolverhampton, in the county of Stafford, by a junction with the Birmingham, Wolverhampton and Stour Valley Railway, at a point 150 yards or thereabouts south-east of the booking office of the Wolverhampton station, on that railway, and terminating in the township of Wednesfield, in the said parish of Wolverhampton, by a junction with the Grand Junction Railway of the Company at or near the bridge near Nechells Hall Farm, which carries the public carriage road leading from Bilston to Wednesfield over the last mentioned railway, which said intended railway will be wholly situate within the townships of Wolverhampton and Wednesfield, and parish of Wolverhampton, in the county of Stafford.

A railway commencing in the township of the Foreign of Walsall, in the parish of Walsall, in the county of Stafford, by a junction with the Grand Junction Railway of the Company,

at a point a quarter of a mile or thereabouts south-east of the James Bridge station on that railway, and terminating in the same township by a junction with the South Staffordshire Railway, at or near the point where the turnpike road leading from Darlaston to Walsall crosses the last mentioned railway, near certain mills called New Mills, which intended railway will be wholly situate within the parishes and townships of Walsall, the Foreign of Walsall; and Wednesbury, or some or one of them.

A railway commencing in the township of Quick, in the parish of Saddleworth or Rochdale, in the West Riding of the county of York, by a junction with the Company's railway at a point 170 yards or thereabouts south-west of the south-west entrance to the Standedge tunnel on that railway, and terminating in the township of Marsden, or Marsden in Almondbury, in the parish of Almondbury, in the said west riding, by a junction with the Company's railway there at a point 120 yards or thereabouts north-east of the north-east entrance to the said Standedge tunnel, which said intended railway will pass from, in, through, or into the several parishes, townships; and extra-parochial or other places following, or some of them (that is to say): Quick, Marsden, Marsden in Almondbury, Saddleworth, Rochdale, Diggle, Lord's Mere, Huddersfield, Marsden in Huddersfield, Almondbury and Standedge, all in the said west riding.

A railway commencing in the township of Prestatyn, in the parish of Meliden, in the county of Flint, by a junction with the Chester and Holyhead Railway of the Company 420 yards or thereabouts west of the western end of the down passenger platform of the Prestatyn Railway station, and terminating in the parish of Dyserth, in the same county, at the north-western side of the public road leading from Dyserth to Newmarket, near to and west of Pandy Bridge, which said intended railway will pass from, in, through, or into the several parishes, townships and extra-parochial places following, or some of them (that is to say): Prestatyn, Meliden and Dyserth, all in the county of Flint.

A railway commencing in the parish or township of Tryddyn, in the county of Flint, by a junction with the Frith branch of the Mold Railway of the Company 550 yards or thereabouts south of the point where the said Frith branch crosses the turnpike road leading from Pont Blyddyn to Tryddyn on the level, and terminating in the township of Mold, in the parish of Mold, in the said county of Flint, by a junction with the said Mold Railway 150 yards or thereabouts south-east of the post on the said Mold Railway, denoting thirteen miles from Chester, and passing from, in, through, or into the parishes, townships, or extra-parochial places, or some of them following (that is to say): Tryddyn, Hope, Uwchymynydd Ucha, Uwchymynydd Issa, Nerquis, Leeswood, Arddynwent, Broncoed and Bryncanill, Bistree and Mold, all in the said county of Flint, with power for the Company to widen and improve and lay down additional lines of railway upon the railway already constructed, known as the Nerquis Railway.

A railway (No. 1) commencing in the extra-parochial chapelry of Birkenhead, in the county of Chester, by a junction with the

Birkenhead Railway at or near the point where Market-street and Adelphi-street are carried over the said railway by means of a bridge, and terminating in the township of Bidston, otherwise Bidston-cum-Ford, in the parish of Bidston, in a field abutting west on the Wallasey Bridge-road, belonging to Robert Vyner, Esquire, in the occupation of William Rimmer, passing from, in, through, or into the several townships, parishes, extra-parochial or other places following, or some of them, that is to say): Birkenhead, Bidston, Bidston-cum-Ford, and Claughton-cum-Grange, all in the county of Chester.

A railway (No. 2) commencing in the said extra-parochial chapelry of Birkenhead by a junction with the last mentioned intended Railway No. 1 at a point where the said last mentioned railway is intended to cross the Corporation-road near to the junction of Price-street with that road, and terminating in the township of Bidston, otherwise Bidston-cum-Ford, in the parish of Bidston, by a junction with the authorised Railway (No. 1) of the Hoylake Railway Company, near to the terminus of that railway and its junction with Railways Nos. 2 and 3 of the last mentioned Company, as defined upon the plans of those railways referred to in the "Hoylake Railway Act, 1863," and passing from, in, through, or into the several townships, parishes, extra-parochial or other places following, or some of them (that is to say): Birkenhead, Bidston, otherwise Bidston-cum-Ford, and Claughton-cum-Grange, all in the county of Chester.

And the intended Act will provide for the vesting of the two last mentioned intended railways in the Company and the Great Western Railway Company, and will authorise agreements between the said Companies in reference thereto.

To enable the Company to acquire by compulsion or agreement lands and houses for all or any of the purposes of the intended Act.

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased or appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges: to authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes and townships, which it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act.

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

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

And for the purposes aforesaid, it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts following, or some of them,

directly or indirectly, relating to the Company (that is to say): local and personal Acts 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 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, 260, 267, and 316; also of the Acts 5 and 6 Wm. IV. cap. 107, and 26 and 27 Vict., cap. 198, and any other Act or Acts relating to the Great Western Railway Company.

And notice is hereby also given, that on or before the thirtieth day of November instant, a published map and plans and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): As regards the works and lands in the counties of Chester and Salop respectively, with the Clerk of the Peace for the county of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; as regards the works and lands in the county of Stafford, with the Clerk of the Peace for the county of Stafford, at his office at Stafford; as regards the works and lands in the county of Flint, with the Clerk of the Peace for the county of Flint, at his office at Mold; and as regards the works and lands in the West Riding of the county of York, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated this 9th day of November, 1865.

James Blenkinsop, 22, Great George-street, Westminster, and Euston Station, Solicitor for the Company.

South Staffordshire Railway.

(Increase and Regulation of Capital; Power to London and North Western Railway Company to guarantee Interest or Dividends; Amendment of Acts.)

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

To empower the South Staffordshire Railway Company (hereinafter called "The Company") to raise additional capital by the creation of new shares in their undertaking or by borrowing, to cancel shares unissued or forfeited, or liable to forfeiture, to accept surrenders of shares, to re-issue shares forfeited, cancelled, or surrendered, and to create other shares in lieu thereof; to attach to all or any of the shares to be created, issued, or re-issued under the powers of the intended Act, any preference or priority in payment of interest or dividend, and other special privileges, and to make other arrangements and provisions with reference to the capital and shares of the Company.

To empower the London and North Western Railway Company to guarantee the payment of interest or dividend upon all or any part of the capital of the Company, whether already created or to be created under the powers of the intended Act.

And it is proposed by the intended Act to alter, amend, extend and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament, or some of them, relating to the Company, that is to say: Local and Personal Acts 9 and 10 Vic., caps. 300 and 316; 10 and 11 Vic., cap. 189; 13 and 14 Vic., cap. 58; 14 and 15 Vic., cap. 94; 17 and 18 Vic., cap. 53; 18 and 19 Vic., cap. 175; 22 and 23 Vic., cap. 109; 24 and 25 Vic., cap. 136; and 26 and 27 Vic., cap. 6; also of the Act 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North 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 9th day of November, 1865.

Jas. Blenkinsop, 22, Great George Street, Westminster, and Euston Station, Solicitor for the said Company.

London and North Western and Whitehaven Junction Railway Companies.

(Amalgamation; Dissolution of Whitehaven Company; Power to use portions of Railway, Stations, and Works of Whitehaven and Furness Junction Railway Company; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the amalgamation of the Whitehaven Junction Railway Company with the London and North Western Railway Company, so as to vest in the last-named Company the undertaking, railways, works, buildings, lands, plant, property, and effects of every description of the Whitehaven Junction Railway Company, and all the rights, powers, and privileges of that Company, of what nature or kind soever, and whether with reference to their own undertaking or to the undertaking of any other Company,

including the fixing and levying of tolls, rates, and duties, the altering of the existing tolls, rates, or duties, the varying or extinguishing of any exemptions from the payment of such tolls, rates, and duties, or other rights and privileges, and to enable the London and North Western Railway Company to use, exercise, and enjoy all or any of those rights, powers, and privileges.

And it is intended by the said Act to provide for the dissolution of the Whitehaven Junction Railway Company, and for the incorporation of the shareholders in that Company with the London and North Western Railway Company and the shareholders in that Company.

And it is also intended by the said Act to enable the London and North Western Railway Company to create and issue for the purposes of the said intended Act additional shares in their undertaking with or without a preferential dividend attached thereto, or payable thereon, and also to guarantee payment of the principal and interest of any moneys which have been or may be raised or borrowed by the Whitehaven Junction Railway Company under the provisions of the Acts relating to that Company, or otherwise.

And it is also intended by the said Act to confirm any agreement or agreements which have been or may be entered into between the Whitehaven Junction Railway and the London and North Western Railway Companies relative to the matters aforesaid.

And it is proposed by the said Act to empower the London and North Western Railway Company to run over and use with their own engines, carriages, officers, and servants, so much of the railways, sidings, and conveniences of the Whitehaven and Furness Junction Railway Company as are situate between the junction thereof with the railway of the Whitehaven Junction Railway Company at Whitehaven and the station of the Whitehaven and Furness Junction Railway Company at Whitehaven, together with the said station and the sidings and conveniences connected therewith, including the sidings called "The Corkickle Sidings," and the tramway between the said station and the harbour at Whitehaven, with access to such tramway, on such terms and conditions, and on payment of such tolls, rates, and charges, or other considerations, as have been or may be agreed upon, or, failing agreement, as may be settled by or under the provisions of the intended Act; and to authorise agreements between the London and North Western Railway Company and the Whitehaven and Furness Railway Company with reference to all or any of the matters aforesaid, and to confirm any agreement already entered into with reference to all or any of such matters.

And it is also intended by the said Act to alter, amend, extend, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of the Whitehaven Junction Railway Company, or some of them (that is to say):—7 and 8 Vict. cap. 64; 11 and 12 Vict. caps. 80 and 91; 17 Vict. cap. 24; 21 and 22 Vict. cap. 127; and 28 Vict. cap. 68; and also the Act 9 and 10 Vict. cap. 204, and all other Acts relating to the London and North Western Railway Company; and also the Act 8 and 9 Vict. cap. 100, and all other Acts relating to the Whitehaven and Furness Junction Railway Company.

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

Dated this 11th day of November, 1865.

James Blenkinsop, 22, Great George-street, and Euston Station, London;
Lumb and Howson, Whitehaven. } Solicitors.

Pritt, Sherwood, Venables, and Grubbe, 7, Great George-street, Westminster;
Holmes, Anton, Greig, and White, 18, Abingdon-street, Westminster. } Parliamentary Agents.

Regent's Canal and Railway.

(Railway from King's-cross to Limehouse, with Branches; Arrangements with other Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to carry into effect the following objects, or some of them, viz. :—

To authorize the Company of Proprietors of the Regent's Canal (hereinafter called "the Company"), to make and maintain the several railways hereinafter mentioned, or some or one of them, or some part or parts thereof, that is to say—

A railway (No. 1) commencing in the parish of St. Pancras, in the county of Middlesex, by a junction with the two additional lines described in the Metropolitan Railway (Additional Powers) Act, 1864, now in course of construction, at a point thirty yards or thereabouts northward of Britannia-street, and terminating in the parish of St. Anne, Limehouse, in the same county, at or near the south end of Mill-place.

A branch railway (No. 2) to be wholly situate in the parish of St. James, Clerkenwell, in the same county, commencing by a junction with the intended railway (No. 1) at a point about sixteen yards northward of the north-eastern corner of Percy-square, and terminating by a junction with the two additional lines described in the Metropolitan Railway (Additional Powers) Act, 1864, now in course of construction, at or near Granville-place.

A branch railway (No. 3) commencing in the parish of Saint Matthew, Bethnal-green, in the same county, by a junction with the proposed railway (No. 1), at or near the towing path of the Regent's Canal, at a point 200 yards or thereabouts south of the bridge which carries Green-street over the Regent's Canal, known as Old Ford Foot-path Bridge, and terminating in the parish of Saint Matthew, Bethnal-green, and hamlet of Mile-end, Old Town, or one of them, in the same county, by a junction with the Great Eastern Railway, at or near the bridge which carries that railway over the Grove-road.

A branch railway (No. 4) commencing in the hamlet of Mile-end Old Town, in the same county, by a junction with the proposed railway (No. 1), at a point forty yards, or thereabouts, south of the bridge which carries Bridge-street over the Regent's Canal, known as Stepney Foot-path Bridge, or Gunmaker's Arms Bridge, and terminating in the parish of Saint Anne, Limehouse, in the same county, by a junction with the London and Blackwall Extension Railway, at or near the bridge which carries that railway over Rhodes Well-road.

To make a road or street to be wholly situate in the parish of Saint Leonard, Shoreditch, in the same county, commencing on the west side of Queen's-road, and terminating on the east side of Manor-place, to the north of, and near and parallel, or nearly parallel, with Clarence-terrace; also a road or street to be wholly situate in the same parish of Saint Leonard, Shoreditch, commencing at or near the west end of Mark's-place, and terminating on the east side of Princes-street, near to the south end of that street; and to stop up, and discontinue as thoroughfares and appropriate to the purposes of the Company the sites of Clarence-terrace and Richards-place, or parts thereof.

Which said intended railways, roads, and works will be made or will pass from, in, through, or into, the several parishes, hamlets, townships, extra-parochial and other places following, or some of them, that is to say, Saint Pancras; Saint Mary, Islington; Saint James, Clerkenwell; Saint Leonard, Shoreditch; Saint John, at Hackney; Saint Matthew, Bethnal-Green; Mile-end Old Town; and Saint Anne, Limehouse, all in the same county of Middlesex.

To authorize the Company to effect the following objects, or some or one of them (that is to say)—

To stop up and appropriate to the purposes of the Company the site of, and extinguish all rights over a certain basin in the parishes of St. John at Hackney, and Saint Leonard, Shoreditch, in the county of Middlesex, or one of them, near the Kingsland-road, and now communicating with the Regent's Canal, commonly called "Kingsland-road Basin," and also the following streets, roads, and public thoroughfares, or some parts thereof, that is to say: Margaret-street, Mill-place, Island-row, Norway-place, Tomlin's-terrace, Dalgleish-place, Eastfield-street, North-street, and the road or street leading from Tomlin's-terrace to Rhodes Well-road, all in the parish of Saint Anne, Limehouse; the road or street, parallel with the towing path of the Regent's Canal, and leading thence into Rhodes Well-road, and the road or street leading northward from the north end of New Globe-terrace, both in the hamlet of Mile-end Old Town; and Regent's-row, York-terrace, Ipswich-road, Marlborough-road, Little Norris-street, Hutley-place, and Kenning-terrace, all in the parish of Saint Leonard, Shoreditch; and to cross, divert, alter, or stop up, whether temporarily or permanently, all such other roads, turnpike roads, parish roads, streets, and other highways, courts, alleys, footpaths, ways, streams, canals, sewers, pipes, navigations, rivers, bridges, railways, and tramroads within the said several parishes, hamlets, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, or alter or stop up for the purposes of the intended undertaking, or any part thereof, and to cross, widen, narrow, use, alter, divert, or stop up such portions of the Regent's Canal in the same several parishes, townships, hamlets, extra-parochial and other places, or any of them, as may be necessary, for the purpose of executing the intended undertaking, or any part thereof, and of keeping open the navigation of the Regent's Canal.

To construct and use all such stations, approaches, roads, communications, ways, bridges, embankments, tunnels, wharfs, sidings, basins, lay-byes, quays, yards, stages, gates, jetties, landing-places, warehouses, sheds, cranes, dams, sluices, culverts, drains, sewers, engines, and other works and conveniences in connection with the intended undertaking, or any part thereof as

may be necessary for effecting the objects of the proposed Bill.

To purchase and take compulsorily or by agreement, and to take on lease lands, houses, and hereditaments for the purposes of the intended undertaking or any part thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties upon or in respect of the proposed railways and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To apply the existing funds of the Company towards and to raise further money for the purposes of the proposed undertaking and works, by borrowing on mortgage, debenture, or bond, and by the creation of new shares in the capital of the Company; to attach to all or any of the new shares created or issued under the powers of the Bill, or to all or any of the existing shares in the capital of the Company, whether issued or unissued, any preference or priority in payment of interest or dividend, or other special privileges, and to make other arrangements with regard to the capital and debts of the Company; to reduce the nominal amount or value of the existing shares in the Company; to extinguish existing shares; and to authorize the conversion of the existing shares of the Company into stock, bearing a preferential dividend or otherwise, and to regulate and define the application of the income of the Company.

To authorize the change of the name and style of the Company.

To empower the Company and the London and North-Western Railway Company, the North London Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Metropolitan Railway Company, the Great Eastern Railway Company, and the London and Blackwall Railway Company, or any of them, to enter into and carry into effect mutual contracts, agreements, and arrangements with each or any of the others of them for or with reference to the maintenance, working, and using by any or either of the contracting Companies of the railways, basin, piers, and works of the other or others of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants.

And it is further proposed by the intended Bill to alter, amend, extend and enlarge, so far as may be necessary, or to repeal the powers and provisions of the following Acts relating to the Company or their undertaking, that is to say (local and personal):—52 Geo. 3, cap. 195; 53 Geo. 3, cap. 32; 56 Geo. 3, cap. 85; 59 Geo. 3, caps. 66 and 111; 1 and 2 Geo. 4, cap. 43; 7 Geo. 4, cap. 140; 5 and 6 Will. 4, cap. 95; 14 Vic., cap. 32; 18 and 19 Vic., cap. 95; and 28 and 29 Vic., cap. 365; also the Acts (local and personal) 5 Geo. 4, cap. 47; and 18 and 19 Vic., cap. 95; and all other Acts relating to the Hertford Union Canal.

Also the Act (local and personal) 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company.

Also the Act (local and personal) 16 and 17 Vic., cap. 97, and all other Acts relating to the North London Railway Company.

Also the Act (local and personal) 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company.

Also the Act (local and personal) 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company.

Also the Act (local and personal) 25 and 26 Vic., cap. 223, and all other Acts relating to the Great Eastern Railway Company.

Also the Act (local and personal) 6 and 7 Will. 4, cap. 123, and all other Acts relating to the London and Blackwall Railway Company.

Also the Act (local and personal) 17 and 18 Vic., cap. 221, and all other Acts relating to the Metropolitan Railway Company.

And notice is hereby also given, that plans and sections of the said intended works, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the same county, and 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, hamlet, or extra-parochial place in or through which the said intended works, or any part thereof, are or is intended to be made, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection as follows, viz.:—As regards the parish of Saint Pancras, with the clerk of the vestry of that parish, at his office in the King's-road, Saint Pancras; as regards the parish of Saint Mary, Islington, with the clerk of the vestry of that parish, at his office, Vestry Hall, Upper-street, Islington; as regards the parish of Saint James, Clerkenwell, with the clerk of the vestry of that parish, at his office, in Upper Rosoman-street, Clerkenwell; as regards the parish of Saint Leonard, Shoreditch, with the clerk of the vestry of that parish, at his office in Hoxton-square, Shoreditch; as regards the parish of Saint John, at Hackney, with the clerk of the board of works for the Hackney district, at his office, Town Hall, Church-street, Hackney; as regards the parish of Saint Matthew, Bethnal-green, with the clerk of the vestry of that parish, at his office, Town Hall, Church-row, Bethnal-green-road; as regards the hamlet of Mile-end Old Town, with the clerk of the vestry of the said hamlet, at his office, Vestry Hall, Bancroft-road, Mile-end; as regards the parish of Saint Anne, Limehouse, with the clerk of the board of works for the Limehouse district, at his office in White Horse-street, Commercial-road East; as regards any other parish with the parish clerk thereof, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his place of abode; and that on or before the 23rd 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.

Ellis and Ellis, 7, Spring-gardens,
London, Solicitors of the Regent's
Canal Company.

In Parliament.—Session 1866.

The Southgate and Colney Hatch Gas Light and Coke Company (Limited).

(Dissolution and re-incorporation of the "Southgate and Colney Hatch Gas Light and Coke Company, Limited;" Power to Maintain Works, and to Manufacture and Supply Gas in Edmonton and other places; to Extend the Limits of Supply; Regulation and Increase of Capital, and other Powers).

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

To dissolve the "Southgate and Colney Hatch Gas Light and Coke Company, Limited" (in this notice referred to as "the dissolved Company"), and to annul the articles of association of the said Company.

To re-incorporate the shareholders of the dissolved Company into a Company (in this notice referred to as "the Company") by the same or any other name.

To define and extend the present limits of the Company for the manufacture and supply of gas, and to confer upon the Company all necessary powers for lighting with gas, for public or private purposes, all or such part or parts of the several parishes of Edmonton, Enfield, Finchley, Friern Barnet, and Hornsey, in the county of Middlesex, and East Barnet in the county of Herts, as are comprised within the following limit or boundary, that is to say—an imaginary line, commencing at a point where the boundaries of the several parishes of Friern Barnet, Edmonton, and Tottenham unite, near the Middlesex Lunatic Asylum, at Colney Hatch; thence running in a direction eastward along the boundary of the parishes of Edmonton and Tottenham aforesaid to a certain brook known as Bound's Green brook; thence continuing along the centre of that brook to a certain road called Cock-lane; thence along the centre of that lane to a road leading to Broomfield Farm; thence along the centre of that road to Broomfield House; thence along the centre of a certain road called Warren House-lane to a point about 50 yards west of the centre of a certain road called Green Lanes High-road; thence northward and running parallel with that road, crossing certain roads called respectively Alderman's Hill-road, Fox-lane, and Bourne Hill-road, through Winchmore-hill wood to a point in a certain road called Chase Side-road, 50 yards from the centre of Winchmore Hill Vale-road; thence running parallel with that road up to the boundary of the said parish of Edmonton, near a place called Fillcap-corner; thence along the boundary of the aforesaid parishes of Edmonton and Enfield, south-east and south, to the southern branch of a certain brook called Salmon's-brook; thence eastward along the centre of that brook to a point where a certain road leading from Fillcap-corner aforesaid to a certain place known as Swain's Farm crosses the said brook; thence northward up to the northern branch of the said brook; thence westward along the centre of the said brook to the boundary of the said parishes of Edmonton and Enfield; thence west and south along the said parish boundary to a point about 100 yards north of the said road leading from Enfield to East Barnet; thence westward and running parallel with that road to a point where two roads called respectively East Barnet-lane and Cock Foster's-road meet; thence south-west to the Great Northern Railway, about 750 yards north of the entrance to the Whetstone Tunnel on that rail-

way; thence north-west and west along the boundary dividing the several parishes of East Barnet, Friern Barnet, and Chipping Barnet, to a certain road leading from Whetstone to Chipping Barnet aforesaid, thence south along the boundary of the said parishes of Finchley and Friern Barnet to a certain road called Station-road or Black Horse-lane (including such road) to the centre of a certain road called Finchley High-road; thence southward, at a distance of about 80 yards from and running parallel with a certain road known as Totteridge-lane, to the boundary of the said parish of Finchley at a certain brook known as Dollis Brook: thence southward along the centre of that brook to a point about 85 yards south of Frith's Bridge; thence eastward to a point about 150 yards south of a certain road known as Moss Hall-lane, and about 34 yards west of a certain road known as Ballard's-lane; thence parallel with that road to Moss Hall-lane (including such road); thence eastward to the said road called Finchley High-road; thence along the centre of that road to a certain road called Woodhouse-lane (including such road); thence to a point in that road about 60 yards east of the said Finchley High-road; thence south, and running parallel with the said road at a distance of about 60 yards from the centre of it, to a point about 60 yards south of Bound's Green Brook aforesaid; thence east, at a distance of about 60 yards from and running parallel with the said brook, up to the boundary of the aforesaid parishes of Hornsey and Finchley; thence along the boundary of those parishes to a point forming the junction of those parishes with the parish of Friern Barnet; thence south along the boundary of the parishes of Hornsey and Finchley to a certain place known as Coppitt's Farm; thence east along the boundary of the parishes of Hornsey, Finchley, and Clerkenwell; thence north along the boundary between the parishes of Friern Barnet and Tottenham to and terminating at the point of junction of the parish boundaries of Friern Barnet, Edmonton, and Tottenham as above mentioned.

To vest in the said Company all land, buildings and works belonging to "the dissolved Company," or held by trustees for them, and which land, buildings and works are situate at Colney Hatch, in the said parish of Edmonton, and adjoin a certain road there called or known as Betstile-road, and all other land and premises, works, mains, pipes, lamps, property, rights and privileges of "the dissolved Company."

To maintain, enlarge and improve their existing works on the land before described as situate at Colney Hatch, and from time to time to erect and maintain all necessary buildings, gasometers, retorts, machinery, apparatus, approaches, conveniences and works on the land before described, or any part of the same.

To purchase and hold land, and to take the same on lease, and to sell, let, or lease any lands acquired by them, and not required for the purposes of the said undertaking.

To manufacture gas upon all or any part of the said land, and to store, supply and sell gas for public and private lighting, and to dispose of the coke, tar, and other residuum and products arising from such manufacture, and to lay down, renew, and maintain mains, pipes and other works and apparatus in, through, across and under roads, lanes, bridges, streams and other public passages and places within any of the aforesaid parishes or other parishes supplied or to be supplied by the Company, and for that purpose to break up and interfere with such roads, lanes, bridges, streams and other public passages

and places, and also 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.

To levy rates, rents and charges for the sale and supply of gas, and of gas meters and fittings, and to alter existing rates, rents and charges, and to confer, vary and extinguish exemptions from payment of rates, rents and charges, and other rights and privileges.

To define and regulate the capital of the Company.

To raise further sums of money by the creation of new shares in their undertaking, with or without a preference or priority in payment of dividend over the existing shares of the Company or other privileges attached thereto, and by debenture stock, and by borrowing on mortgage or otherwise.

To confer upon the Company all powers, rights and privileges usually conferred upon gas Companies, or which may be necessary or expedient to enable them profitably and effectually to carry on their undertaking.

To vary and extinguish all existing rights and privileges which would in any manner impede or interfere with any of the objects and purposes of the Bill, and to confirm, vary and extinguish other rights and privileges.

To incorporate with the 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, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Gas Works Clauses Act, 1847."

Printed copies of the proposed Bill will be deposited in the Private Bill Office in the House of Commons on or before the 23rd day of December, 1855.

Dated this 15th day of November, 1865.

William Pulley, Edmonton, Solicitor for the Bill.

Stephens and Smith, 13, Northumberland-street, Parliamentary Agents.

In Parliament—Session 1866.

North Wales, Birkenhead, and Liverpool Railway. (Incorporation of Company for making Railway from Chester and Holyhead, and Wrexham, Mold, and Connah's Quay Railways, to Birkenhead Railway; Running Powers over part of Birkenhead Railway; Powers to London and North-Western and Great-Western Railway Companies.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session thereof, for leave to bring in a Bill, for the following, or some of the following, among other purposes:

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

A railway, commencing by a junction with the Chester and Holyhead line of the London and North-Western Railway, in the township of Saltney, in the parish of Hawarden, in the county of Flint, at or about a point measuring twenty-five chains south of the bridge carrying the said railway over the Wepre Brook, passing thence through or into the following parishes, townships, and places, or some of them, that is to say:—Saltney and Hawarden in Flintshire, and Sealand, Ha-

warden, Woodbank, Shotwick township and parish, Puddington, Burton, Ledsham, Neston, Little Sutton, Eastham, and Great Sutton, and terminating in the said township of Little Sutton, in the said parish of Eastham, by a junction with the Birkenhead Railway at or near the south end of the passenger platform of the Ledsham Station on that railway.

A railway to be wholly situate in the said township of Saltney and parish of Hawarden, in the county of Flint, and to commence by a junction with the said other intended railway in a field lying immediately adjoining, belonging to Earl Spencer, and occupied by Mary Podmore and Gregory Burnett, or one of them, and to the east of the said Chester and Holyhead Railway, and about fourteen chains south of the commencement of the said other intended railway, and to terminate by a junction with the authorised extension of the Wrexham, Mold, and Connah's Quay Railway to the Buckley Railway in or near a field numbered 221 upon the deposited plans of the said extension referred to in "The Wrexham, Mold, and Connah's Quay Railway Extension Act, 1865."

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

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

To enable the Company on the one hand, and the London and North Western and Great Western Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid :

To enable the Company, and all companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, so much of the Birkenhead Railway as will be situate between the proposed junction with that railway and the termination of that railway at Birkenhead, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith.

To require the companies, or persons owning or working the said Birkenhead Railway, to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, ware-

houses and booking offices thereof, all traffic, of whatever descriptions, coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the said companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 9 and 10 Vic., cap. 204, and of the several other Acts relating to the London and North Western Railway Company; also of the 5 and 6 Wm. 4, cap. 107, and of the several other Acts relating to the Great Western Railway Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, 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 Flintshire, at his office at Mold, and 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 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.

Travers Smith and De Gex, 25, Throgmorton-street, London, Solicitors for the Bill.

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

Caledonian Railway.

Corstorphine Junction.

(Construction of Connecting Branch Railway from the Caledonian Railway to the North British Railway Company's Edinburgh and Glasgow Line near Edinburgh; Arrangements with that Company; Running Powers and Facilities over their Lines; 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 a branch railway (to be called the Corstorphine Branch), and all proper works and conveniences in connection therewith; commencing by a junction with the main line of the Caledonian Railway from Carlisle to Edinburgh, at or near a point in the parish of St. Cuthbert's and county of Edinburgh about three furlongs north-eastward from the booking-office at the Slateford station of the Caledonian Railway, and terminating by a junction with the main line of that part of the undertaking of the North British Railway Company called the Edinburgh and Glasgow Railway, at or near a point in the parish of Currie and county of Edinburgh, about six and a-half furlongs eastward from the booking-office at Gogar passenger station on the said Edinburgh and Glasgow Railway; which proposed branch railway and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situated in the parishes of St. Cuthbert's, Colinton, Corstorphine, and Currie, or some of them, all in the county of Edinburgh.

And notice is further given, that duplicate plans and sections, describing the line, situation, and levels of the said proposed branch railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a published map with the line of the proposed branch railway delineated thereon, so as to 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 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 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 railway, from the line 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, 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 branch 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 purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed branch railway: to levy tolls, rates, and charges for the use of the said branch rail-

way 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 branch railway and other works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the 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, and use of the said proposed branch 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 and the North British Railway Company to enter into arrangements and execute agreements with each other in respect to the use of, and the interchange, forwarding, working and conducting of traffic between, over, and upon the undertakings belonging to and held in lease by them respectively, or any part thereof; and to confirm any agreements which may have been or may be entered into between the said Companies respectively, in relation to the said matters, or any of them, or to make provision with respect to these matters, or any of them, in the said Bill.

And it is further intended by the said Bill to empower the Company, and all other Companies and persons lawfully using any of the railways of the Company, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, those portions of the railways of the North British Railway Company which intervene between the junction thereof with the Scottish Central Railway at Larbert and the eastern end of the North British Railway Company's station at Haymarket, Edinburgh, or any part of the said portions of railways; and also such additional portion of the railway of the North British Railway Company, at or near such junction at Larbert, as may be necessary for conveniently passing traffic between the railways of that Company and the railways of the Company, including the said proposed branch railway; and also such other portions of the railways of the North British Railway Company as shall be defined in the said Bill; and the stations, sidings, watering-places, and other works and conveniences connected with the several portions of railways to be run over and used as aforesaid, 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 traffic from, to, or beyond any of the railways of the Company, including as aforesaid, over the said portions of railways, or any part thereof, upon such terms and conditions as may be agreed upon, settled by arbitration, or defined as aforesaid; As also, for these several purposes, to alter the tolls, rates, and charges leviable by the North British Railway Company in respect of the use of the said several portions of railways and works

connected therewith, and of the conveyance of traffic thereon, to enable the Company to levy tolls, rates, and charges in respect thereof, 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 portions of railways and works, and the use thereof, and the conveyance of traffic thereon.

And it is further intended by the said Bill to empower the Company to raise money for the purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, and with such preferences, privileges and priorities (if any), *inter se* and with respect to the other shares and stock in the Company, and subject, as regards preference shares or stock, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill or otherwise), as may be considered expedient, and also by borrowing upon mortgage or bond or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or 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: as also "The Edinburgh and Glasgow Railway Consolidation Act 1852," and the several Acts relating to the Edinburgh and Glasgow Railway Company and to the undertakings formerly 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 sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twenty-first and twenty-second, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, 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 North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several Acts relating to the North British Railway Company and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the fourteenth and fifteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, 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 North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865," and any other Acts relating to the North British Railway Company and to the undertakings belonging to and held in lease by them.

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.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Silloth Police.

(Establishment of District for Police Purposes—Commissioners to carry Act into Effect—Their Powers—Rates—Exemption from County Rate—Powers to North British Railway Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make better provision with respect to the police and police regulations in the town of Silloth, and the neighbourhood thereof, within the following district or area, or some part or parts thereof; that is to say, the boundary line of such district will commence at a point on the low-water line of the Solway Firth, 1165 yards north-eastward of the jetty of Silloth, where it intersects the said low-water line; from which point of commencement the boundary will extend by the east side of, and 12 feet distant from the east boundary wall of North House, to a point 908 yards to the south-east; thence it will run by an indirect line, in a southerly course, along the boundary of the North British Railway Company's property, to a point on the northern fence of the Silloth line of the North British Railway, 110 yards eastward from the two-arched bridge across the said railway, near to the Silloth Station; thence for 146 yards in an easterly direction along the said north fence of the said railway; thence it will cross the said railway, and extend along the boundary line of the North British Railway Company's property to a point 188 yards to the south; thence it will extend in a straight line to a point on the north-east fence of the road leading from Green Row to Blitterlees, 116 yards south-eastward of the east corner of Green Row Schoolhouse; thence it will follow, in a north-westerly course, the north-east fence of the said road, to the corner where the said road turns northward, which corner is 67 yards distant from the south-west corner of the southmost house of West Silloth; thence it will pass along the south-east fence of Bitterlees Bank for 1,650 yards south-westward, to a point 192 yards from the junction of the road leading to Bitterlees Bank with the road leading from Allonby to Silloth, at or near a house called Blooming Heather; thence it will extend in a westerly direction for 330 yards, where it will intersect the high-water line of the Solway Firth; from which point of intersection it will run north-eastward for 1700 yards along the line of high water mark, to a point 93 yards from the west corner of the Silloth Sanatorium, measured in a south-westerly direction; thence by the boundary of the North British Railway Company's pro-

perty to the low-water mark of the Solway Firth, at a point 376 yards from the low-water mark at the south side of the aforesaid Jetty of Silloth: and thence by the line of low-water mark to the before specified point at which the boundary commences; and which district or area shall also include so much of the said jetty of Silloth as is situated below the line of low-water mark; which said district or area is situated in the township of Holme Low, in the parish of Holm Cultram, in the county of Cumberland, and is hereinafter referred to as "The District."

And it is proposed by the intended Act to provide for the appointment or election of commissioners to carry the provisions thereof into effect; and to confer upon such commissioners all usual, necessary, or convenient powers for lighting, watching, and cleansing the district, and for preserving good order within the same; and for suppressing and removing nuisances, and noxious or injurious trades, employments, or practices; and for cleansing and watering the streets, roads, and places within the district; and for the licensing and regulation of hackney carriages, and all other matters incidental to police, and usually conferred upon or exercised by the governing bodies of towns, whether municipal corporations, local boards of health, commissioners, or otherwise, or which might be usefully or conveniently conferred upon the commissioners for the good government of the district, and for promoting the health, comfort, convenience, and welfare of the inhabitants thereof, and persons resorting thereto, the protection of property, and the suppression of vice and immorality.

And it is proposed by the intended Act to provide for the appointment, regulation, and remuneration of a body of police for and within the district, and of all necessary or proper officers for carrying the provisions of the Act into effect, and to enable the commissioners to provide by purchase or otherwise, a town hall, and one or more lock-ups, and all such other buildings, offices, and places, as may be requisite, necessary, or useful for the due administration of justice within the district, or otherwise carrying the objects and purposes of the Act into effect.

And it is proposed by the intended Act to authorise the Commissioners to levy rates within the district, and to exempt property within the district wholly or partially from the payment of county or other rates, and to alter existing rates, and confer exemptions from the payment of rates, and to authorise the commissioners to borrow money on mortgage of the rates to be levied by them for all or any of the purposes of the intended Act, and to purchase lands and buildings by agreement, and to vary or extinguish all existing rights and privileges which could or might in any manner prevent or interfere with the accomplishment of any of the purposes of the intended Act, and to confer other rights and privileges.

And it is proposed by the intended Act to confer powers upon the North British Railway Company with respect to the appointment of commissioners and otherwise, and to amend "The North British Railway Consolidation Act, 1858;" "The North British Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862;" "The North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865." Acts relating to the Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vic. cap. 134; 25 and 26 Vict. caps. 45 and 47; and all other Acts relating to the North British Railway Company.

And notice is hereby also given, that printed

copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons, before the 24th day of December, 1865.

Dated this 11th day of November, 1865.

Adam Johnstone, Edinburgh, Solicitor for the Bill.

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

Holy Island, &c., Reclamation.

(Incorporation of Company, with Powers to Embank and Reclaim from the Sea divers Lands, Sands, and Flats, in or adjoining to the Parishes or Places of Holy Island, Kyloe, Belford, and Bamburgh.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company (hereinafter called the "Company"), and to authorise the Company to make and maintain the following embankments, cuts, and water-courses, with all works and conveniences of whatever description necessary or useful for the purpose of reclaiming land from the sea, that is to say:—

1. An embankment 2,354 yards in length or thereabouts, commencing at a point 14 yards or thereabouts to the south-east of a fishery house or building called Middle Shiel, crossing the sands in a direct line, 145 yards or thereabouts to the north of a pool, called Bloody Bay, to and terminating at the west of a tongue of land, called the "Snook," being the most westerly portion of Holy Island.

2. An embankment 990 yards in length or thereabouts, for the purpose of diverting the Brockmill Burn, otherwise Brookmill Burn, commencing at or near the junction of fences 625 yards or thereabouts, to the north of the farm buildings of the Beal Farm, as measured along the fence to the junction alluded to, and terminating at a fence 500 yards or thereabouts to the south-west of the fishery-house or building called "Middle Shiel."

3. A cut or watercourse, 2,130 yards in length or thereabouts, for the purpose of diverting the Brockmill Burn, otherwise Brookmill Burn, commencing at the Brockmill Burn, otherwise Brookmill Burn, at a point 970 yards or thereabouts; eastward of, and measured in a direct line from, Brockmill, otherwise Brookmill, passing in a straight line to a point 20 yards or thereabouts to the west of the fishery house or building called "Middle Shiel," and terminating at the water called Swinney Goat, 450 yards or thereabouts from low water mark.

4. An embankment, 2,750 yards in length, commencing on the westerly side of Holy Island, at a point where an existing old pier projects from the island, passing round the upper end of the harbour, and terminating at Guile Point, at the northerly end of Old Law, 40 yards or thereabouts south of the largest beacon.

5. An embankment, 120 yards in length or thereabouts, across a place called "Wide Open," commencing at the most southerly end of Old Law, and terminating at the most northerly point of Ross Links.

All which said embankments and cut or water-course will be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Holy Island, Holy Island (detached), Kyloe, Goswick, Beal, and Elwick, Fenwick, Fenwick, Buckton, Lowlynn, Belford, and Ross, or the foreshore or

bed of the sea adjoining thereto respectively, and in or adjoining to the counties of Northumberland and Durham, or one of them.

6. An embankment, 1,770 yards in length or thereabouts, across the mouth of Budle Bay, commencing at a point 1,450 yards or thereabouts, north-east of the stream called Ross Low, at the part where it enters the broad part of the bay, measuring in a line with the edge of the shore, and terminating on the opposite side of the bay, 470 yards or thereabouts to the north-east of the old stone pier or quay, measured in a direct line along the shore.

7. An embankment, 132 yards in length, across the head of Budle Bay to the north of Waren Mill for the purpose of damming up the water of the Waren Burn, which embankment will commence 170 yards or thereabouts to the north of Waren Mill, measured in a direct line, and will terminate near to high water mark at a point 51 yards or thereabouts to the south-east of where an existing road from Belford comes down to high water mark.

8. A watercourse, 3,780 yards in length, commencing at or near to the westerly end of the last-mentioned embankment (or thereabouts, for the purposes of diverting the waters of the Waren Burn and Ross Low), passing along or near to the high water mark to the stream called Ross Low, thence crossing the stream to Links End, continuing along or near to high water mark, and passing through the westerly end of the embankment across the mouth of Budle Bay before mentioned, to the sea at low water.

All which last-mentioned embankments and watercourse will be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Belford, Bamburgh, Bamburgh Castle, Bradford, Ross, Budle, Easington, Easington Grange, Buckton, Glororum, Ross, Holy Island, Spindleston, and Outchester, or the foreshore or bed of the sea adjoining thereto, and in or adjoining to the counties of Northumberland or Durham, or one of them.

And it is proposed by the intended Act to authorise the Company to enclose and reclaim from the sea, by means of the said embankments and works, or otherwise, the lands, sands, and flats, known by the names of Holy Island Lands, Beal Sands, Fenham Flats, Ross Back Sands, Budle Bay, Warnham Flats, and Chesterhill Slaks, or parts thereof respectively, and all other lands, sands, and flats (if any) lying below high water mark, which can or may be reclaimed by means of the said embankments and works, and to vest or authorise, and provide for the vesting in the Company, of all or parts of the said lands, sands, or flats, and other lands, sands, and flats adjoining or near thereto, respectively; and of all estates, rights, franchises, jurisdictions, powers, authorities, or interests in, over, or relating to any part of the said lands, sands, or flats; and to confer upon the Company all requisite powers for improving and converting the lands, sands, and flats reclaimed to agricultural or other purposes, and to sell or let the same as they may think fit, and to provide that the same shall form part of the counties of Northumberland and Durham, or one of them, and for the constitution and division thereof into parishes when enclosed and reclaimed.

And it is proposed by the intended Act to confer upon the Company 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 undertaking or otherwise. Also, powers for the purchase of lands and buildings by agreement, and to stop

up, remove, alter, or divert, temporarily or permanently, all roads, highways, streams, and watercourses, buildings, erections, or works of any description, within or near to any of the lands, sands, or flats to be reclaimed, as aforesaid, 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 levying of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights, franchises, 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 confer other rights and privileges.

And notice is hereby further given, that a plan and section in duplicate of the proposed embankments, cuts, and watercourses; and of the lands, which may be taken under the compulsory powers of the intended Act, and a book of reference to the plan, containing the names of the owners and lessees, and of the occupiers of such lands, will be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne; and with the Clerk of the Peace of the county of Durham, at his office at Durham; and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited 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 day 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 11, 1865.

Benj. Woodman, Solicitor, Morpeth.

In Parliament—Session 1866.

Coventry and Midland Junction Railway.

(Railway from Coventry to the Whitacre and Nuneaton Branch of Midland Railway; Working and Traffic Agreements with Midland, London and North-Western, and Great Western Railway Companies, and with Southam and Coventry and Great Western Junction Railway Companies; Use of Coventry and Great Western Junction Railway Company's Stations at Coventry).

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

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

A railway (No. 1) commencing in the parish of the Holy Trinity, in the city of Coventry, by a junction with the authorized line of the Coventry and Great Western Junction Railway, in a certain garden allotment field belonging to the Marquis of Hertford, numbered 122 in that parish on

the deposited plans of the said railway referred to in the Coventry and Great Western Junction Railway Act, 1865, and terminating in the parish of Arley by a junction with the Whitacre and Nuneaton branch of the Midland Railway, at or about 400 yards—measuring along the line of the said railway westward from the bridge which carries the Coventry and Over Whitacre turnpike road over the said railway, near to the Arley station thereof.

A railway (No. 2) commencing in the parish of the Holy Trinity by a junction with the hereinbefore described railway No. 1, in a certain field numbered 63 on the Coventry Inclosure Map A, called or known by the name of Far Crampers Field West, belonging to the trustees of the freemen and widows of freemen, of the city of Coventry, and now in the occupation of William Pickering Merry, and terminating in the parish of St. Michael, in the city of Coventry, by a junction with the Coventry and Nuneaton branch of the London and North Western Railway at or about 100 yards—measuring along the line of the said railway in a south-westerly direction from the southern end of the platform, on the western side of the Counden Road Station of the said railway.

A railway (No. 3) commencing in the parish of Fillongley by a junction with the before-mentioned railway No. 1, in a field belonging to the trustees of Samuel Collins's Charity, in the occupation of Benjamin Torbitt, near the public road or highway leading from the Coventry and Over Whitacre turnpike road to Maxtoke, which first-mentioned road forms the northern boundary of the said field, and terminating in the parish of Arley by a junction with the Whitacre and Nuneaton branch of the Midland Railway, at or about 94 yards—measuring along the line of the said railway in a north-easterly direction from the bridge which carries the said railway over the public road or highway leading from the Coventry and Over Whitacre turnpike road to the village of Arley, and which said intended railways and works will pass from, in, through, or into the parish of the Holy Trinity, the hamlet of Radford in the said parish, the parishes of St. Michael and St. John Baptist, the hamlet of Coundon in the parish of the Holy Trinity, the hamlet of Keresley in the parish of St. Michael, and the parishes of Allesley, Corley, Fillongley, and Arley, all the said hamlets and parishes being in the county of Warwick.

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

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

To enable the Company on the one hand, and the Midland, the London and North Western, and the Great Western Railway Companies, or any of them, on the other hand, from time to time to enter into agreements with respect to any of the following matters:—the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways,

the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company to enter into similar agreements with the Coventry and Great Western Junction and the Southam Railway Companies respectively, with respect to the undertakings of those two Companies respectively, or either or any part of the said undertakings.

To enable the Company, and all Companies and persons lawfully using the railways of the Company, to run over, and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or settled by arbitration, or defined by the Bill, the authorized stations at Coventry, of the Coventry and Great Western Junction Railway Company, together with the necessary approaches to the said stations, including the portion of railway which may intervene between the point of junction therewith of the proposed railways and the said stations, and the watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Land Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the 7th and 8th Vict. cap. 118, and of any other Acts relating to the Midland Railway Company, the 9th and 10th Vict. cap. 204, and of any other Acts relating to the London and North-Western Railway Company, the 5th and 6th William the Fourth, cap. 107, the 26th and 27th Vict. cap. 113, and of any other Acts relating to the Great Western Railway Company, "The Southam Railway Act, 1864 (27 and 28 Vict. cap. 200)," and "The Coventry and Great Western Junction Railway Act, 1865 (28 and 29 Vict. cap. 293)." Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees or reputed

owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon; so as to show their general course and direction, and a copy of this Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-upon-Avon; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 8th day of November, 1865.

Lawrence and Co., 6, Lincoln's-inn-fields,
London, Solicitors for the Bill.

Session 1866.

London Brighton and South Coast Railway.

(New Railways in substitution for parts of Saint Leonard's Line and between Saint Leonard's and Hastings; Station Approaches at Ashburnham; Additional Capital; Amendment of Acts.)

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

To empower the London, Brighton and South Coast Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some or one of them, with all proper and convenient stations, approaches, sidings, and conveniences connected therewith respectively (that is to say):

A railway (No. 1) to commence in the parish of Warbleton, in the county of Sussex, by a junction with the railway authorized by and first described in "The London, Brighton and South Coast Railway (Tunbridge Wells and Eastbourne Line) Act, 1864," at a point thereon near to and on the south-west side of the Stream Farmhouse, and near the point at which that railway is authorized to cross the public highway numbered on the deposited plans relating thereto 35, in the said parish of Warbleton, and terminating in the parish of Herstmonceux, in the same county, by a junction with the railway authorized by and first described in "The London Brighton and South Coast Railway (Saint Leonard's Line) Act, 1865," at a point thereon fifty chains or thereabouts, measured in a north-easterly direction from the junction of the public highway leading from Stunt's Green to Gardener Street with the turnpike road leading from Hailsham to Battle, in a field numbered on the deposited plans relating to the last-mentioned authorized Railway 23 in the said parish of Herstmonceux, which intended railway will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Warbleton, Heath-

field, Hellingly, Wartling, and Herstmonceux, all in the county of Sussex;

A railway (No. 2) to be wholly situate in the parish of Hellingly in the county of Sussex, and to commence by a junction with the railway authorized by and secondly described in "The London Brighton and South Coast Railway (Ouse Valley Line) Act, 1864," at or near a point thereon 250 yards or thereabouts in a south-westerly direction from Hellingly Church, in the field numbered on the deposited plans relating thereto 44 in the said parish of Hellingly, and terminating by a junction with the railway authorized by and first described in "The London Brighton and South Coast Railway (Tunbridge Wells and Eastbourne Line) Act, 1864," at or near a point thereon 500 yards or thereabouts, measured eastwardly from Hellingly Church, in a field numbered on the deposited plans relating to the last-mentioned authorized Railway 70 in the said parish of Hellingly;

A railway (No. 3) to commence in the said parish of Herstmonceux, by a junction with the first-mentioned intended railway, at a point near Cobeech, 37 chains or thereabouts, measured in a westerly direction, from the point where the highway from Crawle Farm joins the highway passing through Cobeech, which two highways are numbered respectively on the deposited plans relating to the said railway authorized by, and secondly described in "The London Brighton and South Coast Railway (Saint Leonard's Line) Act, 1865," 93 and 91 in the parish of Wartling, and to terminate in the said parish of Hellingly, by a junction with the railway authorized by and first described in "The London Brighton and South Coast Railway (Tunbridge Wells and Eastbourne Line) Act, 1864," at a point thereon 50 chains or thereabouts south of the point at which the last-mentioned railway is authorized to cross the public highway leading from Grove Bridge to Horeham, which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Wartling, Heathfield, Herstmonceux, and Hellingly, all in the county of Sussex; and to authorize the Company to abandon the construction of the railway authorized by and secondly described in "The London Brighton and South Coast Railway (Saint Leonard's Line) Act, 1865;" and also so much of the railway authorized by and first described in that Act as lies between the junction therewith of the intended Railway No. 1 before described, and the termination thereof at Hellingly, in substitution for which authorized railways the intended railways hereinbefore described, or some of them, are proposed to be constructed;

And also to empower the Company to make and maintain a railway, with all proper and convenient approaches, stations, sidings, and conveniences connected therewith, to commence in the parish of Saint Leonard's, in the county of Sussex, by a junction with the London Brighton and South Coast Railway, at or near the eastern end of the booking office at the Saint Leonard's or Bopeep Station on that railway, and to terminate in the parish of Holy Trinity, Hastings, near to and on the western side of the gasworks at Hastings, which intended railway will pass from, in, through, or into the several parishes,

townships, and extra-parochial or other places following, or some of them (that is to say): Saint Leonard's, Saint Mary Magdalen, Holy Trinity, and Hastings, all in the county of Sussex;

And also to empower the Company to make a road to commence in the parish of Ashburnham, in the county of Sussex, out of and from the public highway leading from Mansfield Cross to the south of Ashburnham Park, towards Battle, at a point thereon at or near the South Lodge of Ashburnham Park, and to terminate in the parish of Ninfield, in the same county, by a junction with the turnpike road, leading from Hailsham to Battle, at a point thereon near to and about 9 chains to the eastward of Boreham Bridge, which intended road will be wholly situate in the said parishes of Ashburnham and Ninfield; also a road to be wholly situate in the said parish of Ashburnham, and to commence by a junction with the public highway above described at a point thereon near the gate of Ashburnham Park called Pound Gate, and 7 chains or thereabouts north-westward of Sheepwash Bridge, and to terminate by a junction with the intended road above described at a point thereon, 27 chains or thereabouts to the southward of the last-mentioned bridge; and to stop up and discontinue as a public thoroughfare and extinguish all rights of way over so much of the said public highway as is situate between the points of junction therewith of the said intended roads; and also over the brideways leading out of the said public highway to and past Kitchenham Farm, in the said parish of Ashburnham:

And the said intended Act will provide for the dedication of the said intended roads to the public simultaneously with such stopping up and discontinuance, and for the repair of the said intended roads by the same persons and by the same means as the other roads in the said last-mentioned respective parishes are for the time being legally repairable:

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

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

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

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

exemptions from the payment of such tolls, rates, and duties respectively:

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

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the Company, namely, 5 and 6 Will. IV, cap. 10; 6 and 7 Will. IV, cap. 121; 7 Will. IV, and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 127; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 133, and 143; 21 and 22 Vict., caps. 57 and 84; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109 and 171; 24 and 25 Vict., caps. 81, 120, and 174; 25 and 26 Vict., caps. 68, 78, and 151; 26 and 27 Vict., caps. 137, 142, 192, 218, and 227; 27 and 28 Vict., caps. 35, 123, 154, 172, 274, and 314; and 28 and 29 Vict., caps. 50 and 66, and any other Act or Acts directly or indirectly relating to or affecting the Company:

And notice is hereby also given, that on or before the thirtieth day of November instant, a published map and plans and sections describing the lines and levels of the proposed railways, road or roads, and works, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Sussex, at his office in Lewes; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said intended railways, road or roads, and works are proposed to be made, together with a copy of this Notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows: in the cases of parishes with the clerks of such parishes respectively, at their respective places of abode; and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place:

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

Dated this 9th day of November, 1865.

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

In Parliament.—Session 1866.

Corporation of, and Dock Company at, Kingston-upon-Hull.

(Appointment of a Body of Public Trustees, or Commissioners, for the Management and Control of the Hull Docks; Sale and Transfer or Vesting of those Docks, and of the Powers of the Dock Company in those Trustees or Commissioners; Powers to Levy Tolls, Duties, Rates, and Charges, and to Borrow Money; Extension of Time for Completion of Dock Works authorized by "Hull Docks Act, 1861;" Powers to raise further Monies for those and other Purposes; and to Purchase Water Bailiff Dues; Power to the Corporation of Hull to guarantee Dock Stock and Monies borrowed by a charge on the Borough Fund of the Borough; Dissolution and Winding up of the Hull Dock Company; Repeal and Alteration of existing Acts; and for other Purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Kingston-upon-Hull (herein after called the Corporation), will, under provisions contained in "The Hull Docks Act, 1861," and for other purposes, make application to Parliament in the ensuing session for leave to bring in a Bill to effect or authorize and carry out, as proposed by the said Bill, or as Parliament may direct, the several objects and purposes hereinafter mentioned, or some of them; that is to say:

To appoint a body of public trustees, or commissioners (in this notice called the Board), partly to be appointed by and to consist of Members of the Town Council of the said Borough, partly of merchants, shipowners, and others, being and to be elected by Dock ratepayers (as shall be defined by the said Bill), and partly by persons to be nominated by the Board of Trade, and to make provision for the incorporation and continuance of such Board, and for the election or re-election and appointment of the members thereof, and for the preparation and revision of the lists of Dock ratepayers by whom such elected trustees or commissioners are to be elected; and for vesting in the Board all necessary powers and authorities for the management, control, regulation, and completion of the Docks at Kingston-upon-Hull (in this notice called the Docks), now belonging to "The Dock Company" at Kingston-upon-Hull (in this notice called the Company), and of all future extensions and enlargements of the said Docks.

To transfer to and vest in the Board the docks, warehouses, property of every kind, and whole undertaking, rights, powers, and privileges of the Company, for such consideration, and upon such terms and conditions as Parliament may determine to be adequate, or as may be agreed upon between the Dock Company, and the Mayor, Aldermen, and Burgesses of the borough of Kingston-upon-Hull (in this notice called the Corporation), or as may be otherwise determined in or by or under the powers of the said Bill.

To vest in or transfer to the Board all the powers and authorities now vested in the Dock Company, under all or any of their existing Acts of Parliament, and also powers to levy, take, recover, and apply all the rates, tolls, dues, and charges, and other income of the Docks, and of the Company, which can from time to time be levied, taken, recovered, and applied by the Company, and also to raise, receive, apply, and dispose of all principal monies raised or authorized to be raised and applied for the purposes of the Docks, or of the Company, or of the works which they are authorized to execute, and to repeal, alter, vary, or

extinguish, all or any of the before-mentioned tolls, dues, rates, or charges which, under the Acts of Parliament relating to the Docks, can be repealed, altered, varied, or extinguished by the Company.

To authorize the Board to raise money on the credit of any property acquired by and vested in them, and of the tolls, rates, dues, and charges, so to be vested in them as aforesaid, for carrying into execution the several objects and purposes of the Bill, and of the several Acts herein mentioned, the powers of which may be transferred to and vested in the Board.

To transfer to and authorize and require the Board to undertake and discharge the contracts, engagements, debts, and liabilities of the Company, including the bond debt, debenture stock, and all contracts for the execution and completion of works, to fix the price or value per share of the share capital of the Company, either as may be agreed upon between the Corporation and the Company, or as may be fixed by Parliament, or under the powers of the said Bill; and to authorize the conversion of such share capital into stock, to be divided among the Dock shareholders in such proportions and manner, and bearing such rate of interest as may be so agreed on, or as may be fixed by Parliament, or under the powers of the said Bill; and to make all such debt and stock a charge upon the Dock undertaking and property so vested in the Board, and upon the income or revenue thereof, and also a charge in aid on the Borough Fund or Borough rates of the borough of Kingston-upon-Hull (hereinafter called the Borough), and to make due provision for the payment of any charge upon the Borough Fund as part of the expenses necessarily incurred in carrying into effect the provisions of the Municipal Corporation Act, and for the issuing of bonds or certificates for and the registration and transfer of all such stock.

To authorize the Corporation from time to time to guarantee in aid of the Dock undertaking and charge on the Borough Fund and Borough rates the payment of the whole or any part of the principal and interest of any monies which may be borrowed by the Board for any of the purposes of the said Bill or Docks; and to enter into such other obligations and give such other guarantees as may be necessary or expedient for effecting the objects of the said Bill.

To extend the time by the "Hull Docks Act, 1861" (sec 57), limited for the completion of the works by that Act authorized, and to grant to the Board a further term for the completion of those works, and to make further and other provision for the execution and completion of those works by the Board, and for carrying out or rescinding all existing contracts, and for entering into new or other contracts for those purposes, and for all other matters incident thereto, and to raise and apply monies for such purposes.

To authorize the Board to continue the present officers of the Company, and to appoint others necessary and proper officers, and to define the duties of all such officers.

To transfer to the Board all the rights, powers, duties, or liabilities of the Company under "The River Humber Conservancy Act, 1852," or any other Act or Acts relating to the conservancy of the River Humber.

To transfer to the Board all the rights, powers, duties, or liabilities of the Company under "The Hull South Bridge Act, 1862."

To authorize the application of the revenues of the Board in payment of the interest on the bond debt, debenture stock and share capital converted

into stock, in order of priority of payment, and in payment of all charges incident to the management and working of the Docks, and carrying out the provisions of the Bill, and in paying off or reducing any of the debts or stock of the Board, or in extending or improving works for the accommodation of the trade of the port, or in the reduction of dock dues and charges.

To enable the Board by agreement with the Town Council of the Corporation, and with the approval of the Treasury, to purchase the Water Bailiff dues payable in the port of Hull, either in consideration of an annual payment, or an agreed sum, to be paid to the Corporation, and invested or applied according to the provisions of the Municipal Acts, applicable to money arising from the sale of real estates.

And it is intended by the said Bill to make provision for dissolving the Dock Company, and for vesting in that Company, or the directors thereof, all necessary powers for winding up the affairs of the Company, and distributing the assets and discharging the liabilities thereof (if any) not transferred to the Board.

And it is intended by the said Bill to repeal, vary, amend, and extend, as far as may be necessary or desirable for all or any of the purposes of the said Bill, or otherwise, all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:— the 41 Geo. 3, cap. 65; 17 and 18 Vict., cap. 105; 15 and 16 Vic., cap. 136; 2 and 3 Will. 4, cap. 105; and all other (if any) Acts of Parliament relating to or affecting the Corporation, or the borough or port of Hull, or the River Humber, or Pilotage Commissioners, or any of them, the 24 and 25 Vic., cap. 79; the 27 and 28 Vic., cap. 2; and all other Acts therein respectively recited or referred to, and all other Acts (if any) relating to the Hull Docks or the Dock Company; the 28 and 29 Vic., cap. 111, and all other Acts relating to the North-Eastern Railway Company, as holders of shares or stock in the Dock Company or otherwise; the Hull Pilot Act, 39 and 40 Geo. 3, cap. 10, the Hull Dues Act, 1852; and in all or any of the cases aforesaid, to make other provision in lieu of the portions of the said Acts so repealed, varied, or amended.

And it is also intended to repeal, vary, and amend some portion of, or some of the Acts of Parliament relating to the regulation of Municipal Corporations, or to the Local Board of Health of the district of the borough, namely, the 5 and 6 Will. 4, cap. 76, "The Public Health Act, 1848," "The Local Government Act, 1858," "The Public Health Supplemental Act, 1851, No. 2," "The Kingston-upon-Hull Improvement Act, 1851," and all or any other Acts incorporated therewith or relating thereto, so far as may be necessary or expedient for the purposes of the said Bill, or any of them.

And it is intended by the said Bill to repeal, vary, and extinguish all rights, privileges, and exemptions which might interfere with the carrying into complete effect the objects of the said Bill, and to confer, vary, and extinguish other rights, privileges, and exemptions.

And notice is hereby given, that printed copies of the said Bill or intended Act, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd December, 1865.

Dated this 17th day of November, 1865.

Robert Wells, Kingston-upon-Hull, Town Clerk and Solicitor for the Bill.

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

Hexham and Allendale Railway.

(Powers to the North Eastern Railway Company and the Greenwich Hospital Estate to aid in the Construction of the Railway; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act (hereinafter called "the Act") to effect the following objects, that is to say:—

To empower the North Eastern Railway Company to subscribe additional sums to the undertaking authorised by "The Hexham and Allendale Railway Act, 1865," and purposes connected therewith, and to raise additional moneys by shares (ordinary, or with preferential or other privileges or advantages), or by borrowing, and to apply to the purposes of such subscription any moneys for the time being in their hands, or under their control, or which they have or may have power to raise.

To authorise the Lord High Admiral of the United Kingdom, or the Commissioners for executing the office of Lord High Admiral (hereinafter referred to as "the Admiralty"), or the Comptroller of the Greenwich Hospital Estate for the time being, to subscribe to and take shares to an extent not exceeding £10,000, in the undertaking authorised by "The Hexham and Allendale Railway Act, 1865" (which railway will largely benefit certain of the estates vested in the Admiralty, by virtue of "The Greenwich Hospital Act, 1865"), and to apply to such purpose any moneys for the time being vested in or belonging to them by virtue of "The Greenwich Hospital Act, 1865," and any other moneys for the time being standing to their credit, or in their hands, or under their control, in pursuance of that Act; and (if need be) for the purpose of such subscription to raise money by sale of the estates, property and funds for the time being vested in or belonging to them, or some portions thereof, and to authorise the Admiralty or such Comptroller, in common with other landowners, to accept shares in the Company (in addition to such subscription as aforesaid) in payment for such portions of their estates, intersected by the line of the Hexham and Allendale Railway, as may be required for the purposes of the railway.

To incorporate with the Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," with such modifications and alterations as may be deemed fit.

And it is intended, if need be, to alter, amend and extend, or to repeal all or some of the powers and provisions of "The Hexham and Allendale Railway Act, 1865," and of the local and personal Act 17 and 18 Vic. cap. 211, and of all other Acts relating to the North Eastern Railway Company, or to any railway now belonging to or held or used by them, and of "The Greenwich Hospital Act, 1865," and any other Act or Acts relating to the Admiralty which will interfere with the objects of the 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 8th day of November, 1865.

R. R. Dees, Newcastle-upon-Tyne, Solicitor for the Bill.

J. Newall, 44, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1866.

Hatfield Chase Warping and Improvement Company.

(Construction of Railway from Great Northern Railway between Gainsborough and Doncaster to the Trent; Power to take Tolls upon Cuts and Drains; Powers to the South Yorkshire Railway and River Dun Company, the Great Northern, the Manchester, Sheffield and Lincolnshire, the Great Eastern, and the Lancashire and Yorkshire Companies.)

NOTICE is hereby given that the Hatfield Chase Warping and Improvement Company (who are herein referred to as "the Company") intend to apply to Parliament in the next Session thereof for leave to bring in a Bill to confer upon them the following or some of the following among other powers:—

To make and maintain the railways or one of the railways after-mentioned, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

A railway commencing in the township and parish of Haxey by a junction with the authorized Doncaster to Gainsborough Line of the Great Northern Railway, at or near where that railway crosses the public highway leading from Haxey through Craiselound and Haxey Gate to Misterton, passing thence through or into the several parishes and places following, that is to say: Haxey, Owston, West Ferry, East Lound, Craiselound, Haxey, Heckdyke, Gunthorpe, and Stockwith East, all in the Lindsey division of Lincolnshire, and terminating in the said township and parish of Owston, at the River Trent, on the west side of such river, about 20 yards south of the south end of the east parapet of the sluice at the river side belonging to the Company at Ferry.

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

To enable the Company to cross divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, to purchase lands and other property compulsorily for the purposes of the said intended railways, and to levy tolls, rates, and charges in respect thereof; to authorize the Company also to levy tolls, rates, and charges upon all boats, barges, vessels and other craft using for the purposes of navigation any of the cuts or drains of the Company.

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

To enable the Company on the one hand, and the Great Northern, the Manchester, Sheffield and Lincolnshire, the Great Eastern, and the Lancashire and Yorkshire Railway Companies, or any or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and

maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Company, namely: "The Hatfield Chase Warping and Improvement Act, 1854," and "The Hatfield Chase Warping and Improvement Act, 1861," also of "The Level of Hatfield Chase Act, 1862," and also of the 17 Vict., c. 73, and of the several other Acts relating to the said South Yorkshire Railway and River Dun Company, and also of the 9 and 10 Vict., c. 71, and of the several other Acts relating to the Great Northern Railway Company.

Duplicate plans and sections describing the line, situation and levels of the proposed railways, and the lands, houses and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, 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 Lindsey division of Lincolnshire, at his office at Spilsby, and, on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses or other property are intended to be taken, and a copy of this Notice will be deposited with the parish 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 13th day of November, 1865.

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

In Parliament—Session 1866.

The Equitable Gas Light Company.

(Increase of Capital; Amendment of Act.)

NOTICE is hereby given, that the Equitable Gas Light Company intend to apply to Parliament in the next session for leave to bring in a Bill to amend and enlarge some of the powers and provisions of their Act of Incorporation, passed in the 5th year of the reign of Her present Ma-

jesty, and intituled "An Act for Incorporating the Equitable Gas Light Company, and for more effectually Lighting with Gas certain Parishes and Places within the City and Liberty of Westminster, and the western parts of the Metropolis, and other Parishes and Places in the County of Middlesex."

The Bill will, amongst other things, enable the Company to raise additional capital by shares or stock, and by borrowing, with power to attach to such new shares or stock a preference or priority of dividend, or such other rights and advantages as the Bill will define or Parliament may prescribe, and also to purchase and hold additional lands; and the Bill will also alter the nominal amount of the original shares, and the time for holding the general meetings of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

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

Dated this 13th day of November, 1865.

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

In Parliament.—Session 1866.

Pneumatic Despatch Company (Limited).
(Amendment of Acts; Use of Cellars; Compulsory Purchase of Land for Stations; Tolls for Conveyance of Passengers and Goods; Arrangements with Metropolitan and Metropolitan District, and other Railway Companies.)

APPPLICATION is intended to be made to Parliament, in the next Session thereof, by the Pneumatic Despatch Company (Limited), who are hereinafter called the Company for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To amend The Pneumatic Despatch Company's (Limited) Acts, 1859 and 1864, 22 and 23 Vic., cap. 137, and 27 and 28 Vic., cap. 130, and to vary and extinguish any rights inconsistent with the objects of the Bill.

2. To enable the Company to purchase by agreement or compulsorily for the purposes of their undertaking within the metropolis, as defined by "The Metropolis Local Management Act, 1855," vaults and cellars under the public streets, and to purchase the same without the necessity of acquiring the houses or buildings to which such vaults and cellars were attached, and for that purpose to amend or repeal the 92nd section of "The Lands Clauses Consolidation Act, 1845."

3. To authorize the Company to purchase by agreement or compulsorily lands and buildings within the metropolis, as so defined, for the purposes of stations; subject, nevertheless, to the obtaining in each particular case upon such conditions and with such restrictions as the Bill shall define, a certificate from the Board of Trade authorizing such purchase:

And for the purposes of this and the next preceding paragraph the Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845," and of "The Lands Clauses Consolidation Acts Amendment Act, 1860."

4. To authorize the Company to contract with the Metropolitan Railway Company and the Metro-

politan District Railway Company, or either of them, and with any other Railway Company having a station in the Metropolis with respect to the working, management, accommodation, and interchange of traffic on the undertakings of the contracting companies, and the tolls and other payments to be respectively paid and received, and the conditions to be performed by the contracting companies with respect to such traffic, and for that purpose to amend the Acts 16 and 17 Vic., cap. 186, and the other Acts relating to the Metropolitan Railway Company, and also "The Metropolitan District Railways Acts, 1864 and 1865."

5. To provide for the tolls and other payments to be levied by the Company, and the conditions and restrictions to be observed by the Company with relation to the conveyance of passengers and goods upon their undertaking.

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

Dated this 16th day of November, 1865.

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

Imperial Gaslight and Coke Company.
(Increase of Capital and Purchase, &c., of Lands; Amendment of Act.)

NOTICE, is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to alter, enlarge, and amend some of the provisions of the Imperial Gas Act, 1854, and to authorise the Imperial Gaslight and Coke Company (hereinafter called "the Company"), to raise more money by the creation of ordinary, guaranteed, or preference shares or stock, or by mortgage or otherwise, and to provide for the division of profits between the old and new capital in different proportions, and to attach a preference or priority in payment of dividend to the old shares; and to define the mortgaging powers of the Company; and the raising of money by debenture shares or debenture stock, instead of by mortgage; and to alter the times for holding their half-yearly meetings; and to purchase lands and buildings by agreement, including the lands and buildings hereinafter described; and to erect on all or any part of the site of the lands and buildings so described, that is to say—except so much as is within a distance of 300 yards from any part of the fence round Victoria Park, works and buildings for the manufacture of gas.

Lands and buildings in the parish of Bow, otherwise called Saint Mary, Stratford-le-Bow, in the county of Middlesex, in the occupation of Samuel Clay and others, bounded on the north by the Lea Union Canal, otherwise called Sir George Duckett's Canal, on the east by the River Lea Navigation and lands belonging to or in the occupation of the trustees of the River Lea, on the south by lands in the occupation of John Allen, Robert Johnstone, the Metropolitan Board of Works, and others, and on the west by land and other property in the occupation of the Metropolitan Board of Works, or their under-tenants, the Wick Lane, otherwise called Old Ford Lane, and the North London Railway, and land belonging to and in the occupation of the North London Railway.

And it is proposed by the intended Act to confirm any purchases of land and property which may have been made by or for the Company before the passing of the intended Act, and to vest or provide for the vesting of the same in the Company, and to authorize the Company to lay down, maintain, alter, and repair, mains and pipes to connect their works and their intended works in

the said parish of Bow respectively with the mains and pipes within their limits of supply, and for such purpose from time to time to open or break up and carry mains or pipes through, across, over or under, or by the side of, or otherwise, any turpise or other road, bridge, railway, river, canal, street, footpath or other highway or public place which it may be necessary or convenient to open or break up or otherwise interfere with for such purpose, and to confer upon the Company all such other powers as may be necessary or proper for such purpose and to stop up, alter, or divert temporarily or permanently all or any highways, railways, rivers, streams, canals, watercourses, sewers, pipes, buildings, or works of any description which it may be necessary or convenient so to stop up, alter, or divert for the purposes of their undertaking, and to vary or extinguish all existing rights and privileges which would or might prevent or interfere with any of the objects of the intended Act being carried into effect, and to confer other rights and privileges.

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

Dated this 13th day of November, 1865.

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

In Parliament—Session 1866.

New River Company.

(Powers to raise further Money by Shares, Loan, and Debenture Stock; Regulations of 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 to confer upon the Governor and Company of the New River brought from Chadwell and Amwell to London, powers for effecting the following purposes, or some of them, that is to say:

To raise further capital by the creation and issue of new shares and stock, and to attach to such new shares and stock, or some of them, or some part thereof (if the said Governor and Company think fit) certain guaranteed interest, or preference or priority in payment of interest or dividend, and other special privileges; to borrow money on mortgage, bond, or otherwise; to create and issue debenture stock; and to make provisions for the classification, division, and regulation of the Company's share stock and loan capital.

To extend and make applicable to the money to be raised under the powers of the Bill by mortgage, bond, and debenture stock respectively, the provisions of the New River Company's Act, 1852, which relate to the borrowing of money and to bonds, and the provisions of the New River Company's Act, 1857, which relate to debenture stock, or some of such provisions of the said Acts respectively, or to make similar provisions by the intended Bill.

To vary or extinguish all rights or privileges inconsistent with the objects of the intended Bill, and to confer upon the said Governor and Company all such powers, rights, authorities, and privileges as may be necessary for carrying the powers of the Bill into effect, or for the purposes of the Company's undertaking, or which are usually inserted in Bills of the like nature.

And it is intended (so far as may be requisite or desirable for any of the purposes of the Bill) to amend and enlarge the charter granted to the said Governor and Company by King James the First, in the 17th year of his reign, and also the following

Acts, or some of them (that is to say), 13 Eliz. c. 18; 3 James 1, c. 18; 4 James 1, c. 12; 11 Geo. 2, c. 14; 12 Geo. 2, c. 32; 7 Geo. 3, c. 51; 19 Geo. 3, c. 58; 45 Geo. 3, c. 69; 3 Geo. 4, c. 109; 13 and 14 Vict., c. 109; 15 and 16 Vict., c. 160; 17 and 18 Vict., caps. 39 and 72; 18 and 19 Vict., c. 196; and 20 and 21 Vict., c. 42, relating to the New River Company; and 16 and 17 Vict., c. 166, relating to the East London Waterworks Company, and the trustees of the River Lea and the New River Company.

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 13th day of November, 1865.

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

In Parliament—Session 1866.

Paddington Estate.

(Amendment of Acts; Renewal of Under Leases; New Streets; Indemnity to Lessee.)

APPPLICATION is intended to be made to Parliament, in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To amend, enlarge, and if need be, repeal the powers of the Act 6 Geo. 4, c. 45, being "An Act to enlarge the powers of several Acts passed in the 35th, 44th, 45th and 48th years of the reign of his late Majesty, King George the Third, for enabling the Lord Bishop of London to grant a lease, with powers of renewal, of lands in the parish of Paddington, in the county of Middlesex, for the purpose of building upon, and to appoint new trustees, and for other purposes relating thereto;" and also to amend, enlarge, and, if need be, repeal the powers contained in the several Acts mentioned in the title of the said Act of the 6th George the Fourth.

2. To authorize the lessee of the said lands, his successors in estate and assigns, to accept at any time within ten years of the expiration of any leases granted under the powers of the said Acts; a surrender of such leases, and to grant new leases on the terms and in the manner specified in the said Acts.

3. To authorize the said lessee, his successors and assigns, to lay out and construct roads, streets, sewers, and drains, for the improvement of the lands leased under the powers of the said Acts, and to repay himself and themselves the monies expended in respect of such improvements out of the gross rents to be derived from the houses which may be built in or upon the said streets, or in the immediate neighbourhood thereof, before dividing such gross rents with the Bishop of London, or the said Ecclesiastical Commissioners, or out of any other receipts in respect of the said property.

4. To provide for the repayment to the present lessee out of the gross rents of the estate before dividing the same as aforesaid, or of any other receipts as aforesaid, of the costs incurred by the said lessee in and concerning proceedings taken by the said Ecclesiastical Commissioners with relation to the said estate, and to provide also for the payment out of such gross rents of the estate of the costs of obtaining the intended Act, and with relation thereto.

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 17th day of November, 1865.

Baxter, Rose, Norton and Co., 6, Victoria Street, Westminster;

In Parliament.—Session 1866.

International Communication between England and the Continent.

(Steam Vessels between Dover and Calais; New Pier at Dover; Improvement of Harbour; Short Railways at Dover; Traffic Arrangements with South Eastern and London; Chatham, and Dover Railway; Exemption from Harbour Rates, &c.)

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 for the purpose of facilitating the communication between England and France by the establishment of steam vessels of great power, speed and burden, to ply between Dover and Calais, and by adapting the harbours of those two places to the purposes of such steam vessels.

The Bill will enable the Company to be so incorporated, or any other Company which may be incorporated for this purpose (and who are hereinafter referred to as the Company), to make and maintain at Dover the works hereinafter mentioned, or some of them, with all needful stations, approaches and conveniences connected therewith respectively, that is to say:—

- (1). A pier commencing at or near the south-east side of the Lord Warden Hotel, and extending thence for a distance of about 320 yards into the sea; and being on the eastern side of, and nearly parallel with, the Admiralty Pier, and at a distance therefrom varying from about twenty-six yards at the northern end of the proposed pier, to about sixty-five yards at the southern end of the same pier.
- (2). The widening of the Admiralty Pier on the eastern side thereof from the Lord Warden Hotel to a distance therefrom of about 230 yards, and the laying down and maintaining on the part so added to the Admiralty Pier lines of railway, sidings, machinery, and conveniences for the purposes of the undertaking.
- (3). The forming into a water station, with all needful buildings, offices, approaches, lifts, apparatus, and conveniences, the proposed Pier, and the enlargement of the Admiralty Pier and the space between the same, and the appropriation of such station and its appurtenances to the use of the Company.
- (4). A new entrance from the tidal harbour into the basin through the cross wall and immediately on the north-east side of the clock house, with all needful machinery, gates, bridges, and other works connected therewith.
- (5). The dredging, deepening, and improving of the bed of the sea alongside of the Admiralty Pier, and in and at the mouth of the tidal harbour, and also the dredging, deepening, and improving of the bed of the said basin.
- (6). A short line of railway (A) commencing by a junction with the South Eastern Railway at or near the eastern end of the tunnel under Archcliffe Fort and terminating at the north end of the proposed pier, at about 25 yards to the eastward of the Lord Warden Hotel.
- (7). Another short line of Railway (B), commencing by a junction with the London, Chatham and Dover Railway near the southern end of the Dover Railway Station, and terminating by a junction with the proposed railway lastly described at or near to a point on the east side of Clarence-place, about 23 yards from the Dover Castle Hotel.

The said works will be situated in the parishes of St. Mary the Virgin, and St. James the Apostle, Dover, and Hougham, all in the county of Kent.

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 the following streets in Dover: Great-street, Beach-street, Seven Star-street, Blenheim-square, Middle-row, Clarence-place, Hawkesbury-street, Round Tower-lane, Round Tower-street, and Council House-street; and also any sewers or drains in or near the said-streets which it may be necessary to interfere with 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 pier, railways, and works; and to levy tolls, rates and charges in respect thereof, and to confer on the Company other rights and privileges.

To exempt the vessels of the Company, and the passengers and goods using the same, from all dues and other payments leviable for or in respect of the Harbour of Dover, or of any works connected therewith, and to alter and amend the provisions of the Acts 9 Geo. IV., c. 31; 6 and 7 Wm. IV., c. 125; and 11 and 12 Vict., c. 11 and 97.

To enable the Company on the one hand, and the South Eastern, and the London, Chatham and Dover Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management and maintenance of the said intended railways and works, or any part or parts thereof respectively; the payments to be made, and the conditions to be performed, with respect to such working, use, management and maintenance; the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies; and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid; and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To authorize the Company to accept from the Government of the Emperor of the French, and from the Compagnie des Chemins de Fer du Nord, or from any other foreign Government or Company, guarantees and subsidies, or contributions towards their capital, either for the general purposes of their undertaking or for specific purposes thereof.

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 Harbours, Docks, and Piers Clauses Act, 1847," "The Companies' Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the Act 6 Wm. IV., c. 75, and of other Acts relating to the South Eastern Railway Company, and also the Act 17 and 18 Vict., c. 132, and any other Acts relating to the London, Chatham and Dover Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lesses, 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 far 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 Kent, at his office at Maidstone, 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 clerks of the said parishes at their residences.

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

Dated this 13th day of November, 1865.

Baxter, Ross, Norton and Co., 6, Victoria Street, Westminster.

Davies, Son, Campbell, and Reeve, 17, Warwick-street, Regent-street, Solicitors for the Bill.

In Parliament.—Session 1866.

West Bromwich and Walsall Railway.

(Incorporation of a Company for making a Railway from West Bromwich to Walsall; Running Powers over portion of Grand Junction Line; Powers to Great Western and London and North Western Railway Companies.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

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

Railway No. 1.—Commencing by a junction with the Birmingham, Wolverhampton, and Dudley Line of the Great Western Railway, in the parish of West Bromwich, and county of Stafford, at or near a point about 73 yards north-west of an occupation bridge on the said Birmingham, Wolverhampton, and Dudley Line, as the same runs into a close of land called the Seggy Piece, belonging to the Earl of Dartmouth and others, and in the occupation of James Smith, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: West Bromwich, Wednesbury, Walsall, and the township of the Foreign of Walsall, and terminating in the Foreign of Walsall, in the parish of Walsall, at or near a building called the Grand Stand, situate in the long meadow or race-course, the said meadow belonging to the Earl of Bradford and others, and being in the occupation of John Vigrass.

Railway 2.—Commencing in the parish of West Bromwich by a junction with the intended railway first hereinbefore described, in a certain wood known as Friar's Park Wood, and numbered 3,477 on the tithe commutation map for West Bromwich, passing through or into the following parishes, townships and other places, or some of them, that is to say; West Bromwich; Wednesbury, Walsall, and the Foreign of Walsall, and terminating in the said parish of West Bromwich by a junction with the Grand Junction Line of the London and North Western Railway, at a point about 800 yards measured along the said railway in a south easterly direc-

tion from the bridge which carries the South Staffordshire Line over the Grand Junction Line aforesaid. The said railways will be wholly situate in the said county of Stafford.

And it is intended by the said Bill to apply for powers to purchase by compulsion, or otherwise to acquire lands, houses, and other property, for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with or incident to such lands, houses, and property, and to confer other rights and privileges.

Also cross, stop up, use, alter, or divert, temporarily or permanently, streets, roads, trainways, railways, streams, watercourses, canals, drains, pipes, and aqueducts, as far as may be necessary or convenient in constructing and maintaining the said intended railways and works.

And to levy tolls, rates, and charges upon, or in respect of the use of the said intended railways and works.

To enable the Company and all companies and persons lawfully using the railways of the company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill; so much of the Grand Junction Line of the London and North Western Railway as will lie between the proposed junction with that line and the Biscot Station on that line, together with the watering places, booking offices, warehouses, landing places, sidings, works and conveniences connected with the said portion of railway.

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

To authorise the Great Western Railway Company and the London and North Western Railway Company, or either of those Companies, to contribute towards the costs of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said 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.

To enable the Company on the one hand and the Great Western Railway Company and the London and North Western Railway Company, or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, the

interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its object, and it will incorporate with itself the necessary provisions of "the Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Great Western Railway Company, namely, 5 and 6 Wm. 4, cap. 107; 26 and 27 Vic., c. 113, 198; 27 and 28 Vic., c. 306; 28 and 29 Vic., c. 299; also the 9 and 10 Vic., c. 204; and of the several other Acts relating to the London and North Western Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railway and works, together with a book of reference to such plans, and also a published map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the work is intended to be made, maintained, varied, extended or enlarged, or in which any lands or houses intended to be taken are situated, together with a copy of this Notice, will be deposited for public inspection as follows: that is, in the case of any parish with the parish clerk of that parish at his place of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at their respective places of abode.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1865.

Dated the 13th day of November, 1865.

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

Samuel Wilkinson, jun., Walsall.

Jackson and Rankin, West Bromwich.

In Parliament.—Session 1866.

Heysham Pier Company.

(Short Railways to Lancaster and Carlisle, and to North Western Railways; Use of Stations of those Companies; Additional Lands.)

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

To enable the Heysham Pier Company (herein referred to as "the Company") to make and maintain the railways hereinafter mentioned, or one of them, with all needful works, stations, approaches and conveniences connected therewith, respectively (that is to say):—

No. 1.—A railway commencing by a junction with the North Western Railway (leased to

the Midland Railway Company) at or near and to the south of the west end of the present station at Morecambe, in the parish and county of Lancaster, passing through the following places, Heysham, Lancaster, Poulton, Bare, and Torrisholme, and also over the foreshore of Morecambe Bay and Half Moon Bay, in the said county, and terminating at the Far Naze, in the said parish of Heysham, at or near the eastern end of the pier authorized by "The Heysham Pier Act, 1865."

No. 2.—A railway commencing by a junction with the Lancaster and Carlisle Railway at or near and to the northward of the bridge carrying the said railway over the road from Skerton to Oxcliffe Marsh, in the parish of Lancaster, passing through the following parishes and townships, Lancaster, Heysham, Skerton, Torrisholme, Bare, Poulton, Heaton-with-Oxcliffe, and Oxcliffe, or some of them, and terminating by a junction with the Railway (No. 1) hereinbefore described at or near Heysham Four Lane Ends. The said railways will be in the county of Lancaster.

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

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, drains, sewers, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works.

To purchase lands, houses and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates and charges in respect thereof, and to confer on the Company other rights and privileges.

To enable the Company to purchase and acquire and reclaim so much of the foreshore of Morecambe Bay and Half Moon Bay as is bounded by an imaginary line drawn in a westerly direction from the spot where Smith's Lane touches on the foreshore of Half Moon Bay, and extended parallel to the proposed pier, and as far as the extremity thereof, and another imaginary line drawn on the south side of the said pier, and nearly parallel thereto, commencing at the foreshore of Morecambe Bay, at a distance of 200 yards from and south of the said pier, and continued in a westerly direction as far as the extremity of the pier.

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

To enable the Company, and all Companies and persons lawfully using the undertaking of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, the Morecambe Station of the North Western Railway, and also so much of the undertaking of the Lancaster and Carlisle Railway Company as lies between the point of junction therewith of the Railway (No. 2) hereinbefore described and the Lancaster Station of the same Company, together with the watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected with the said stations, respectively.

To enable the Company on the one hand, and

the Midland and London and North Western Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management and maintenance of the undertaking of the Company, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon; the payments to be made, and the conditions to be performed, with respect to such working, use, management and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with 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 Heysham Pier Act, 1865," (28 and 29 Vic., cap. 146), the 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North-Western Railway Company; the 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company; the 7 Vic., cap. 37, and any other Acts relating to the Lancaster and Carlisle Railway Company, and the 15 and 16 Vic., cap. 135; and any other Acts relating to the North-Western Railway Company.

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

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

Dated this 13th day of November, 1865.

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

Wolverhampton and Bridgnorth Railway.

(Incorporation of Company; Power to make Railway from the Severn Valley Railway, near Bridgnorth to the Shrewsbury and Birmingham Railway, at Bushbury, near Wolverhampton; Running Powers over the Railways of the Great Western Railway Company and the Severn Valley Railway Company, in the counties of Salop and Stafford; Powers to both Companies to subscribe to and work the Railway; Agreements between the said Companies as to construction, working, and transmission of Traffic; Amendment of Acts).

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

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

A railway (herein called the Railway) commencing by a junction with the Severn Valley Railway, in the parish of Astley Abbots, near Bridgnorth, in the county of Salop, at a point 139 yards or thereabouts to the southward of the 19½ mile post of the last-mentioned railway, and passing from, through, and into the several parishes, townships, extra-parochial, and other places following, namely, Astley, otherwise Astley Abbots, Ackleton, Allscott, Barnsley, Bentley, Bromley, Bradney, Burcote, Chesterton, Cranmere, Catsree, Ewdness, Fengate, Hilton, Hocum, Hallon, Hartlebury, Kinslaw, Little Gane, Oldington, Newton, Boughton, Rindleford, Rowley, Stanmore, Stableford, Swanscote, Worfield, Wheel Green, Wyken, Worfield, Badger Rudge, and Pattingham, in the county of Salop, and Pattingham Billbrooke, Compton Purton otherwise Perton otherwise Pirton, Pendeford, Trescott, Tettenhall Regis, Tettenhall Clericorum, The Wergs, Wrottesley, Wightwick, Trysull, Little Moor, Great Moor, Newton, Aldersley otherwise Atherley, Newbridge, Turnstull Castle, Langley, Brierley, Tettenhall, Tettenhall Wood, Gosbrook, Oxley, Stockwell Eud, Show-hill, Bushbury, and Wolverhampton, in the county of Stafford, and terminating by a junction with the Shrewsbury and Birmingham Railway of the Great Western Railway Company, in the parish of Bushbury aforesaid, at or near the north-western end of the viaduct which carries that line over the Birmingham Canal.

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

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

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

5. To empower the Company, and all persons and corporations lawfully using the railway, or any part thereof respectively, their officers and servants, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions as, in default of agreement, shall be settled by the Board of Trade or by arbitration, all or any part of the respective line of railway, stations, watering-places, engines, sidings, machinery, works, and conveniences of the Great Western Railway Company and the Severn Valley Railway Company, in the counties of Salop and Stafford, or either of them; and to levy tolls, rates, and duties in respect of passengers and traffic conveyed thereon, and to empower the Company to exercise such powers as are necessary to secure the due interchange, accommodation, protection, and direct and speedy transmission, of traffic passing to, from, or over, all or any part of the railway, or to or over the railways of the Great Western Railway Company and the Severn Valley Railway Company in the said counties, and to ensure all desirable facilities for those purposes, and (in default of agreement) to refer to the Board of Trade, or to arbitration, the terms and conditions upon which such user, interchange, accommodation, protection, and transmission, are to be afforded or effected.

6. To empower the Company and the Great Western Railway Company, and the Severn Valley Railway Company, or either of them, to enter into and carry into effect contracts and agreements for or with reference to the construction, maintenance, working, and user, by the said last-mentioned Companies, any or either of them, of the railway, the supply and maintenance of engines, carriages, stock, and plant for the same, the fixing, collection, division, appropriation, and distribution of the tolls and other income, and the profits arising therefrom, and to enable the same Companies, or either of them, to become shareholders in and to subscribe capital towards the railway, and to appoint Directors in the Company, and to authorize the same Companies, or either of them, for all or any of the above purposes, to raise money, by shares or stock, on the credit of their respective or joint undertakings, with or without preference or priority, in the payment of interest or dividend, and on such shares or stock, or by mortgage or bond, and to apply any money which may be so raised, or any surplus funds belonging to the same Companies, or either of them, in or towards the purposes above mentioned.

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

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

The local and personal Act, 5 and 6 Will. 4, cap. 107, and all other Acts relating to the Great Western Railway Company.

The local and personal Act, 8 and 9 Vic.,

cap. 84, and all other Acts relating to the West Midland Railway.

The local and personal Act, 16 and 17 Vic., cap. 227, and all other Acts relating to the Severn Valley Railway.

The local and personal Act, 5 and 6 Vic., cap. 4, and all other Acts relating to the Severn Navigation.

On or before the 30th day of November instant, plans and sections of the railway, and a duplicate thereof, with a book of reference to such plans, and a published map with the lines of the railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office, at Shrewsbury, and in the said county, and with the Clerk of the Peace for the county of Stafford, at his office, at Stafford; and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the railway is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows, namely:—in the case of any parish, with the parish clerk, at his abode, and in the case of each extra-parochial place, with the parish clerk of some parish adjoining thereto at his place of abode.

And notice is hereby further given, that on or before the 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 13th day of November, 1865.

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

In Parliament—Session 1866.

Berks and Hants Extension Railway.

(Extension to the Wilts, Somerset, and Weymouth Railway at Westbury; Powers to Great Western Railway Company.)

NOTICE is hereby given, that the Berks and Hants Extension Railway Company (who are herein referred to as "the Company,") intend to apply to Parliament in the next session thereof for leave to bring in a Bill to enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Berks and Hants Extension Railway at Wedhampton or Stert, in the parish of Urchfont, at or near a point 120 yards or thereabouts east of the mile-post denoting 81½ miles from London on the said railway, and passing through or into the following parishes, extra-parochial and other places, or some of them, namely, Wedhampton, Patney, Etchilhampton, Stert, Urchfont, Fullaway, Allcannings, Potterne, Saint James or Southbroom, Bishops Cannings, Market Lavington, West Lavington, Poulshot, Worton, Marston, Great Cheverell, Little Cheverell, Seend, East Coulston, West Coulston, Tinhead, Baynton, Earl Stoke, Melksham, Steeple Ashton, Keevil, Edington, Bratton, Heywood and Westbury, all in the county of Wilts, and terminating by a junction with the Wilts, Somerset and Weymouth branch of the Great Western Railway at the north end of the passenger platform of the Westbury station of the said railway.

And it is also proposed by the said Bill to enable the Company to exercise the following, or some of the following, among other powers:

To cross, divert, alter, or stop up, whether tem-

porarily or permanently, roads, tramways, drains, pipes, sewers, canals, navigations, rivers, streams and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works. To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, and to levy tolls, rates and charges in respect thereof, and to exercise other rights and privileges.

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

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

To enable the Company on the one hand, and the said Great Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845;" "The Companies' Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company, namely: "The Berks and Hants Extension Railway Act, 1859;" and "The Berks and Hants Extension Railway Act, 1863;" and also of the following and of any other Acts relating to the Great Western Railway Company, namely: the 5 and 6 Wm. 4, cap. 107; the 26 and 27 Vict., caps. 113 and 198; the 27 and 28 Vict., cap. 306; and the 28 and 29 Vict. cap. 299.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railway and the lands, houses, and other property in or through which it will be made, together with a book of reference to such plans, containing the names of

the owners and lessees or reputed owners and lessees and of the occupiers of such lands, houses, and other property, also a published map with the line of railway delineated thereon so as to show its general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office at Marlborough, 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 will be made, or in which any lands, houses, or other property are intended to be taken and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 13th day of November, 1865.

Baxter, Rose, Norton, and Co.,
6, Victoria-street, Westminster;
Meeh, Jackson, and Lush, Devizes;
Merrimans, Marlboro';
Solicitors for the Bill.

Trent, Ancholme, and Grimsby Railway.

(Increase of Capital).

NOTICE is hereby given, that "The Trent, Ancholme, and Grimsby Railway Company," have applied to the Board of Trade under the powers of "The Railway Companies' Powers Act, 1864," for a certificate under that Act authorizing the Company to raise additional capital by shares or stock, 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 Trent, Ancholme, and Grimsby Railway Act, 1861," "The Trent, Ancholme, and Grimsby Railway Act, 1862," "The Trent, Ancholme, and Grimsby Railway Act, 1864," 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 offices of Messrs. Baxter, Norton, and Co., 6, Victoria-street, Westminster, on payment of sixpence for each copy; and all persons desirous of making to the said 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 1st 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 offices at a charge of sixpence for each copy, or such other sum as the Board of Trade may direct.

Dated this 13th day of November, 1865.

Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors to the Company.

In Parliament—Session 1866.

The Gas Light and Coke Company.

(Repeal and Consolidation of Acts; Dissolution and Re-incorporation of Company; Purchase of Lands and Construction of New Works; Regulation and Increase of Capital.)

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

To alter and amend or to repeal and consolidate into one Act all or some of the provisions of the Acts (local and personal) 50th Geo. III. cap. 163; 54th Geo. III. cap. 116; 56 Geo. III. cap. 87; 59th Geo. III. cap. 20; and 4th Geo. IV., cap. 119; relating to the Gas Light and Coke Company (therein referred to as "the Company") and of the Letters Patent or Charter of Incorporation of the Company, dated the 30th day of April, in the 52nd year of the reign of King George the Third (1812), and to confer further powers on the Company, including the powers conferred on the Company by the Metropolis Gas Act, 1860, and within the district defined upon a map or maps deposited with the Clerks of the Peace for the county of Middlesex and the city of London therein referred to, and, if thought fit, to dissolve the Company, and to re-incorporate the shareholders into a Company by the same name, and to vest in the Company so incorporated the lands and property, real and personal estate, undertaking, powers, and effects, of the dissolved Company, or held in trust for them, and to confer upon the Company other powers, rights, and privileges, that may be necessary, proper, or expedient for enabling them to manufacture gas, and store gas in the places now occupied for this purpose, and such other places as shall be defined in the Bill, and to store up and supply gas for public and private lighting within the limits aforesaid, and otherwise effectually to carry out their undertaking.

To empower the Company to purchase by agreement the following lands and buildings, or some of them, and to erect thereon, or on the site thereof, works and buildings for the manufacture and supply of gas, and for other purposes (that is to say):—

A plot or parcel of land, situate at Hackney Wick, partly in the parish of St. John, at Hackney, and partly in the parish of St. Mary, Stratford-le-Bow, all in the county of Middlesex, bounded on the south by the Great Eastern Railway, on the east by the River Lea, on the west by land belonging to the East London Water Works Company, and in the occupation of Mr. Abbot, and on the north by a brook, stream, runner, or ditch separating the land in the occupation of Mr. Abbot, from that in the occupation of Mr. Chillman.

To authorize the Company to purchase other lands and buildings by agreement, and to confirm any purchases, or agreements for purchase, of land and property which may have been made before the passing of the intended Act, and to stop up, alter, or divert, temporarily or permanently, all or any highways, railways, watercourses, sewers, pipes, buildings, or works of any description which it may be necessary or convenient to stop up, alter, or divert for the purposes of their undertaking, and to vary and extinguish all existing rights and privileges which would or might prevent or interfere with any of the objects of the intended Act being carried into effect, and to confer other rights and privileges.

To enable the Company to construct such

works as may be necessary for conveying gas from the new works to be erected by them, to the district within which they are now authorized to supply gas, and to lay down, continue, maintain, and renew mains and pipes in, under, or upon any turnpike or other roads, highways, railways, bridges, streets, lanes, rivers, aqueducts, cuts, canals, and other places within the parishes and places following, or any of them, that is to say: the parishes of St. Mary Stratford, Bow, St. John at Hackney, St. Matthew Bethnal-green, and St. Leonard Shoreditch, all in the county of Middlesex, and to do all acts, matters, and things necessary for such purposes.

To define, fix, and regulate the capital of the Company, and to authorize the Company to raise further sums of money by the creation of preference, ordinary, or debenture shares or stock, and by mortgage, or by either of those means, and to convert into shares or stock certain moneys laid out by them in the extension of works or otherwise on capital account.

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

Dated the 13th day of November, 1865.

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

In Parliament.—Session 1866.

Slough Gas and Coke Company (Limited).

(Re-Incorporation, with power to maintain existing Works, &c.)

NOTICE is hereby given, that "The Slough Gas and Coke Company (Limited)," who are herein referred to as "The Company," intend to apply to Parliament next session for leave to bring in a Bill to confer upon them all necessary powers for lighting with gas the whole of the parish of Upton-cum-Chalvey, in the county of Bucks, excepting Bulstrode and Upton Wood, and also such parts of the parish of Stoke Poges, in the said county, as are within the district of the Slough Local Board of Health, 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 to enlarge and improve, the existing works of the Company, which are situate at Slough, in the parish of Upton-cum-Chalvey, in the said county of Bucks, upon land bounded on the north by land and premises of James Henry Tilly, on the east by land and premises of Charles Prentice Barrett, on the south by land and premises of Henry Liddiard, Thomas Poulter Harris, and the said James Henry Tilly, and on the west by a public road called Chandos-street, and from time to time to erect and maintain all necessary buildings, gasometers, retorts, machinery, apparatus, approaches, conveniences, and works, upon the said land or upon land immediately adjoining thereto.

To purchase and hold land, and to take the same on lease, and to sell, let, or lease any lands acquired by them, and not required for the purposes of their undertaking.

To authorise the Company to lease the gas-works, or any part or parts thereof, or any share or interest therein, to any person or persons, and to enable the lessee or lessees to exercise all or any of the rights and powers of the Company.

To manufacture gas and the residuary products arising from such manufacture, and to sell and

dispose of the coke and other residuum and products arising from such manufactures respectively; and to lay down and maintain pipes in, through, across, and under streets, roads, lanes, and other public passages and places within any of the places supplied or to be supplied with gas by the Company, and for that purpose to break up and interfere with such streets, roads, lanes, and other public passages and places, and also with any sewers, drains, or pipes in 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 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 reincorporate 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 or stock, and by loan, and to attach to such shares or stock a preference or priority of dividend over the existing shares of the Company, and to alter and regulate the existing capital of the Company, and to alter the rights of the present shareholders in respect of such capital.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The 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 these objects.

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

Dated this 9th day of November, 1865.

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

C. P. Barrett, Eton, Solicitors for the Bill.

Session 1866.

Thames Tunnel Company.

(Dissolution of Thames Tunnel Company; Arrangements with East London Railway Company; Amendment of Acts.)

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

To alter, amend, and extend, and repeal all or some of the provisions of the several Acts following, or some of them, relating to the Thames Tunnel Company, that is to say: 5 Geo. 4th, cap. 156; 9 Geo. 4th, cap. 63; 3 and 4 Wm. 4th, cap. 121; and 3 Vic., cap. 50; and to make provisions for the winding up of the affairs and the dissolution of the Thames Tunnel Company.

To authorise further arrangements between the Thames Tunnel Company and the East London Railway Company, with reference to the purchase by the Railway Company of the Thames Tunnel, and with reference to the payment of the compensation agreed to be paid for the same, under

an agreement dated the 6th day of April, 1864, which agreement is confirmed by "The East London Railway Act, 1865," and so far as may be necessary to alter, amend, extend, or repeal the provisions of that 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 the 15th day of November, 1865.

Curtis and Bedford, Haberdashers' Hall, Solicitors of the Company.

In Parliament—Session 1866.

Birkenhead and Liverpool Railways.

(Incorporation of Company for making a Railway from the Birkenhead Railway under the Mersey to Liverpool; Extensions to Birkenhead and the Hoylake Railway on the Birkenhead side, and to the Liverpool Central Station, Garston and Liverpool, Line of Docks, and Lancashire and Yorkshire Railways on the Liverpool side of the Mersey;—Running Powers over parts of the Birkenhead Railway and over Liverpool Central Station Railway;—Powers to Great Western, London and North Western, Lancashire and Yorkshire, Great Northern, Manchester, Sheffield and Lincolnshire, and Midland Railway Companies.)

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

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say:—

1. A Railway (No. 1) commencing by a junction with the Birkenhead Railway, in the township of Lower Bebbington, in the parish of Bebbington, in the county of Chester, at a point about 13 chains south of the south end of the passenger platform of the Bebbington station, passing thence through or into the following parishes and places, or some of them, that is to say, Lower Bebbington, Higher Bebbington and Bebbington, in the county of Chester, then passing by a tunnel under the River Mersey into Toxteth-park and the borough of Liverpool, in the county of Lancaster, and terminating in Toxteth-park aforesaid, at a point about 1 chain east of Sefton-street, and about 2 chains north of Wellington-road, in a piece of vacant ground belonging to the Garston and Liverpool Railway Company.

2. A Railway (No. 2) commencing by a junction with Railway (No. 1) in the said township of Higher Bebbington, in the said parish of Bebbington, about 3 chains south of Rock-lane, in or near a pasture field belonging to John Coupland, junr., and occupied by George Edward Stevenson (and which field immediately adjoins the garden ground belonging to the residence of the said George Edward Stevenson), passing thence through or into the following parishes and places, or some of them, that is to say, Higher Bebbington, Bebbington, Rock Ferry, Tranmere, Bidston, and the extra-parochial chapelry of Birkenhead, all in Cheshire, and terminating by a junction with the Birkenhead Railway at a point about 3 chains south of

where the said railway crosses Blackpool-street.

3. A Railway (No. 3) to be wholly situate in the said township of Tranmere, in the said parish of Bebbington, and to commence by a junction with Railway (No. 2) on the north side of Union-street, at a point about 1 chain west of the Birkenhead Railway, and to terminate by a junction with the said Birkenhead Railway at or near where that railway crosses Green-lane.

4. A Railway (No. 4) commencing by a junction with the said Birkenhead Railway, in the extra-parochial chapelry of Birkenhead, at a point about 1 chain north of Market-street, Birkenhead, passing thence through the extra-parochial chapelry of Birkenhead, and the township and parish of Bidston, in the said county of Chester, and terminating in that township and parish by a junction with the authorised line of the Hoylake Railway in or near a field numbered 4 upon the deposited plans of that railway, referred to in "The Hoylake Railway Act, 1863."

5. A Railway (No. 5) commencing by a junction with Railway (No. 4), in the said extra-parochial chapelry of Birkenhead, at a point about 3 chains south-west of Beaufort-road, and about 1 chain south-east of Ilchester-road, passing thence through or into that chapelry and the said township and parish of Bidston, and terminating in the said last mentioned township and parish by a junction with the said Hoylake Railway, at the authorised termination thereof, at Wallasey Bridge-road.

6. A Railway (No. 6) to be wholly situate in Toxteth-park aforesaid, and to commence by a junction with Railway (No. 1) at the termination thereof, and to terminate by a junction with Railway (No. 9) (hereinafter described) at a point about half a chain south of Stanhope-street and east of Sefton-street.

7. A Railway (No. 7) to be wholly situate in Toxteth-park aforesaid, and to commence by a junction with Railway (No. 6) about 3 chains from the commencement of that railway at a point about 4 chains east of Sefton-street and 2 chains north of Wellington-road, and to terminate by a junction with the authorised line of the Liverpool Central Station Railway at or near the point where that line will intersect the north side of Stanhope-street.

8. A Railway (No. 8) to be wholly situate in Toxteth-park aforesaid, and to commence by a junction with Railway (No. 1) at the termination thereof, and to terminate by a junction with the Garston and Liverpool Railway at or about the north-west end of the passenger platform of the St. Michael station of the said railway.

9. A Railway (No. 9) commencing by a junction with the Garston and Liverpool Railway in Toxteth-park aforesaid, at a point about a chain south of the southern side of Egerton-street, passing thence through or into the following parishes and places, or some of them, that is to say, Toxteth-park, Liverpool, Kirkdale, Walton-on-the-Hill and Bootle, in Lancashire, and terminating in the said township of Kirkdale at a point about half a chain to the east of Derby-road, and about 9 chains south of the point where that road joins Bankfield-street, such point being near the goods station now in course of construction by the London and North Western Railway Company.

10. A Railway (No. 10) to be wholly situate in the said township of Kirkdale, in the said parish of Walton-on-the-Hill, and to commence by a junction with Railway (No. 9) at a point measuring about half a chain from the east side

of Bank Hall-lane, and about 5 chains south of Bank Hall-house, and to terminate by a double junction with the Line of Docks Railway, one of such junctions to be at a point on the west side of the Regent-road, about 2 chains south of the junction of that road with Bankfield-street, and the other of such junctions to be about 4 chains south of the said firstly described junction.

11. A Railway (No. 11) to be wholly situate in the said township of Kirkdale, in the said parish of Walton-on-the-Hill, and to commence by a junction with Railway (No. 9), at a point about a chain south of Sandhill-lane, and about 3 chains east of the crossing of that lane by the Lancashire and Yorkshire Railway, and to terminate by a junction with the said Lancashire and Yorkshire Railway, at the Bootle-lane station of that railway.

To enable the Company to form junctions and communications, where necessary, with the rails of the Birkenhead, the Hoylake, the Garston and Liverpool, the Liverpool Central Station, and the Lancashire and Yorkshire Railways, and otherwise to interfere with those railways and the lands and works thereof, and to regulate such junctions and the use thereof, to deviate from the lines of railway to any extent within the limits of deviation 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 or maintaining the said intended railways and works, and particularly to stop up Peel-street and Tan-lane in Birkenhead, Perry-street, Croston-street, Dwerry House-street, New Brick-street, Moor-street, Old Ropery, Stewart-street, Oil-street, and Bank Hall-lane, in Liverpool, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company, and all companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking offices, warehouses, landing-places, sidings, works, and conveniences, connected therewith respectively (that is to say):—

So much of the Birkenhead Railway as is situate in the townships of Higher and Lower Bebbington, Tranmere, and Birkenhead.

The Liverpool Central Station Railway.

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

To enable the Company on the one hand and

the Great Western, London and North Western, Manchester, Sheffield, and Lincolnshire, Great Northern, Lancashire and Yorkshire, and Midland Railway Companies, or any or either of those Companies on the other hand, from time to time, to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof, respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made, and the conditions to be performed, with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreements as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the "Companies Clauses Consolidation Act, 1845;" the "Companies Clauses Act, 1863;" the "Lands Clauses Consolidation Act, 1845;" the "Lands Clauses Consolidation Acts Amendment Act, 1860;" the "Railways Clauses Consolidation Act, 1845;" and the "Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 5 and 6 William IV. cap. 107, and of the several other Acts relating to the "Great Western Railway Company;" also of the 9 and 10 Vic. cap. 204; and of the several other Acts relating to the "London and North Western Railway Company;" also of the 12 and 13 Vic. cap. 81, and of the several other Acts relating to the "Manchester, Sheffield, and Lincolnshire Railway Company;" also of the 9 and 10 Vic. cap. 71, and of the several other Acts relating to the "Great Northern Railway Company;" also of the "Liverpool Central Railway Station Act, 1864;" also of the 22 and 23 Vic. cap. 110, and of the several other Acts relating to the "Lancashire and Yorkshire Railway Company;" and also of the 7 and 8 Vic. cap. 18; and of the several other Acts relating to the "Midland Railway Company."

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

and in the case of Toxteth-park, the documents relating thereto will be deposited with the clerk of St. Michael's Church in Toxteth-park aforesaid, at his place of abode, and with the parish clerk of Liverpool.

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.

Travers Smith, and De Gex, 25, Throgmorton-street, London, Solicitors for the Bill.

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

In Parliament—Session 1866.

Midland and South Wales Junction Railway.

(Railway from the Midland Railway at Dursley across the Severn to the South Wales Railway near Lydney; Branches to Forest of Dean Central Railway to Great Western Railway and to Stonehouse and Nailsworth Railway; Traffic Arrangements with Midland and Great Western Railway Companies.)

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

To incorporate a Company (herein referred to as "The Company") and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, together with a bridge across the Severn, with all needful works, stations, wharfs, piers, approaches, and conveniences connected therewith respectively, that is to say:

(No. 1.)—A railway commencing in the parish of Cam, in Gloucestershire, by a junction with the Midland Railway near and to the eastward of the Dursley Junction station of that railway, passing through the parishes, townships, and places of Cam, Stinchcombe, the township or tithing of Slimbridge, the parish of Slimbridge, the parish of Berkeley, the townships or tithings of Hinton, Hamfallow, and Headstone, all in the parish of Berkeley, the parish of Awre, the tithings or townships of Gatcombe and Etloe, in the said parish of Awre, the township or tithing of Purton, the township or tithing of Lydney, the township or tithing of Nass, all in the parish of Lydney, and the parish of Lydney, or some of them, across the river Severn, and terminating by a junction with the South Wales line of the Great Western Railway, at or near and to the northward of the Lydney station of the said railway.

(No. 2.)—A railway, in the parish of Awre, commencing by a junction with the first described railway at or near the spot where that railway is intended to cross the South Wales line of the Great Western Railway at about three furlongs from, and to the south-westward of the Sloop public house, passing through or into the parish of Awre and the townships or tithings of Etloe, Gatcombe, Nibley, Viney, Blakeney, East Dean, and West Dean, all in the parish of Awre, or some of them, and terminating by a junction with the Forest of Dean Central Railway at about three furlongs, measured along the said railway in a westerly direction, from where it crosses the turnpike road at Nibley from Blakeney to Chepstow.

(No. 3.)—A railway commencing by a junction with the Midland Railway at or near Five Acre-

grove, and terminating by a junction with the Great Western Railway at or near the post thereon denoting 103½ miles from London, on the Stroud line of the same railway. The proposed Railway (No. 3) will pass through or into the parishes of Leonard Stanley, King Stanley, Eastington, Stonehouse, and Raudwick, or some of them in Gloucestershire.

(No. 4.)—A railway commencing by a junction with the Midland Railway at or near the same spot as is hereinbefore described as the commencement of Railway No. 3, and terminating by a junction with the Stonehouse and Nailsworth Railway at or near the bridge, by which the same railway is carried over the Stroud-Water Canal. The proposed Railway No. 4 will pass through or into the parishes of Leonard Stanley, King Stanley, and Stonehouse, or some of them.

All the said works will be in Gloucestershire.

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

To enable the Company, on the one hand, and the Midland and the Great Western Railway Companies, or either of them, on the other hand, from time to time, to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways, bridge, 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 thereon, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies; and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint Committees for carrying into effect any such agreement as aforesaid; and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid:

To provide that if the undertaking proposed by the Bill receives the sanction of Parliament, the crossing of the Severn, and the railways and works authorised by "The Severn Junction Railway Act, 1865," shall be abandoned, and the said Act shall be repealed, due compensation being made to all corporations and persons affected by such repeal.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The

Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the Act 7 and 8 Vict., cap. 18, and of any other Acts relating to the Midland Railway Company, and also of the Acts 5 and 6 Wm. 4, cap. 107, and 26 and 27 Vict., cap. 113, and of any other Acts relating to the Great Western 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 Gloucester, at his office at Gloucester; and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1865.

Pinniger and Wilkinson, 28, John-street, Bedford-row, London, Solicitors for the Bill.

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

Swansea Vale and Neath and Brecon Junction Railway Company.

(Lease of Swansea Vale and Neath and Brecon Junction Railway to Neath and Brecon Railway Company.)

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

To empower the Swansea Vale and Neath and Brecon Junction Railway Company (hereinafter called "The Swansea Company") to grant a lease for a period to be limited by the said Act to the Neath and Brecon Railway Company (hereinafter called "The Brecon Company") of all or any part of their undertaking and railways, works, and conveniences constructed or to be constructed, lands, property, rights, powers, privileges, easements, and authorities, agreements, and benefits of agreements present or future of the Swansea Company, and whether affecting the undertaking of the Swansea Company, or the undertakings of other Companies, for such rent, price, and consideration, and on such terms and conditions as have been or may be agreed on; and to enable the Brecon Company to accept such lease subject to the duties, obligations, and liabilities of the lessors, and to exercise and enjoy all their rights, powers, privileges, and benefits, and especially the powers of levying tolls and

charges; and the Act will sanction and give effect to agreements between the Brecon Company and the Swansea Company for the purposes aforesaid.

To enable the Brecon Company to guarantee dividend and interest on the share and borrowed capital of the Swansea Company, and to apply such part of their corporate funds as may be required for the purposes of the intended Act, and the Act will confer, vary, or extinguish all such other rights or privileges as may be requisite in carrying the objects thereof into effect.

The Act will for these purposes incorporate with itself the necessary provisions of "The Companies. Clauses. Consolidation Act, 1845;" "The Companies. Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" and the Railways Clauses Act, 1863."

And it is intended, so far as may be requisite or desirable for any of the purposes of the intended Act, to amend or repeal the provisions of the Acts of Parliament following, or some of them, that is to say: 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; and 27 and 28 Vic., cap. 316, relating to the Brecon Company; and 27 and 28 Vic., cap. 293; and 28 and 29 Vic., cap. 239, relating to the Swansea Company.

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 16th day of November, 1865.

Edward Strick, Swansea, Solicitor.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

Neath and Brecon Railway.

(Further Money Powers; Amendment of Acts.)

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

1. To enable the Company, for the purposes of their undertaking, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantages which the Bill may define.

2. To enable the Company to cancel any portion of the shares in their present authorized capital and to issue other shares in lieu thereof, and to attach thereto and to any of their unissued shares a preference or priority of dividend, or such other rights and advantages as will be prescribed by the Bill, and otherwise to alter and regulate the capital of the Company.

3. To enable the Company to create and issue in preferred half shares and deferred half shares any part of the capital which they are now, or by the said Bill will be authorized to raise.

4. To enable the Company to convert their mortgage debt into debenture stock.

The Bill will alter, amend and enlarge the powers and provisions, or some of the powers and provisions, of the following and of any other Acts relating to the Company, namely, 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; and 27 and 28 Vic., cap. 316, and the Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects.

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

Dated this 16th day of November, 1865.

James Kempthorne, Neath, Solicitor.

Wm. Bell, 26, Duke-street, Westminster, Parliamentary Agent.

Llantrissant and Taff Vale Junction Railway.

Connecting Railways between the Llantrissant and Taff Vale Junction Railway and the Penarth and Ely Valley Railways; additional Junction with the Llantrissant Common Branch; power to raise further Sums; power to make Agreements; Amendment of Acts.

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

To enable the Llantrissant and Taff Vale Junction Railway Company (herein called "the Company") to make and maintain the following railways, or some or one of them, with all proper stations, works, and conveniences, connected therewith respectively (that is to say):—

1st—A railway (herein called Railway No. 1) commencing in the parish of Llandaff, in the county of Glamorgan, by a junction with the railway of the Penarth Harbour, Dock, and Railway Company, at a point 190 yards or thereabouts to the south of a post on the Penarth Railway, denoting the distance of four miles and a half on that railway from its commencement at Penarth harbour, and passing through or into the parishes, townships, and places of Llandaff, Radir, St. Fagans, the chapelry of Llaniltarn, and the parishes of Pentyrch, Llantwit-Fardre, and Llantrissant, all in the county of Glamorgan, and terminating in the said parish of Llantrissant by a junction with the Llantrissant and Taff Vale Junction Railway, at a point 250 yards or thereabouts to the south-west of a post on the Llantrissant and Taff Vale Junction Railway, denoting the distance of four miles and a quarter from the commencement of that railway at the junction thereof with the Taff Vale Railway.

2nd—A railway (herein called Railway No. 2) being wholly situate within the parish of Radir, in the county of Glamorgan, commencing by a junction with Railway No. 1, in a field numbered 17 on the title commutation map for the said parish of Radir, at a point 300 yards or thereabouts to the north-east of a farmhouse called Waterhall, and terminating by a junction with the railway of the Penarth Harbour, Dock, and Railway Company, at a point thereon 264 yards or thereabouts to the south of a post on the Penarth Railway denoting the distance of five miles and a quarter on that railway from its commencement at Penarth harbour.

3rd—A railway (herein called Railway No. 3) being wholly situate within the parish of Llantrissant, in the county of Glamorgan, commencing by a junction with the Llantrissant and Taff Vale Junction Railway, at a point thereon 140 yards or thereabouts to the south-west of a post on that railway denoting the distance of four miles and a quarter from the commencement of that railway at the junction thereof with the Taff Vale Railway, and terminating by a junction with the Llantrissant Common branch of the Llantrissant and Taff Vale Junction Railway, at a point on the said branch railway 60 yards or thereabouts to the south-east of the bridge which carries the turnpike road leading from Llantrissant to Pontypridd, over the said Llantrissant Common Branch Railway.

4th—A railway (herein called Railway No. 4) commencing in the parish of Llantrissant, in the county of Glamorgan, by a junction with the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway, at a point 264 yards or thereabouts to the south-east of the termination of the said Llantrissant Common Branch, near the south-eastern corner of Llan-

trissant Common, passing through the parishes, townships, or places of Llantrissant and Llanharan, in the county of Glamorgan, and terminating by a junction with the Ely Valley Railway, at or near a point thereon 330 yards or thereabouts to the north-west of the bridge which carries the Ely Valley Railway over the river Ely, opposite a farmhouse called Duffryn Ishaf.

To enable the Company to make such openings in and alterations of the railway of the Penarth Harbour, Dock, and Railway Company, and of the Ely Valley Railway, as may be necessary or expedient for the purposes of the said intended junctions, and to stop up, alter, or divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, canals, rivers, or streams, for the purposes of the said intended Act, or any of them.

To enable the Company to purchase lands and buildings, by compulsion or agreement, for all or any purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with the lands and buildings purchased or taken, or which would in any way impede or interfere with the objects of the intended Act, or any of them.

To enable the Company to levy tolls, rates, and duties, in respect of the said intended railways, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and, if necessary or expedient, to alter the tolls and charges now leviable by the Company.

To enable the Company to apply any capital or funds at their disposal, or authorized to be raised by them, to the purposes of the intended Act, or any of them, 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.

To enable the Company and the Taff Vale Railway Company to enter into and carry into effect contracts and agreements for working the traffic upon the proposed railways, or either of them, and to enable the Taff Vale Railway Company to levy tolls on the said railways, or any of them.

To authorize arrangements and agreements between the Company and the Taff Vale Railway Company, and the Ely Valley Railway Company, and the Great Western Railway Company, as their lessees, and the Ely Valley Extension Railway Company and the Ogmore Valley Railways Company, or between the Company and either of the other Companies for the interchange of traffic, and for facilitating the exchange and forwarding of traffic between the railways of the Companies who may be parties to any such agreement, and for the division and apportionment of the tolls and charges arising from such traffic.

To alter, vary, or repeal the several Acts of Parliament hereinafter mentioned, or any of them (that is to say), "The Llantrissant and Taff Vale Junction Railway Act, 1861;" the Acts (local) 6 Will. 4, cap. 82; 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; 20 and 21 Vic. cap. 153; and 26 and 27 Vic. cap. 75, relating to the Taff Vale Railway Company; "The Ely Tidal Harbour and Railway Act, 1856;" "The Penarth Harbour, Dock, and Railway Act, 1857;" "The Penarth Harbour, Dock, and Railway Act, 1861;" "The Penarth Harbour, Dock, and Railway Leasing Act, 1863;" "The Ely Valley Railway Act, 1857;" and "The Ely Valley

Railway (Mwynddy Branch) Act, 1858;" "The Great Western, Hereford, Ross, and Gloucester and Ely Valley Railways Act, 1862;" the Act (local) 5 and 6 William the 4th, cap. 107; and all other Acts relating to the Great Western Railway Company; "The Ely Valley Extension Railway Act, 1863;" and "The Ogmore and Ely Railways (Amalgamation) Act, 1865."

On or before the 30th day of November, 1865, plans and sections of the intended railways and works, a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said proposed railways and works will be made or pass; together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each of such parishes, at his residence.

On or before the 23rd day of December, 1865, 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 14th day of November, 1865.

Benjn. Matthews, Cardiff, Solicitor for the Bill.

Pritt and Co., Parliamentary Agents.

Whitby, Redcar and Middlesborough Union Railway.

(Incorporation of Company; Construction of Railway from Whitby to Staithes and Lofthouse; Power to use Scarborough and Whitby and portion of North Eastern Railway; Arrangements with North Eastern and Scarborough and Whitby Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the following railways, with all proper stations, approaches, works and conveniences connected therewith respectively, that is to say:—

1. A railway commencing in the parish of Sneaton by a junction with the Whitby branch of the North Eastern Railway about 93 yards north-eastward of the point where that branch railway crosses on the level the road leading from the Suspensien Bridge over the River Esk to the village of Sneaton, and terminating by a junction with the Cleveland Railway of the North Eastern Railway Company at the termination thereof at Waytail Beck, near to the boundary between the parishes of Lofthouse and Easington, otherwise Easington-cum-Liverton, which intended railway will pass from, in, through, or into the parishes, townships and places of Sneaton, Ruswarp, Newholm-cum-Dunsley, Whitby, Lythe, Barnby, Mickleby, Ellerby, Hinderwell, Borrowby, Easington, otherwise Easington-cum-Liverton, Lofthouse and Liverton.

2. A railway all in the parish of Whitby, commencing by a junction with the intended railway hereinbefore described in the township of Ruswarp, at a point in an orchard about 100 yards north of Ruswarp Hall, and thence passing into the township of Hawsket-cum-Stainsacre, and

there terminating by a junction with the authorised Scarborough and Whitby Railway at a point near Larpool Wood, about 180 yards north of Crowdy Hall.

Both the said intended railways will be wholly situate in the North Riding of the county of York.

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, railways, tramroads and watercourses within or adjoining the parishes, townships and places aforesaid, or any of them.

And it is intended by the said Act to empower the Company and the North Eastern Railway Company, and the Scarborough and Whitby Railway Company, to make and carry into effect contracts and agreements with respect to the maintenance and management, use and working of the railways of the contracting parties, or any part or parts thereof, and the conveyance of traffic thereon, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock and plant.

And it is proposed by the said intended Act to empower the Company, and all Companies and persons working or using their railways, or any part thereof, to run over, work and use, with engines, carriages and waggons, and for the purposes of traffic of every description, upon rates, payments, terms and conditions to be prescribed by the intended Act, or failing agreement, settled by arbitration.

(1) The Scarborough and Whitby Railway, and (2) so much of the North Eastern Railway as is situated between the junction of the railway firstly hereinbefore described, with the Cleveland Railway and the stations at Middlesborough and Redcar respectively, including those stations, together with all terminal and other stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works and conveniences, water supplies, telegraphs, signals and machinery in and upon the aforesaid railway and portions of railway respectively, and to require the Scarborough and Whitby and North Eastern Railway Companies, and all Companies and persons working or using their railways, to afford and render all necessary facilities and services for the purposes aforesaid; and to enable the Company and such other Companies and persons as aforesaid to levy tolls, rates and charges upon the aforesaid railway and portions of railway; to alter the tolls, rates and charges now levied or authorised to be levied thereon, and to confer exemptions from such tolls, rates and charges.

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.:—17 Vic.

No. 23042.

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cap. 73; 28 and 29 Vic., cap. 868, and all other Acts relating to the North Eastern Railway Company, and "The Scarborough and Whitby Railway Act, 1865."

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 North Riding of the county of York at his office at Northallerton, 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 10th day of November, 1865.

Buchanan and Son, Whitby, Solicitors.
William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

North Eastern Railway.

(Gilling, Helmsley, and Pickering Branch.)

(Power to Construct a Railway between Gilling, Helmsley, and Pickering; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to enable the North Eastern Railway Company, hereinafter called "The Company," to make and maintain the railway following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say:—

A railway, commencing in the township of Cawton, and parish of Gilling, in the North Riding of the county of York, by a junction with the Thirsk and Malton Branch of the North Eastern Railway, at a point about 570 yards west of and measured from the centre of a road called Carlane, where that road crosses the said 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:—Gilling, Cawton, Oswaldkirk, West Newton Grange, Stonegrave, East Newton and Laysthorpe, Ampleforth, Ampleforth St. Peter, Nunnington, Helmsley, Sproxton, Harome, Rieveaulx, Pockley, Beadlam, Nawton, Kirkdale, Ryedale, Wombleton, Skiplam, Welburn, Welburn and Skiplam, Fadmoor, Gillamoor, Sunley Court, Muscoates, Kirkby Moorside, Keldholme, Sinnington, Little Edston, Edston, Great Edston, Appleton-le-Moor, Lasingham, Hutton-le-Hole, Middleton, Wrelton, Aislaby, Rosedale West, Spaun-

ton, Cropton, and Pickering, all in the said North Riding, and terminating in the township and parish of Pickering, in the said North Riding, by a junction with the Whitby and Pickering branch of the North Eastern Railway at a point about 121 yards north of the north end of the passenger shed of the Pickering station.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them; as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with, for the purposes of such proposed railway and works, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking, and to purchase by compulsion or otherwise; all or any of the lands and houses situate in the before mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said proposed railway and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railway and works, 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 railway and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Acts 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 further given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed railway and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of the said proposed line of railway, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said North Riding. And that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railway and works are intended to be

made, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say) 17 Vic. cap. 73; 17 and 18 Vic. caps. 164 and 211; 20 and 21 Vic. caps. 19, 33, and 46; 21 and 22 Vic. cap. 134; 22 and 23 Vic. caps. 10, 21, and 100; 24 and 25 Vic. caps. 135 and 141; 25 and 26 Vic. caps. 83, 120, 145, 146, and 154; 26 and 27 Vic. caps. 192, 221, and 233; 27 Vic. cap. 20; 27 and 28 Vic. caps. 49, 55, and 67; 28 Vic. caps. 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,
York.

Swansea General Railway Station and Hotel

(Incorporation of Company—Construction of General Railway Station and Hotel—Powers to certain Railway Companies—Use of Swansea Harbour Railway—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company (hereinafter called "The Company"), and to authorize the Company to make and maintain the works and exercise the powers following, or some of them, viz—

To construct and maintain a general railway station with all proper lines of railway, junctions, sidings, approaches, stations, turntables, cranes, buildings, works, and conveniences connected therewith, and also, a station or terminus hotel, with refreshment rooms, offices, and conveniences connected therewith, and approaches thereto, upon the site next hereinafter described, that is to say, certain lands situate in the town franchise, and parish of Swansea and county of Glamorgan, bounded on the north east by Wind street, on the south west by Victoria road and part of York street, and on the north west by an imaginary straight line drawn from the northern side of premises on the east side of York street, occupied by Mr. Burchell, coach builder, to the northern side of the house on the west side of Wind street, occupied by Mrs. Biddle, confectioner, and on the south east by the Swansea Harbour Railway and the intended railway next hereinafter described.

To make and maintain a railway, with all proper works and conveniences, commencing by a junction with the Swansea Harbour Railway, at a point opposite the eastern corner of a certain warehouse belonging to Timothy Brimble Esq., and terminating by a junction with the same railway, at a point opposite the south end of Island street, which intended railway will be wholly situated in the town, parish, and franchise of Swansea.

To stop up and discontinue as a public thoroughfare the street in the town, franchise, and parish of Swansea called Little Wind-street, also that part of Victoria-road which extends from Park-street to the lane or passage leading past the north side of York-place schools; and also to stop up and discontinue all streets, roads, paths, and footways within the aforesaid limits, and to appropriate the sites thereof, respectively, to the purposes of the undertaking, and to lay down and cross on the level, or over, or under, and to divert or alter the lines of levels of, or to stop up, either temporarily or permanently, all streets, roads, passages, ways, pipes, sewers, bridges, railways, tramroads, and all other courses with which it may be necessary to interfere in carrying out the objects and purposes of the intended Act.

To purchase, by compulsion and by agreement, the lands, houses, and hereditaments required for the intended general station, hotel, railway, and works, and to extinguish all easements, rights, powers, or privileges over or affecting the same, or which would impede or interfere with the objects of the intended Act; to levy tolls, rates, and charges for the use of the said undertaking, or any part thereof, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges, and to exercise all other usual and necessary powers.

To sell, let on lease, or otherwise, the whole or some part on parts of their undertaking to any Company, corporation, or person, for such gross sum, annual rent, or consideration as may be agreed on, and to authorize the purchasers, lessees, or tenants to exercise the powers, privileges, and authorities of the Company, subject to their obligations and liabilities.

The intended Act will sanction and give effect to contracts, agreements, and arrangements between the Company and the Great Western Railway Company, the Vale of Neath Railway Company, the Swansea Vale Railway Company, and the Blanelly Railway and Dock Company, or any one or more of such Companies, and to all persons and Companies working or using the railways of the before-named Companies, or any of them, for or with respect to the purchase, leasing, appropriation to, and construction, maintenance, use, ownership, and management, by all or any of the contracting parties, of their respective undertakings, or some part or parts thereof; the construction and maintenance of junctions and communications between their respective works, and the exercise of their respective powers in connexion with and so as to assist the undertakings and works of each other; the alteration, suspension, or modification of such works and powers for that purpose; the accommodation and transmission of the traffic of or destined for or coming from their respective undertakings; the supply of machinery, and of officers and servants; the fixing and levying of their respective tolls, rates, dues, and charges, and the allowance of exemptions, compositions, drawbacks, and reductions; the rents, contributions, payments, and allowances to be paid and allowed by and between the contracting parties, and all incidental matters.

The intended Act will empower the Great Western Railway Company, the Vale of Neath Railway Company, the Swansea Vale Railway Company, the Neath and Brecon Railway Company, and the Blanelly Railway and Dock Company, or any one or more of those Companies, to exercise the powers of the intended Act, and to become promoters thereof, and to take and hold shares in and subscribe towards the intended undertaking, or any part thereof, and to guarantee to the Company interest, dividend, or annual or other payments, and for those purposes to em-

power the said several Companies to apply their corporate funds and revenues, and to raise further capital by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise.

The intended Act will enable the several Companies and persons hereinbefore mentioned, or some or one of them, to appoint directors or additional directors of the Company, and also committees of their own directors, or joint committees, for carrying into effect the objects aforesaid, or any of them; and it will vary or extinguish, exclude or modify, all rights, powers, privileges, and jurisdictions inconsistent with the objects of the Act, and confer other rights and privileges.

The intended Act will authorize the Company and the Swansea local board of health to make and carry into effect agreements with respect to the occupation for the purposes of the proposed undertaking, or any of them, of the lands of public property vested in or under the control and management of the said local board, and with respect to the construction of railways, works and buildings over or upon the same, in such manner and subject to such conditions as may be authorized by the intended Act, and also with respect to the construction of approaches and accesses to and communications through the property to be acquired by the Company, and the construction of sewers, drains, and other works, and the payments to be made by either of the parties to such agreements towards the construction, maintenance, and use of any such approaches, accesses, communications, sewers, drains, and works.

The intended Act will empower the Company and all companies and persons using their undertaking, or any part thereof, to run over, work, and use with their engines, carriages, and waggons, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions to be prescribed by the Act, or (failing agreement) settled by arbitration, the Swansea Harbour Railway; together with all stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works, and conveniences, water supplies, telegraph signals, and machinery in and upon that railway; and require the Companies and persons owning and working the same to afford and render all facilities and services for the purposes aforesaid; and in like manner the Act will oblige all such last-mentioned Companies and persons, as well as all Companies and persons owning, working, or using the several railways having termini within the town, parish, and franchise of Swansea, to use the intended general railway station for the purposes of their passenger traffic upon such terms and conditions, and on payment of such terminal and other charges, as may be mutually agreed upon or prescribed by the intended Act, or settled by arbitration, or the Board of Trade.

The intended Act will amend or repeal (so far as requisite for the purposes of the Act) the following Acts of Parliament, viz.: 6 Wm. 4, cap. 7; 18 and 19 Vic. cap. 98; 26 and 27 Vic. cap. 198, and all other Acts relating to the Great Western Railway Company; 9 and 10 Vic. cap. 31, and all other Acts relating to the Vale of Neath Railway Company; 18 and 19 Vic. cap. 60; 19 and 20 Vic. cap. 95; 22 Vic. cap. 2; and 24 and 25 Vic. cap. 162, relating to the Swansea Vale Railway Company; 25 and 26 Vic. cap. 193; 26 and 27 Vic. cap. 130; and 27 and 28 Vic. cap. 293 and 316, relating to the Neath and Brecon Railway

Company; and 9 Geo. 4, cap. 91, and all other Acts relating to the Llanelly Railway and Dock Company.

And the 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 Railways Clauses Act, 1863;" and "The Railway Companies Arbitration Act, 1859."

On or before the 30th day of November instant duplicate plans and sections of the proposed station, hotel, railway, and works, and showing the lands to be taken for the purposes of the said Act, together with a book of reference to such plans, and a published map having the line of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, in the said county; and on or before the said 30th day of November instant a copy of the said plans, sections, and book of reference, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of the parish of Swansea, at his place of abode therein.

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

Dated this 16th day of November, 1865.

Edward Strick, Swansea, Solicitor.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

Swansea Canal Transfer.

(Sale or Lease to the Neath and Brecon Railway Company.)

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

To enable the Company of proprietors of the Swansea Canal Navigation (who are hereinafter called "the Canal Company") to sell and transfer and otherwise dispose of, either absolutely or for a term of years, and either for a sum in gross or an annual rent fixed or fluctuating, or other consideration, the undertaking of the same Company, consisting of their canals, wharves, warehouses, docks, rail or tramways, lands, property, machinery and estate, real or personal, and all their rights, powers and privileges, and among them the power of levying rates or tolls, and also all their duties and liabilities, or the Bill will authorize the Canal Company to dispose of such parts only of the said undertaking, rights and powers as the Bill shall define.

To enable the Neath and Brecon Railway Company to purchase or lease the said undertaking, or some part or parts thereof, in consideration of such sum in gross or rent, or other payments, and upon such conditions as the Bill shall define, or as shall have been already agreed upon, or may be agreed upon between the two Companies, and to enable the said railway Company to exercise all the powers, rights and privileges of the Canal Company, including the power

of levying rates or tolls, and to assume all their duties and liabilities, or such specific powers, rights and privileges, duties and liabilities, as may be prescribed by the Bill.

To enable the said railway Company in like manner to purchase, or lease and acquire, and the Most Noble the Duke of Beaufort to sell, transfer and otherwise dispose of for such gross sum, annual rent, or other consideration as may be defined by the Bill, or agreed upon, or settled by arbitration, all the rights, property, estate and interest of His Grace in that part of the Swansea Canal known as the Trewyddfa Canal, together with the power of levying tolls or rates thereon, and all other rights, powers, privileges, duties and liabilities attaching to the said portion of canal, and now exercised and enjoyed by, or affecting or attached to the Duke of Beaufort.

The Bill will sanction and give effect to agreements which have been, or may be, made by or on behalf of the Duke of Beaufort and the said railway and canal Companies for the aforesaid purposes, or any of them.

To authorize the said railway Company to apply their corporate funds and revenues to the purposes of the said Bill, and for the same purposes to raise additional capital both by shares and loan, and to attach to such additional capital such preference and priority of dividend and interest and other advantages over their existing capital as the Bill shall define.

The Bill will, for these purposes, incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

To provide for the distribution among the mortgagees and shareholders of the Canal Company, and other persons entitled thereto, of the purchase money, rent or other consideration to be paid under the provisions of the Bill.

The Bill will vary or extinguish all rights and privileges which may interfere with its objects, and will for these purposes amend, extend and, if need be, repeal all or certain of the powers and provisions of the Act 34 Geo. III., cap. 109, "for making and maintaining a navigable canal from the town of Swansea, in the county of Glamorgan, into the parish of Ystradgunlais, in the county of Brecon;" and of any other Acts relating to the Swansea Canal Navigation and to the Canal Company, or granting to them any powers, and also of the following Acts relating to the Neath and Brecon Railway Company, namely 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; and 27 and 28 Vic., cap. 316.

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 16th day of November, 1865.

James Kempthorne, Neath, Solicitor.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

In Parliament—Session 1866.

Chatham, Rochester, Frindsbury, Strood, Brompton, Gillingham, and Rainham Consumers' Gas Light and Coke Company.

(Incorporation of Company; Power to supply Gas to Chatham, Rochester, Frindsbury, Strood, Brompton, Gillingham, Rainham, Lidsing, Grange and adjacent places all in the county of Kent, and to manufacture and sell Coke, and for other purposes.)

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

To incorporate a Company to be called "The Chatham, Rochester, Frindsbury, Strood, Brompton, Gillingham, and Rainham Consumers' Gas Light and Coke Company" or by some other name, (hereinafter called the Company,) to manufacture and supply gas for public and private purposes within the several townships, parishes and places following, or some of them (that is to say): the city of Rochester and the precincts of Rochester Cathedral, the parishes of St. Margaret, Rochester, and St. Nicholas, Rochester, and the other several parishes, districts and places within the said city respectively; also the towns or places of Old and New Brompton, Chatham, extra and intra, Rainham, Frindsbury, Strood, Gillingham, Lidsing, Grange, and other places (whether extra parochial or otherwise) adjacent thereto respectively, all in the county of Kent.

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

To authorize the Company to purchase land, compulsorily or by agreement, and to erect, construct, maintain, and use gas works, with all necessary buildings, approaches, retorts, machinery, apparatus, and conveniences upon a piece of land situate in the parish of Gillingham, in the said county of Kent, comprising about 6 acres of land now in the occupation of Mr. Barnard Fowle, commencing at a point on the south-west, facing Waterside-lane on the south, facing and abutting upon an orchard in the occupation of the said Barnard Fowle, and thence northward and north-eastward and terminating on the north-north-west and north-east sides thereof at Gillingham Creek, and comprising a portion of the creek and of a ditch surrounding the said land in the occupation of the said Mr. Barnard Fowle, and a portion of the embankment facing Gillingham Creek on the north and north-east, and the embankment along the west side of such land extending to Waterside-lane, and which said piece of land commencing as aforesaid is bounded on the north and north-east by Gillingham Creek and marsh land, on the south by land in the occupation of the said Mr. Barnard Fowle, and on the south-east by a ditch and other land, in the occupation of the said Mr. Barnard Fowle, on the south-west by a lane called Waterside-lane, and the high road to Rainham, and on the west by a creek and marsh land.

To enable the Company to make a road or approach from the high road to Rainham to the south-west corner of the piece of land above described, parallel to or adjoining Waterside-lane, and for that purpose to acquire, compulsorily or by agreement, and appropriate the whole of the site of the said lane or piece or parcel of land called Waterside-lane, from a point where the said lane leaves the said high road to the point above described at the south-west corner of the said piece of land, and also the adjoining land, to the extent of 20 feet in width, or thereabouts, running parallel to the said lane, on the east side thereof, to the said first-mentioned piece; and power will be taken to discontinue any public or other

right of way over the said lane to be acquired as aforesaid, and power will also be taken to widen the said lane to be acquired as aforesaid on the east side thereof, to the extent of 20 feet, or thereabouts, between the aforesaid points, which said land and lane to be taken and widened will be wholly situate in the said parish of Gillingham and county aforesaid.

To purchase the said pieces and parcels of land, by compulsion or agreement, and also to purchase and use other lands, by agreement, or to take the same on lease, and to manufacture gas, and also to manufacture and sell, and otherwise to dispose of, coke and any residuum and products arising from such manufacture, and to lay down and to maintain mains, pipes, and all other works in, through, across, and under any land, and for that purpose to break up and interfere with all such roads, ways, and places, and to interfere with, cross, stop up, alter, or divert, whether temporarily or permanently, all such roads, ways, streets, bridges, railways, canals, streams, sewers, drains, water-courses, water pipes, and gas pipes, within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary so to break up, interfere with, cross, stop up, alter, or divert as aforesaid, in executing the several purposes of the intended Bill.

To demand and take rates, rents, and charges for the sale and supply of gas, and the sale or hire of gas meters and fittings, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to confer other exemptions, rights, and privileges, and with power to borrow money and to change the name of the Company, if necessary, and to alter, vary, or extinguish the rates, rents, and charges of any amalgamating company, and to enable the Company and the commissioners, local boards of health, vestries, and other local authorities within the said parishes, townships, or other places respectively, to make and carry into effect contracts and agreements for the supply of gas to the public, and other lights, and with reference to other matters incidental to the business of the Company within the same, 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 Bill.

To incorporate with the said Bill "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Gas Works Clauses Act, 1847," or some part of such respective Acts, and to alter, vary, and extinguish all such existing rights and privileges as may be necessary in the attainment of any of the objects of the Bill, or which would in anywise interfere with any of the objects and purposes thereof, and to confer, vary, or extinguish other rights and privileges. To authorise the Company to acquire, hold, use, exercise, and dispose of any patent or other rights in relation to the manufacture and supply of gas, and the utilisation of the residual products arising from the manufacture of gas or otherwise in relation thereto.

To enable the Company to sell or lease their

undertaking, rights, property, and effects to any other company, corporation, or persons now supplying gas within the limits of any part of the proposed Bill, and to take on lease or to purchase the rights, property, and effects of any such Company, and power to any other company, corporation, or persons supplying gas as aforesaid, to sell or lease their undertakings, rights, or privileges, property and effects to the Company, and power will be taken to enable the Company and any other company, corporation, or persons supplying gas as aforesaid, to amalgamate their respective undertakings and to confer all powers necessary on the Company, and to provide for the dissolution of any Company whose undertakings may be purchased or leased or become amalgamated with the undertaking of the Company, or for the dissolution of the Company, and to enable any such other company, corporation, or persons to carry into effect any of the aforesaid purposes; and the Bill will contain power to alter the name of any Company which may become amalgamated as aforesaid.

And notice is hereby given, that plans and sections of the intended road or approach, and plans of all lands to be taken under the powers of the said Bill, and 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, will be deposited with the Clerk of the Peace for the county of Kent, at his office, in the town of Maidstone, in the county of Kent.

And that a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place, in which the said lands are situated, will be deposited, in the case of a parish, with the parish clerk, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence, and that every such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice.

On or before the 23rd day of December next, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1865.

Vallance and Vallance, 20, Essex Street, Strand, London, and Lombard House, George Yard, Lombard Street, in the city of London, Solicitors for the Bill.

Holmes, Anton, Greig, and White, Parliamentary Agents, 18, Abingdon Street, Westminster.

Mercers' Company (St. Paul's School).

(Powers to alter, enlarge, and improve the system of Education at St. Paul's School, founded by Dean Colet; Purchase, Sale, or exchange of Lands by Agreement; Powers for Removal and Division of School; and for other purposes.)

APPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to confer further powers upon the Wardens and Commonalty of the Mystery of Mercers of the city of London, and the Court of Assistants of the same Company, to effect the following objects, or some of them (that is to say):—

To purchase, acquire, hold, sell, convey, and exchange lands by agreement.

To sell, pull down, or remove the existing schoolhouses and premises in St. Paul's churchyard, and erect new schoolhouses, either in or out of the metropolis, or to enlarge the existing schoolhouses and premises, and to remove the school.

To increase the number of scholars to be educated either in one school or in two schools, to board and lodge the scholars or any number of them, and to receive capitation fees for other annual payments for education, board, and lodging.

To divide the school or schools into two classes, one class for boys to be upon the foundation, and to be taught free, without board or lodging, and the other class for boys, not to be on the foundation, who are to pay for their education, board, and lodging.

To alter, amend, or repeal any of the existing statutes, ordinances, rules and regulations relating to any of the objects of the Bill, or the application of the revenues or otherwise.

To enable the Master, Wardens, and Court of Assistants, as the governing body, to make and ordain new statutes, rules, and regulations for the admission of scholars, the appointment of masters, and the amendment and enlargement of the system and standard of education, and for other purposes to be defined in the Bill.

To alter, amend, or repeal some of the provisions of the Act relating to Saint Paul's School (that is to say), 58 Geo. III, cap. 22, no. 1.

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, 1865.

Dated this 14th day of November, 1865.

G. F. P. Sutton, 80, Coleman Street, London, E.C.; Solicitor for the Bill.

Kidwelly and Burry Port Railway and Burry

Port Amalgamation.

(Amalgamation of Companies; Arrangement for Amalgamation; Change of Name; 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 authorize the union and amalgamation of the Kidwelly and Burry Port Railway Company and of the Burry Port Company, and to confer a new name upon the Company formed by such union and amalgamation.

To provide for the consolidation into one undertaking of the undertakings of such two Companies respectively, so that the undertaking, capitals, property, estate and effects, rights, powers and privileges, liabilities and obligations, of what nature or kind soever, and whether with reference to the separate undertakings, capitals, works or property of the said two Companies respectively or to the undertaking, capitals, works or property of any other Company, body or persons, in which the two Companies respectively or either of them may have any interest; and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates and duties, or otherwise, vested in, and belonging to, or exercised or enjoyed by, or attaching to, the said two Companies, jointly or severally, at the time of the

said amalgamation, may (except where otherwise provided in, or by, or under the provisions of the said intended Bill) be amalgamated with, vested in, and belong to, and be exercised, enjoyed, and fulfilled by the Company as one united and consolidated Company, as if the said several Companies were separate and independent Companies, and for the appointment and retirement of, and other arrangements with respect to, directors, officers and servants, and for regulating, fixing, enlarging and determining the capital and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the proprietors therein, and for the mortgage or bond or other debts of the two Companies respectively, and the security of the respective creditors.

To alter, amend, extend, enlarge or repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say) 26 Geo. III, cap. 115; 5 Wm. IV, cap. 41; 10 Wm. IV, cap. 23; 52 Geo. III, cap. 173; 58 Geo. III, cap. 75; 6 Geo. IV, cap. 55; 28 and 29 Vic., cap. 218; and any other Acts relating to the Bury Port Company or Kidwelly and Bury Port Railway Company.

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

Dated this 6th day of November, 1865.

Sutton and Gannaway, 80, Coleman-street, London, E.C., Solicitors for the Bill.

In Parliament—Session 1866.

Fleetwood, Preston, and West Riding Junction Railway.

(Extensions to Clitheroe, Elslack, and Whalley; Enlargement of the Company's Stations in Preston; Powers to the Midland Railway Company to subscribe; Running Powers over the Midland Railway from Elslack to Skipton, and use of Stations; Traffic Facilities, and Working Arrangements affecting the Midland, Lancashire and Yorkshire, London and North Western, and Ribblesdale Railway Companies, and other purposes.)

NOTICE is hereby given, that the Fleetwood, Preston, and West Riding Junction Railway Company (hereinafter called "the Company") intend to apply to Parliament in the next session thereof for an Act (hereinafter referred to as "the Act") to effect the following objects, or some of them, that is to say:—To authorise the construction of the railways hereinafter mentioned, some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

1. A railway (No. 1) to commence in the township of Fulwood, in the parish of Lancaster, in the county of Lancaster, by a junction with the railway of the Company, leading from Preston to Longridge, at or near a point on such railway, distant 910 yards or thereabouts, measured in a south-westerly direction along the said railway, from the bridge carrying the public highway leading from Preston to Longridge over the said railway, near to Grimsargh school, and to terminate by a junction with Railway No. 2; hereinafter described in the extra-parochial place of Standen and Standen Hey, in the township of Pendleton and county of Lancaster, in or near a certain field commonly called the Long-tailed Meadow, belonging to or reputed to belong to

John Thomas Walshman Aspinall, Esquire, and in the occupation of James Hoyle, and adjoining on the easterly side thereof to the portion of the Lancashire and Yorkshire Railway, formerly called the Blackburn, Clitheroe, and North-Western Junction Railway, and which intended railway will pass from, in, through, or into the following parishes, townships, extra-parochial and other places, that is to say: Lancaster, Fulwood, Preston, Grimsargh, otherwise Grimsargh with Brockholes, Elston, Ribchester, Alton, Hothersall, Alton with Hotherstall, Ribchester (township), Dutton, Stidd, Mitton, Aighton Bailey, and Chaigley, Whalley, Little Mitton, otherwise Mitton, Henthorn, and Goldseats, Whalley (township), Wiswell, Pendleton, Standen and Standen Hey, all in the county of Lancaster, and Mitton, otherwise Great Mitton, in the West Riding of the county of York, or some of them.

2. A railway (No. 2) to commence in the extra-parochial place of Standen and Standen Hey aforesaid, by a junction with Railway No. 1 in or near the said field called the Long-tailed Meadow, and to terminate by a junction with Railway No. 3 hereinafter described, in the township of Chatburn, and parish of Whalley, in the county of Lancaster, in or near a certain field commonly called High West Merrils, belonging to James Baldwin, and occupied by John Wilkinson, and numbered 86, in the township of Chatburn, on the plans deposited in the month of November, 1863, with the Clerk of the Peace of the county of Lancaster, at his office at Preston, for the purposes of the application to Parliament for the Ribblesdale Railway Act, 1864, and which said railway (No. 2) will pass from, in, through, or into the following parishes, townships, extra-parochial and other places, that is to say: Standen and Standen Hey, Pendleton, Whalley, Clitheroe, and Chatburn, in the county of Lancaster, or some of them.

3. A railway (No. 3) to commence in the township of Chatburn and parish of Whalley aforesaid, by a junction with the Railway No. 2, in or near the said field called High West Merrils, and to terminate in the township of Elslack, in the parish of Broughton, in the West Riding of the county of York, by a junction with the section of the Midland Railway known as the Leeds and Bradford Extension, at or about 387 yards, measured along the said last-mentioned railway in a north-easterly direction from the north-easterly end of the station-master's house at the Elslack station of the said last-mentioned railway, and which railway (No. 3) will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, that is to say: Whalley, Chatburn, and Downham, in the county of Lancaster, and Gisburn, Rimington, Gisburn (township), Sawley, otherwise Sawley cum Tossie, Bracewell, Barnoldswick, Brogden, Coates, Marton in Craven, East Marton, West Marton, Martons both, Thornton, Thornton in Craven, Broughton, and Elslack, in the West Riding of the county of York, or some of them.

4. A railway (No. 4) to commence in the township of Chatburn, and parish of Whalley aforesaid, by a junction with the authorised line of the Ribblesdale Railway, in or near a certain field commonly called Town field, belonging to Ralph Assheton, Esquire, and occupied by James Hargreaves, and numbered 77, in the township of Chatburn, on the plans deposited as aforesaid for the purposes of the application to Parliament for "the Ribblesdale Railway Act, 1864," and to terminate by a junction with Railway No. 3 in or near the said field called High West Merrils, and which intended Railway No. 4 will be situate

wholly within the township of Chatburn, and parish of Whalley aforesaid.

5. A railway (No. 5) to commence in the township of Chatburn, and parish of Whalley aforesaid, at the north-west side of the turnpike road leading from Clitheroe to Chatburn, at a distance of 28 yards, or thereabouts, measured along the said road in a north-easterly direction from a point in the said road opposite to the north-east corner of the Pendle Hotel, in Chatburn aforesaid, and to terminate by a junction with Railway No. 2 in the said field, commonly called Town field, in the township of Chatburn aforesaid, and which said Railway No. 5 will be situate wholly within the township of Chatburn, and parish of Whalley aforesaid.

6. A railway (No. 6) to commence in the township of Little Mitton, otherwise Mitton Henthorn and Coldcoats, in the parish of Whalley, and county of Lancaster, by a junction with Railway No. 1 in or near a field, commonly called the Higher Mill field, belonging to John Thomas Walshman Aspinall, Esquire, and in the occupation of Christopher Barker, and adjoining to and on the east side of the highway leading from Whalley to Mitton, and to terminate in the township and parish of Whalley, in the county of Lancaster, at the highway leading from Whalley to Mitton, at or about 50 yards west of the bridge or viaduct carrying the portion of the Lancashire and Yorkshire Railway, formerly called the Blackburn, Clitheroe, and North-Western Junction Railway, over the same road, and which said Railway No. 6 will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, that is to say—Whalley, Little Mitton, otherwise Mitton Henthorn and Coldcoats, Wiswell, Pendleton, and Whalley (township), or some of them.

7. And it is also intended to enable the Company to extend and enlarge the stations of the Company in Preston, and for that purpose to purchase and take certain lands and property in the township and parish of Preston, and county of Lancaster, lying on the northerly side of, and abutting upon, the existing line of the Company at Deepdale-road, in the township and parish aforesaid, and bounded on the west by the said road, and partly belonging to the Mayor, Aldermen, and Burgesses of the borough of Preston, and partly to Charles Robert Fletcher Lutwidge, Esquire, and also certain messuages or dwelling-houses, lands, and property in the same township and parish, lying on the northerly and southerly sides respectively of the existing line of the Company, and situate in Fylde-road, Back Bolton-street, Stock-street, Cold Bath-street, and Maudland-road, in the township and parish of Preston aforesaid.

And it is proposed by the Act to apply for the following powers, or some of them.

To authorise deviations from the lines of railway to any extent within the limits of deviation shown upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works. To purchase lands, houses, and other property compulsorily for the purposes of the said intended railways, works, station enlargements, and other the purposes of the Act, to levy tolls, rates, and charges in respect of the undertaking to be authorised by the Bill, and to alter, if need be, the tolls, rates, and charges now leviable by the Company, or by the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the London and North-Western Railway Com-

pany, and the Ribblesdale Railway Company, his any of them, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights or privileges.

To authorise and regulate junctions between the undertaking of the Company and the railways of the Midland Railway Company, the Lancashire and Yorkshire Railway Company, and the Ribblesdale Railway Company, or of one or more of them.

To enable the Company to apply their existing funds, and any moneys which they have power to raise for the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock, and also to all or any of the existing shares and stock in the Company, any preference or priority of dividend, and any other advantage which the Act may define, and to apportion if need be amongst the existing and future shareholders in the Company the traffic arising on the undertaking of the Company for the time being, and to alter if need be the amount and denomination of the existing shares in the Company, and the rights of the shareholders therein.

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

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

To empower the Company and any other Company or person lawfully using the Fleetwood, Preston and West Riding Junction 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, the railways, branches, tramways, quays, wharfs, offices, junctions, sidings, stations, roads, platforms, water, watering places, machinery, works and conveniences of the Midland Railway Company at the junction of the intended Railway No. 3, with the said section of the Midland Railway known as the Leeds and Bradford Extension Railway, and at the Skipton station of the Midland Railway Company, and between that junction and the Skipton station.

To provide for reducing and for defining and fixing by arbitration, or by provisions to be contained in the Act itself, the tolls, charges and payments to be paid by the Company for the use of the portion of the railway of the Lancashire and Yorkshire Railway Company, formerly called the Blackburn, Clitheroe and North-Western Junction Railway, and the stations, sidings,

points, crossings, turntables, water cranes, water and other conveniences of that railway as provided by the Act 9 and 10 Victoria, cap. 246, section 49, and continued by the 92nd section of "The Fleetwood, Preston and West Riding Junction Railway Act, 1856."

To enable the Company on the one hand, and the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the London and North Western Railway Company, and the Ribblesdale Railway Company (hereinafter referred to as "the four Companies"), or one or more of those Companies, on the other hand, from time to time to enter into contracts or arrangements with respect to the management, use, working, construction and maintenance of the undertaking of the Company, or of the respective undertakings of the four Companies, or any part or parts thereof respectively; the supply of rolling or working stock or machinery, and of officers and servants for the conduct of the traffic thereon; the payments to be made and the conditions to be performed with respect to such management, use, working, construction and maintenance; the interchange, accommodation, conveyance and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the fixing and division 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 Act may be made touching any of the matters aforesaid.

And for the purposes aforesaid it is intended (if need be) to alter, amend and extend, or to repeal all or some of the powers and provisions of "The Fleetwood, Preston and West Riding Junction Railway Act, 1846," "The Fleetwood, Preston and West Riding Junction Railway Act, 1856," and of the local and personal Acts following, that is to say:—9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; 6 and 7 William 4, cap. 111; 10 and 11 Vic., cap. 166; 22 and 23 Vic., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company, and of "The Ribblesdale Railway Act, 1864."

Duplicate plans and sections describing the lines, situation and levels of the proposed works, and the lands, houses and other property in or through which they will be made, or which will be required for the other purposes of the Act, 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 palatine of Lancaster, at his office at Preston, and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and on or before the same day a copy of so much of the said plans sections, and books of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place with the Clerk of some

parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 11th day of November, 1865.

William Gilbertson, Preston, Solicitor for the Bill.

John Newall, 44, Parliament-street, Parliamentary Agent.

Devon and Cornwall Railway.

(Construction of Railways at Devonport and Plymouth; Additional Lands at St. Andrew, Plymouth; Power to lay down Narrow Gauge on portion of Cornwall Railway, and to compel Cornwall and South Devon Railway Companies to contribute to the cost thereof; Provisions compelling the Launceston and South Devon Railway Company to lay down Narrow Gauge over portion of their Railway; Running Powers over Railways of Central Cornwall, Bodmin, and Wadebridge, West Cornwall, Exeter and Crediton, and Launceston and South Devon Railway Companies, and over portions of Railways of the Cornwall, London and South Western, Bristol and Exeter, and South Devon Railway Companies; Working Arrangements with other Companies; Powers to raise and apply Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Devon and Cornwall Railway Company (hereinafter called the Company) for an Act for the following, or some of the following, among other purposes:—

To authorise the Company to make and maintain the railways hereinafter mentioned, or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):—

A railway (No. 1), to commence in the parish St. Andrew, Plymouth, in the county of Devon, by a junction with the South Devon Railway, at a point thereon distant three chains or thereabouts, measured in a westerly direction along that railway, from the bridge by which the said railway is carried over the Saltash-road leading from Milehouse to North-road, and to terminate in the parish of Stoke Damerel, in the same county, by a junction with the Cornwall Railway, at a point thereon distant one chain or thereabouts, measured in a north-westerly direction along that railway, from the bridge by which the said railway is carried over the public road known as Dead Lake-lane, which said intended railway (No. 1) will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say, St. Andrew, Plymouth, Pennycomequick, Stoke Damerel, and Devonport, all in the county of Devon.

A railway (No. 2), situate wholly in the parish of Stoke Damerel, in the county of Devon, to commence by a junction with the Cornwall Railway at or near the bridge by which the public road known as Stoke-road, leading from Stoke past Mount Edgecumbe-terrace to Mill-bridge, is carried over that railway, and to terminate in a pasture field, part of the glebe lands of the said parish of Stoke Damerel, in the occupation of William Bostick, and which pasture field abuts to the eastward on the road in front of Albemarle-villas, and to the southward on the lower Stoke-road.

To empower the Company to purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended railways and works, and also for the erection of a station and other purposes connected with their undertaking, the lands and houses following, or some of them (that is to say):—certain lands and houses in the parish of St. Andrew, Plymouth, bounded on the south by the rails of the South Devon Railway, and running parallel therewith, and being in width 60 yards or thereabouts, and extending 400 yards or thereabouts eastward from Saltash-road, leading from Milehouse to the North-road; also certain lands and houses in the said parish of St. Andrew, Plymouth, bounded on the north by the rails of the South Devon Railway, on the west by the said Saltash-road, on the south by the North-road, and extending in an eastward direction 400 yards or thereabouts from the said Saltash-road, and to authorise the Company to make and erect a station with all proper works and conveniences connected therewith, on the said lands or any of them.

To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, to alter the tolls which the Company are now authorised to take, to confer exemptions from the payment of such tolls, rates, and duties, to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, all such turnpike roads, streets, highways, streams, canals, navigations, rivers, railways, tramways, and other works, within or adjoining the aforesaid parishes or townships and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act.

To authorise the Company to lay down on such portion of the Cornwall Railway as lies between the junction of that railway with the South Devon Railway and a point on the Cornwall Railway, distant 100 yards or thereabouts measured along that railway in a northerly direction from the viaduct by which that railway is carried over that part of the Hamoaze known as Weston Mill Lake, an additional rail or additional rails, so as to adapt the same to engines and carriages on the narrow guage as well as the broad guage, and to require and compel the Cornwall Railway Company to afford all requisite facilities for the purpose, and also to require and compel the Cornwall Railway Company and the South Devon Railway Company, or either of them, to contribute towards the expense of laying down such additional rail or additional rails, in such proportions and upon such terms and conditions as (in default of agreement) shall be settled by arbitration or by the Board of Trade, or provided in the intended Act.

To empower the Company and all other Companies and persons lawfully using the intended and authorised railways of the Company, or any or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, officers and servants, and for the purposes of traffic of every description, and upon such terms and conditions, and on payment of such tolls, rates, and charges as (in default of agreement) shall be settled by arbitration or defined by the intended Act, the railways and portions of railways, whether constructed or authorised, hereinafter mentioned,

together with the stations, sidings, roads, watering-places, booking-offices, warehouses, platforms, machinery, works, and conveniences connected therewith respectively, that is to say:

The railways of the Central Cornwall Railway Company.

The railways of the Bodmin and Wadebridge Railway Company.

The West Cornwall Railway.

So much of the North Devon Railway as lies between the respective junctions therewith of the railway of the Company, and the Exeter and Crediton Railway.

The Exeter and Crediton Railway.—So much of the railways belonging to the Bristol and Exeter Railway Company, the London and South Western Railway Company, and the South Devon Railway Company respectively, as is situate and lies between the junction of the Exeter and Crediton Railway with the Bristol and Exeter Railway and the Queen-street station, at Exeter, of the London and South Western Railway Company, including that station, and also the St. David's station, at Exeter, on the Bristol and Exeter Railway.

The Launceston and South Devon Railway.—So much of the Cornwall Railway as is situate and lies between the intended junction therewith of the Central Cornwall Railway, as authorised by the "Central Cornwall Railway Act, 1865," and the Falmouth station of the Cornwall Railway, at Falmouth, including that station.

So much of the Cornwall Railway as lies between its junction with the South Devon Railway and a point on the Cornwall Railway distant 100 yards or thereabouts measured along that railway in a northerly direction from the viaduct by which that railway is carried over that part of the Hamoaze known as Weston Mill Lake hereinbefore described, on which it is intended to apply for powers to enable the Company to lay down an additional rail or additional rails as aforesaid.

The South Devon and Tavistock Railway.—So much of the South Devon Railway as lies between the junction therewith of the South Devon and Tavistock Railway and Plymouth, including the station of the South Devon Railway Company at Mill Bay, Plymouth, and also including the Sutton Harbour branch Railway of the South Devon Railway, and the station at Sutton Harbour, Plymouth. And also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before mentioned railways and portions of railways, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from the payment of such tolls, rates, and duties, and to require and compel the Companies owning or working the said railways and portions of railways to afford all requisite facilities and render all necessary services for those purposes.

To authorise and require the Launceston and South Devon Railway Company at such times and upon such terms and conditions as in default of agreement shall be settled by arbitration or by the Board of Trade, or provided by the intended Act, to lay down on so much of their railway as lies between the authorised junction therewith of the railway of the Company and the junction of the said Launceston and South Devon Railway with the South Devon and Tavistock Railway, an additional rail, or additional rails, so as to adapt the same to engines and carriages on the narrow as well as on the broad guage.

To authorise the Company to apply for the purposes of the intended Act, or any of them, their corporate funds, and for those purposes, and

for the general purposes of the Company, or either of them, to raise further money by borrowing on mortgage or bond, and by the creation of new shares and stock, with or without a preference, priority, or guarantee, in payment of interest or dividend or other rights or privileges attached thereto, and if thought fit in one or more classes, or by any of those means, and either as part of their general capital and loan, or wholly or partially as a separate capital and loan, charged primarily or exclusively on all or any part of the intended railways and works.

To empower the Company on the one hand, and the London and South Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, and the Cornwall Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts and arrangements for or with reference to the construction, maintenance, management, working, and using by the contracting Companies, or either of them, of the undertakings of the other or others of them, or of any part thereof respectively, the supply of rolling or working stock and machinery, and of officers and servants for the conduct of the traffic on the same undertakings, the payments to be made, and the conditions to be performed with respect to such construction, maintenance, management, working, and use, the interchange, accommodation, conveyance, and delivery of the traffic coming from, or destined for, the respective undertakings of the contracting Companies, the levying, fixing, collection, division, and apportionment of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the rent, payment, and allowances or considerations, either annually or in gross, to be made or paid by any or either of the contracting Companies to the other or others of them, and to authorise the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

To sanction and confirm any agreement already made, or which, prior to the passing of the intended Act, may be made between the Company and the other Companies before named, or any or either of them, with respect to all or any of the matters aforesaid.

To alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of "The Okehampton Railway Act, 1862," "The Okehampton Railway Act, 1863," "The Okehampton Railway Act, 1864," "The Okehampton Railway (Extensions to Bude and Torrington) Act, 1865," "The Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864," "The Central Cornwall Railway Act, 1865;" the local and personal Acts of Parliament following, or some of them, viz.: 2 Wm. 4, cap. 47, 5 and 6 Wm. 4, cap. 93; and 28 and 29 Vic., cap. 370, relating the Bodmin and Wadebridge Railway Company, and any other Acts relating to or affecting that Company; 9 and 10 Vic., cap. 386; 13 and 14 Vic., cap. 98; 16 and 17 Vic., cap. 187; 24 and 25 Vic., cap. 54, relating to the West Cornwall Railway Company, and any other Acts relating to or affecting that Company.

8 and 9 Vic., cap. 88; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 22; 18 and 19 Vic., cap. 63; and 23 and 24 Vic., cap. 103; relating to the Exeter and Crediton Railway Company, and any other Acts relating to or affecting that Company.

25 and 26 Vic., cap. 111, and 26 and 27 Vic., cap. 105, relating to the Launceston and South

Devon Railway Company, and any other Acts relating to or affecting that Company.

9 and 10 Vic., cap. 335; 10 and 11 Vic., cap. 72; 17 and 18 Vic., cap. 85; 18 and 19 Vic., cap. 59; 21 and 22 Vic., cap. 88; and 24 and 25 Vic., cap. 215; relating to the Cornwall Railway Company, and any other Acts relating to or affecting that Company.

4 and 5 William IV., cap. 88; 1 Vic., caps. 1 and 71; 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33, and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99, 140, and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 64, 92, 103, 133, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42 and 152; 26 and 27 Vic., caps. 90, 109, and 208; 27 and 28 Vic., caps. 87, 166, 174, and 227; and 28 and 29 Vic., caps. 102, 103, 104, and 304, relating to the London and South Western Railway Company, and any other Acts relating to or affecting that Company.

6 Wm. 4, cap. 36; 1 Vic., cap. 26; 3 Vic., cap. 47; 4 and 5 Vic., cap. 41; 8 and 9 Vic., cap. 155; 9 and 10 Vic., cap. 181; 11 and 12 Vic., caps. 28, 77, and 82; 14 Vic., cap. 22; 15 Vic., cap. 9; 18 Vic., cap. 63; 23 and 24 Vic., cap. 92; 25 and 26 Vic., cap. 21; and 26 and 27 Vic., cap. 60; and 28 and 29 Vic., caps. 43, 97, and 98; relating to the Bristol and Exeter Railway Company, and any other Acts relating to or affecting that Company, 7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., caps. 122 and 189; 20 Vic., cap. 1; 20 and 21 Vic., cap. 8; 21 and 22 Vic., cap. 102; 23 and 24 Vic., caps. 10 and 103; and 28 and 29 Vic., cap. 255, relating to the South Devon Railway Company, and any other Acts relating to or affecting that Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, and plans of the lands and houses to be taken compulsorily under the powers of the intended Act, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter; 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 in or through which the intended railways and works are proposed to be made, or lands are situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that 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 next.

Dated this 10th day of November, 1865.

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

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

Forth and Clyde Junction and Caledonian Railway Companies.

(Amalgamation, Purchase, or Lease; Running Powers over portions of undertaking of North British Railway Company; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to vest in the Caledonian Railway Company, or to authorize or provide for the vesting in that Company, by amalgamation, purchase, or lease, from and after such date, and on such terms and conditions as have been, or may be agreed upon, or as may be fixed by or under the provisions of the said Bill, of the undertaking of the Forth and Clyde Junction Railway Company, together with the lands, works, property, moneys and effects, and powers, rights, and privileges, of the Forth and Clyde Junction Railway Company, of whatsoever kind, whether constituted by statute, agreement, or otherwise, and whether with reference to the raising and borrowing of money, the purchase, compulsorily or otherwise, of lands and houses, the construction of works, the fixing and levying of tolls, rates, and charges, the management, maintenance, working, and use of the said undertaking, or otherwise, which shall have been or shall be vested in, or held or enjoyed by, the Forth and Clyde Junction Railway Company, at the time of the said amalgamation, purchase, or lease.

And it is intended by the said Bill to provide, if thought expedient, for the dissolution of the Forth and Clyde Junction Railway Company, and for the incorporation of the shareholders therein, or some of them, with the Caledonian Railway Company and the shareholders in that Company; and also to provide for varying, regulating, and fixing the capital of the said two Companies, or of the Caledonian Railway Company, and the rights, privileges, preferences, and priorities in and against the Caledonian Railway Company and the respective undertakings of the said two Companies, or the united undertaking, and the respective portions thereof, of the several classes of shareholders in the said two Companies, and of the holders of debenture stock in and of annuities, mortgages, bonds, and funded and other debts due by the said two Companies respectively or either of them; and for the fulfilment and discharge by the Caledonian Railway Company of all or some of the obligations entered into, and debts and liabilities incurred by the Forth and Clyde Junction Railway Company.

And it is intended by the said Bill to authorize the Caledonian Railway Company to redeem the preference and ordinary shares which have been issued by the Forth and Clyde Junction Railway Company, by payment of such price or substitution of such shares or stock (ordinary, preference, or guaranteed) in the Caledonian Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to autho-

alize the Caledonian Railway Company to guarantee a fixed or fluctuating dividend upon each of the said classes of shares in the Forth and Clyde Junction Railway Company; and to create and issue new stock or shares in the Caledonian Railway Company, with or without preference or guarantee of dividend; and to borrow additional money on mortgage or on bond or cash credit; and to create and issue debenture stock in lieu of the sums so borrowed or authorized to be borrowed; as also to levy tolls, rates, and charges in respect of the use of the Forth and Clyde Junction Railway and works connected therewith, and the conveyance of traffic thereon; and to authorize the alteration of existing tolls, rates, and charges, the conferring, varying, and extinguishing of exemptions from payment of such existing, altered, or new tolls, rates, and charges, and other rights and privileges; and to make provision for cancelling forfeited and unissued shares in each of the said Companies; and to enact or provide for all such powers, provisions, matters, and things, as may be necessary, convenient, or proper for effecting such amalgamation, purchase, or lease as aforesaid, or in relation thereto; and to authorize the said Companies to enter into and execute all conveyances, leases, and agreements which may be necessary for effecting the objects aforesaid; and to confirm any such agreement or agreements which may have been or may be entered into between them prior to the passing of the said Bill.

And it is intended by the said Bill to empower the Caledonian Railway Company, for the purposes of mineral and goods traffic, to run over and use with their engines, waggons, and trucks, and to use with their clerks, officers, and servants, the portions after mentioned of the undertaking of the North British Railway Company, viz.:—The railway now or formerly called the Stirling and Dunfermline Railway, together with the branch railways, stations, sidings, watering-places, water, and other works and conveniences connected therewith; and that part of the railway now or formerly called the Caledonian and Dumbartonshire Junction Railway, lying between the junction therewith of the Forth and Clyde Junction Railway and Bowling, together with the station at Bowling, and the station accommodation, watering-places, water, and other works and conveniences connected therewith, upon the terms and conditions and upon payment of the tolls and rent agreed upon between the Forth and Clyde Junction Railway Company and the Edinburgh and Glasgow Railway Company, to whom the said Stirling and Dunfermline Railway and Caledonian and Dumbartonshire Junction Railway formerly belonged, and for that purpose to alter the statutory tolls, rates, and charges leviable by the North British Railway Company in respect of the said portions of their undertaking, to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges, and to enable the Caledonian Railway Company to levy tolls, rates, and charges in respect of traffic conveyed by them over the said portions of the undertaking of the North British Railway Company, as also to confirm all agreements made between the Forth and Clyde Junction Railway Company and the Edinburgh and Glasgow Railway Company with respect to the several matters aforesaid, and to vest in the Caledonian Railway Company all the rights, powers, and privileges conferred by such agreements on the Forth and Clyde Junction Railway Company.

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 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th; and the 28th and 29th years of the reign of Her present Majesty; as also to amend or repeal "The Forth and Clyde Junction Railway Act, 1853," "The Forth and Clyde Junction Railway (Amendment) Act, 1857," and "The Forth and Clyde Junction Railway (Dalmonach Branch) Act, 1861;" as also the following Acts relating to those portions of the undertaking of the North British Railway Company now or formerly called the Caledonian and Dumbartonshire Junction Railway and the Stirling and Dunfermline Railway, viz. (local): 9 and 10 Victoria, chapters 81 and 202; 10 and 11 Victoria, chapter 83; 11 and 12 Victoria, chapter 127; 12 and 13 Victoria, chapter 86; 19 and 20 Victoria, chapter 106; 21 and 22 Victoria, chapter 64; and 25 and 26 Victoria, chapter 135; as also "The North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," "The North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865," and the several other Acts relating to the North British Railway Company, and to the undertakings now belonging to and held in lease by them, passed in the sessions of Parliament held respectively in the 14th and 15th, the 15th and 16th, the 16th and 17th, the 18th and 19th, 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, and the 28th and 29th 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.

Shiell and Small, 5, Bank-street, Dundee.

Grahames and Wardlaw, 30, Great George-street, Westminster.

Caledonian Railway.

Glasgow Lines.

(Construction of Railway from the Glasgow and Paisley Joint Line to the Caledonian Railway Company's Dalmarnock Branch on the North side of the River Clyde, with Branches to that Company's Barrhead and Paisley Branch, to the Glasgow Dumbarton and Helensburgh Railway, and to the Glasgow Garnkirk and Coatbridge Railway, and a New Connecting Line between the said Dalmarnock Branch and the Clydesdale Junction 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, and other works, or some one or more of them, or some 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 the joint line of railway between Glasgow and Paisley, belonging to the Caledonian and Glasgow and South Western Railway Companies, at or near a point in the Abbey parish of Paisley and county of Renfrew, about three chains eastward from the bridge by which the public road from Renfrew by Bogside to the turnpike road leading from Glasgow to Paisley, near Ralston, is carried over the said joint line, which bridge is about two furlongs south-eastward from East Arkleston farm-steading, and terminating by a junction with the Company's Dalmarnock Branch, authorized by "The Caledonian Railway (Dalmarnock Branch) Act, 1858," at or near a point in the parish of Calton and county of Lanark, about two chains northward from the north end of the northmost span of the bridge by which the said Dalmarnock Branch is carried across the River Clyde; 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, and for the purposes of station accommodation, sidings, and other works in connection therewith, will be, and are situate in the following places, or some of them, viz. the Abbey parish of Paisley and the parish of Renfrew, in the county of Renfrew, and the parish of Govan, the barony parish of Glasgow, the city parish of Glasgow, the parish of Calton, the burgh of Partick, and the city and royal burgh of Glasgow, in the county of Lanark.

Secondly. A railway (hereinafter called "Line No. 2"), commencing by a junction with the authorized line of railway from the Glasgow Barrhead and Neilston Direct Railway to the said joint line near Paisley, authorized by "The Caledonian Railway (Barrhead and Paisley Branch, &c.) Act, 1865," at or near a point in the Abbey parish of Paisley and county of Renfrew, about one and a half furlongs eastward from Whitehaugh House, and terminating by a junction with Line No. 1, at or near a point in the same parish, about one furlong north-westward from the farm-steading of North Hillington, 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, and of station accommodation, sidings, and other works in connection therewith, will be, and are situate in the following places, or some of them, viz., the Abbey parish of Paisley, the parish of Renfrew, and the town of Paisley, in the county of Renfrew.

Thirdly. A railway (hereinafter called "Line No. 3"), commencing by a junction with the Glasgow Dumbarton and Helensburgh Railway, at or near a point in the parish of Old Kilpatrick and county of Dumbarton, about one chain eastward from the booking office at the Dalmuir station of that railway; and terminating by a junction with Line No. 1, at or near a point in the parish of Govan and county of Lanark, about three chains north-eastward from the north-eastern corner of the Partick sawmills, near Merklands; 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, and of station accommodation, sidings, and other works in connection therewith, will be, and are situate in the following places, or some of them, viz. the parishes of Old Kilpatrick and New Kilpatrick, in the county of Dumbarton, the parish of Renfrew, in the county of Renfrew, and the parish of Govan, the burgh of Partick, and the city and royal burgh of Glasgow, in the county of Lanark.

Fourthly. A railway (hereinafter called "Line

No. 4"), commencing by a junction with Line No. 1, at or near a point in the city parish of Glasgow, about three chains southward from the bridge by which Duke-street of Glasgow is carried over the Molendinar Burn, and terminating by a junction with that part of the Company's undertaking called the Glasgow Garnkirk and Coatbridge Railway, at or near a point in the parish of Springburn and county of Lanark, about two and a quarter furlongs, measured along that railway in a north-easterly direction, from the bridge over that railway, which is situate about seven chains north-eastward from the farmstead of Milton; 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, and of station accommodation, sidings, and other works in connection therewith, will be, and are situate in the following places, or some of them, viz., the city parish of Glasgow, the barony parish of Glasgow, the parishes of Shettleston, Springburn, and Maryhill, and the city and royal burgh of Glasgow, all in the county of Lanark.

Fifthly. A railway (hereinafter called "Line No. 5"), commencing by a junction with the said Dalmarnock Branch, at or near a point in the parish of Rutherglen and county of Lanark, about one furlong and a quarter southward from the south end of the southmost span of the bridge by which the said Dalmarnock Branch is carried across the River Clyde, and terminating by a junction with that part of the Company's undertaking called the Clydesdale Junction Railway, at a point in the same parish, about four chains eastward from the bridge by which the turnpike road leading from Rutherglen to Dalmarnock Bridge is carried over the said Clydesdale Junction Railway; 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 in the parish of Rutherglen, and the royal burgh of Rutherglen, 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 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 several 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 office at Paisley of the principal Sheriff-Clerk of the county of Renfrew; in the office at Glasgow of the principal Sheriff-Clerk of the county of Lanark; and in the office at Dumbarton of the principal Sheriff-Clerk of the county of Dumbarton; 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 royal burghs of Glasgow and Rutherglen 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 respectively, at the usual place of abode of such schoolmaster or session-clerk, and with the town-clerks of the said royal burghs, at their offices in Glasgow and Rutherglen respectively.

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 also to stop up and appropriate the site of certain portions of Wellington-street and West Campbell-street, Glasgow, and of other streets, roads, lanes, and thoroughfares, all situate in the several parishes and places before named.

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, 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 purposes aforesaid, and any other Companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance, or use of the said proposed railways and other works, or by the stopping up of any streets, roads, lanes, or thoroughfares; 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, 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; as also "The Glasgow Police Act, 1862."

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.

Galston and Troon Branches.

(Construction of Railways from Glasgow and South-Western Railway at Kilmarnock to Troon Harbour—to near Troon Station on that Railway—and to Galston; Power to use parts of Glasgow and South-Western Railway Company's Lines, and their Stations at Kilmarnock and Ayr, and the Rails at Troon Harbour; Facilities in respect thereof and of the Kilmarnock and Troon Railway; Arrangements with the Glasgow and South-Western Railway Company and with the Proprietor of Troon Harbour; Construction by or transference to such Proprietor of part of proposed Railways; 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 in connection therewith respectively, that is to say:—

First—A railway (hereinafter called "Line No. 1") commencing by a junction with the Glasgow and South-Western Railway at or near a point in the burgh of Kilmarnock about three chains westward from the western side of Portland-street in the said burgh, where that street is crossed by the said railway, and terminating by a junction with the rails on the quays on the western side of Troon harbour at or near a point about nine chains southward from the stationary

red light at the entrance to that harbour; 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 Kilmarnock, the Laigh Kirk parish of Kilmarnock, the High Kirk parish of Kilmarnock, and the parishes of Riccarton, Symington, Monkton and Prestwick, and Dundonald, and the burgh of Kilmarnock, all in the county of Ayr, and the Firth of Clyde in or *ex adverso* of the said parish of Dundonald:

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 Riccarton and county of Ayr, about eleven chains westward from the farm-steading of Bellsland, and terminating at the village of Galston, 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, Galston; 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 Riccarton, Kilmarnock, Loudoun, and Galston, all in the county of Ayr:

Thirdly—A railway (hereinafter called "Line No. 3") commencing by a junction with Line No. 1 at or near a point in the parish of Dundonald and county of Ayr, in Darley Plantation, about two and a quarter furlongs eastward from the eastmost cottage at Willockston, and terminating by a junction with the Glasgow and South-Western Railway at or near a point in the same parish, about three and a half furlongs, measured along that railway, southward from the station-house at Troon passenger station, and about two chains southward from the post on that railway indicating a distance of $3\frac{1}{4}$ miles from Glasgow and $5\frac{1}{2}$ miles from Ayr; 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 wholly in the parish of Dundonald, in the county of Ayr:

Fourthly—A railway (hereinafter called "Line No. 4") commencing by a junction with Line No. 1 at or near a point in the parish of Dundonald and county of Ayr, about fourteen chains southward from the Free-Church Manse near St. Medda's on the road leading from Troon passenger station to Portland-street, Troon, and terminating by a junction with the rails on the quay or breakwater on the eastern side of Troon harbour, at or near a point about ten chains south-eastward from the north-western end of said quay or breakwater; 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 in the parish of Dundonald, in the county of Ayr, and the Firth of Clyde in or *ex adverso* of that parish.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, or which may be required to be taken for the purposes of the said works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and 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 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 published as aforesaid, will also, on or before the said thirtieth day of November instant, be deposited for public inspection with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the said parishes respectively 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 purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights, and privileges which may affect or be affected by the construction, maintenance or use of the said proposed railways 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, 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 railways, or any of them, or any of the other railways of the Company, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, the portion of the Glasgow and South-Western Railway between the intended junction with that railway of Line No. 1 at the commencement thereof, and the Glasgow and South-Western Railway Company's passenger and goods stations at Kilmarnock; as also the portion of the Glasgow and South-Western Railway between the intended junction with that railway of Line No. 3, and the Glasgow and South-Western Railway Company's passenger and goods stations at Ayr; as also the said passenger and goods stations, and booking offices thereof, and the watering-places, sidings, and other works and conveniences connected with the said portions of railway and stations respectively; as also the rails on the quays of the harbour of Troon, belonging to the proprietor of Troon harbour, the Company of proprietors of the Kilmarnock and Troon Railway, otherwise called the Kilmarnock and Troon Railway Company, and the Glasgow and South-Western Railway Company, or to one or more of those parties; on 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 traffic from, to, or beyond the railways of the Company, including the said proposed railways, over the said portions of the Glasgow and South-Western Railway, and over the Kilmarnock and Troon Railway, and over the said rails on the quays of the harbour of Troon, or any part thereof respectively, and for the accommodation and interchange of such traffic at the said stations, upon such terms and conditions as may be agreed upon, settled by arbitration, or defined as aforesaid; as also to empower the Company on the one hand and the Glasgow and South-Western Railway Company and the proprietor of Troon harbour or either of them on the other hand, to enter into agreements with respect to the use by the Company of the railways and other works belonging to or held in lease by the Glasgow and South-Western Railway Company, and the proprietor of Troon harbour, or either of them, or any part thereof, and the interchange, forwarding, and conducting of traffic between, over, and upon the same; or to make provision in the said Bill for such use, and with respect to such interchange, forwarding, and conducting of traffic, and all matters connected therewith respectively.

And it is further intended by the said Bill, so far as necessary or expedient for any of the several purposes aforesaid, to alter the tolls, rates, and charges leviable in respect of the use of any portions of the railways belonging to or held in lease by the Glasgow and South-Western Railway Company, or by the proprietor of Troon harbour, and works connected therewith respectively, and of the conveyance of traffic thereon, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges.

And it is further intended by the said Bill to make provision for the construction by or transference to the proprietor of Troon harbour, and for the maintenance by him, of so much of Line No. 1 and Line No. 4, leading to that harbour,

as shall be defined in the said Bill, or fixed by agreement between such proprietor and the Company, upon such terms and conditions as shall be defined or fixed as aforesaid; and for the use by such proprietor of the rails belonging to or held in lease by the Glasgow and South-Western Railway Company on the quays of the said harbour; and for enabling such proprietor to levy tolls, rates, and charges for the use of the portions of railway which may be constructed by or transferred to him as aforesaid, and the conveyance of traffic thereon; and to confer upon such proprietor, for the purpose of the construction, maintenance, working, and use by him of the said portions of railway, all the powers, rights, and privileges hereinbefore specified as intended to be conferred on the Company with respect thereto.

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 alter and amend the powers and provisions of the several Acts after mentioned, or some of them, that is to say: "The Caledonian Railway Act, 1845," and the several Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease 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 by that Company, passed in the sessions of Parliament held respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also the following Acts relating to the Kilmarnock and Troon Railway, viz., 48 Geo. III, chapter 46; 1 Victoria, chapter 105; and 9 and 10 Victoria, chapter 211; as also the Act 48 Geo. III, chapter 47, relating to Troon Harbour; as also any other Acts recited in the Acts before mentioned or referred to, or relating to the before-mentioned Companies or undertakings.

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.

London Brighton and South Coast Railway
(Various Powers).

(Consolidation, Definition, and Arrangement of Company's Capital and undertaking obligations and powers under their own Acts and the Acts of other Companies whose undertakings, or any interests in whose undertakings, are amalgamated with or transferred or leased to or vested in the Company, or are authorized so to be, and of the Company's Shares, Stocks, Securities, and Revenues, and the rights and priorities thereof; Further Powers relating to such other Companies and their undertakings; Dissolution of such other Companies; Varying mode of assessing certain Compensations; Power to Lease Lands; New Lines and Works in Sussex; Additional Land at Leominster; Abandonment of Ford Junction Railway; Contributions to Surrey and Sussex, and Chichester and Midhurst Railway Companies; Further Money Powers for acquisition of Mid-Sussex and Midhurst Junction Railway and other purposes; Amendment of Acts.)

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

To define, declare, consolidate, and regulate the undertaking, railways, works, and property of the London, Brighton, and South Coast Railway Company (hereinafter called "The Company"), including the undertakings, railways, works, and property of other Companies named in this notice which, or any interests in which, are amalgamated with or transferred or leased to or otherwise vested in the Company or authorized so to be, and the powers, rights, duties, liabilities, obligations, and position of the Company, and of such other Companies, and of other bodies (including the London and South Western Railway Company), or persons with regard thereto respectively, and whether such powers, rights, duties, and obligations respectively arise under the said Acts or under any agreements or arrangements, and (if deemed expedient) to vary any such powers, rights, duties, or obligations:

To define, declare, and regulate the capital and debt of the Company, and their powers of raising money by shares, stock, and borrowing, and also their pecuniary powers and liabilities with respect to the other Companies, bodies, and persons before mentioned or referred to, and with respect to the capitals, debts, revenues, proprietors, and creditors of such other Companies, and to classify, define, vary, increase, reduce, cancel, consolidate, and regulate all or any of the stocks, shares, and securities, priorities, charges, rights, and privileges of the proprietors and creditors of the Company, and also of the proprietors and creditors of any such other Companies as aforesaid, and to define, vary, and regulate the revenues accruing and to accrue to the Company from their own undertaking, and from the other undertakings before mentioned or referred to, and the application of such revenues.

To make further provision for vesting in or confirming to the Company the undertakings, railways, works, and property of such other Companies as aforesaid, or some of them, or some parts thereof, and also (with or without alteration) their powers with respect to raising money by shares and stock, and by borrowing, and with respect to the acquisition of lands and houses and completion of works, and any other powers of such Companies:

To apply to the Railways and undertakings of such other Companies as aforesaid the bye-laws and regulations, tolls, rates, and charges of the Company, and to vary the tolls, rates, and charges authorized to be levied by such Companies and by the Company, and to levy new tolls, rates, and charges on or in respect of such railways and undertakings, and also on or in respect of the railways and undertaking of the Company (including the Railways to be authorized by the Bill), and to confer exemptions from the payment of such tolls, rates, and charges respectively :

To make (if deemed expedient) further provision with respect to the dissolution of any such other Companies as aforesaid, and winding up their affairs :

To empower the Company to contribute to the respective undertakings and capitals of the Surrey and Sussex Junction Railway Company and the Chichester and Midhurst Railway Company, and to take shares therein, and to lend money to those Companies respectively, and to pay or guarantee to or for those Companies respectively any rent or any interest or dividend on the share capitals of those Companies respectively, or on any part thereof, and any principal moneys borrowed by those Companies respectively and the interest thereof, and to make other pecuniary arrangements with those Companies respectively, and to vote at meetings of those Companies respectively, and to appoint directors thereof respectively :

To sanction and give effect to agreements between the Company and any of the other Companies mentioned or referred to in this notice for or with respect to any of the objects of the intended Bill and any incidental matters :

To alter the mode of assessing and settling claims to compensation made upon the Company by tenants for a year, or from year to year, and others, and whether arising under the Bill or under any Acts passed or to be passed relating to the Company :

To empower the Company to grant leases of any lands and property now or hereafter belonging to them, and not for the time being required for the purposes of their undertakings, and to sell reversions :

To empower the Company to make and maintain the railways, or some of the railways hereinafter described, with stations, approaches, and conveniences, and to exercise the following powers (that is to say) :

First. A railway (Worthing Junction) wholly in the parishes of Old Shoreham and Lancing, in the county of Sussex, commencing in the said parish of Old Shoreham by a junction with the Shoreham, Henfield, and Mid-Sussex Branch Line of the London, Brighton and South Coast Railway at a point thirteen chains or thereabouts north of the crossing on the level by the said branch line of the public road leading from Old Shoreham to Broadwater, and terminating in the said parish of Lancing by a junction with the Portsmouth Line of the London, Brighton and South Coast Railway at a point fifty-seven chains or thereabouts west of the western end of the viaduct carrying the said Portsmouth Line over the River Adur :

(Ford Junction Railways.)—A Railway (Junction No. 1) wholly in the parish of Leominster, in the county of Sussex, commencing by a junction with the Ford and Mid-Sussex Junction of the London, Brighton, and South Coast Railway at a point distant sixty-one chains or thereabouts (measuring along the Mid-Sussex Junction) from the bridge carrying the said Portsmouth Line

over the River Arun, and terminating by a junction with the Littlehampton Branch of the London, Brighton, and South Coast Railway at a point fifty-seven chains or thereabouts measuring along the Littlehampton Branch south-east of the same bridge ;

A Railway (Junction No. 2) wholly in the said parish of Leominster, commencing by a junction with the said Portsmouth Line at a point thirty-three chains or thereabouts (measuring along that line) east of the said bridge carrying that line over the River Arun, and terminating by a junction with the intended Junction No. 1 at a point fifteen chains or thereabouts north-eastward of the commencement of the said Junction No. 2 ;

A road (wholly in the said parish of Leominster) commencing from and out of the road from Littlehampton to Leominster, at or near the Six Bells public-house, and running thence in a direction nearly due west, and parallel to the said Portsmouth Line, for a distance of fifty-seven chains or thereabouts, and terminating at the end of that distance in a field numbered 333 on the Tithe Commutation Map for the said parish of Leominster :

To deviate laterally from the lines of the intended works to the extent shown on the plans, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and (if deemed expedient) beyond the extent of vertical deviation allowed by "The Railways Clauses Consolidation Act, 1845."

To cross, stop up, alter or divert for the purposes of the works aforesaid, and either temporarily or permanently, roads, highways, footpaths, streets, railways, tramways, telegraphs, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within or adjoining the aforesaid parishes, townships, and places, or any of them :

To purchase and take compulsorily or by agreement, lands, houses, and hereditaments for the purposes of the intended works, and also extra land in the said parish of Leominster for station accommodation and other purposes connected with the Portsmouth Line and intended junction lines :

To levy tolls, rates, and duties upon or in respect of the intended works ; to alter the tolls which the Company are authorized to take on or in respect of their authorized works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties :

To abandon and relinquish the construction of the whole of the Ford Junction Railway authorized by "The London, Brighton, and South Coast Railway (Additional Powers) Act, 1864 :"

And it is also intended to effect by the Bill the objects, or some of the objects, following, viz. :

To empower the Company, for the purposes aforesaid, and also for the purchase or acquisition of the undertaking of the Mid-Sussex and Midhurst Junction Railway Company, and also for other purposes of the Company's undertaking, or authorized by the Acts relating to them, to apply their corporate funds and revenues, and moneys which they are now authorized to raise, and to raise more money by borrowing and by the creation of new shares and stock of the Company, preferential or otherwise, and with or without special privileges, restrictions, and qualifications, and to create Debenture Stock.

To amend and consolidate the provisions or some of the provisions of the (local) Acts of Parliament following, or of some of them, viz. : 5 and 6 Wm. IV. cap. 10 ; 6 and 7 Wm. IV. cap. 121 ; 7 Wm. IV. and 1 Vict. cap. 119 ; 1 and 2 Vict.

cap. 20; 2 and 3 Vict. cap. 18; 3 and 4 Vict. cap. 129; 6 and 7 Vict. caps. 27 and 62; 7 and 8 Vict. caps. 69, 91, 92, and 97; 8 and 9 Vict. caps. 52, 113, 196, 199, and 200; 9 and 10 Vict. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict. caps. 167, 244, and 276; 11 and 12 Vict. cap. 136; 16 and 17 Vict. caps. 41, 86, 88, 100, and 180; 17 and 18 Vict. caps. 61, 68, and 210; 18 and 19 Vict. caps. 114 and 169; 19 and 20 Vict. caps. 87, 92, and 105; 20 and 21 Vict. caps. 60, 72, 123, and 143; 21 and 22 Vict. caps. 57, 84, 101, 104, and 118; 22 Vict. cap. 3; 22 and 23 Vict. caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict. caps. 109, 158, 171, 172, and 174; 24 and 25 Vict. caps. 120, 174, and 234; 25 and 26 Vict. caps. 68, 78, 151, 207, and 210; 26 and 27 Vict. caps. 90, 137, 142, 184, 191, 204, 208, 218, and 227; 27 and 28 Vict. caps. 35, 123, 154, 172, 274, and 314; and 28 and 29 Vict. caps. 50, 66, and 273, relating to the Company: 28 and 29 Vict. cap. 379, relating to the Surrey and Sussex Junction Railway Company; 22 and 23 Vict. cap. 125; 23 and 24 Vict. cap. 172; and 25 and 26 Vict. cap. 210, relating to the Mid Sussex and Midhurst Junction Railway Company; 16 and 17 Vict. cap. 132; 18 and 19 Vict. cap. 187; 21 and 22 Vict. caps. 51 and 107; 22 and 23 Vict. cap. 54; 23 and 24 Vict. caps. 174, 177, and 187; 24 and 25 Vict. caps. 239 and 240; 25 and 26 Vict. caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vict. caps. 204 and 227; 27 and 28 Vict. caps. 96, 195, and 212; and 28 and 29 Vict. caps. 268, 269, and 347; relating to the London, Chatham, and Dover Railway Company; 16 and 17 Vict. cap. 86; 19 and 20 Vict. cap. 105; 20 and 21 Vict. cap. 156; 21 and 22 Vict. cap. 57; relating to the Wimbledon and Croydon Railway Company; 16 and 17 Vict. cap. 88, and 21 and 22 Vict. cap. 57, relating to the East Grinstead Railway Company: 16 and 17 Vict. cap. 180, 17 and 18 Vict. cap. 210, 20 and 21 Vict. cap. 143, and 23 and 24 Vict. cap. 174, relating to the West End of London and Crystal Palace Railway Company; 19 and 20 Vict. cap. 92; 23 and 24 Vict. cap. 158, relating to the Epsom and Leatherhead Railway Company: 20 and 21 Vict. cap. 60, relating to the Lewes and Uckfield Railway Company: 20 and 21 Vict. cap. 133; relating to the Mid Sussex Railway Company: 23 and 24 Vict. cap. 180, and 27 and 28 Vict. cap. 314, relating to the Horsham and Guildford Direct Railway Company: 24 and 25 Vict. cap. 174, and 27 and 28 Vict. cap. 314, relating to the Brighton, Uckfield, and Tunbridge Wells Railway Company: 24 and 25 Vict. cap. 120, and 27 and 28 Vict. cap. 314, relating to the Bognor Railway Company: 25 and 26 Vict. cap. 207, and 27 and 28 Vict. cap. 314, relating to the East Grinstead, Groombridge, and Tunbridge Wells Railway Company: 25 and 26 Vict. cap. 158, and 27 and 28 Vict. cap. 314, relating to the Banstead and Epsom Downs Railway Company: 25 and 26 Vict. cap. 151, relating to the Horsham and Dorking Railway Company: 21 and 22 Vict. cap. 118; 22 and 23 Vict. cap. 112; 24 and 25 Vict. cap. 81, and 26 and 27 Vict. cap. 227, relating to the Victoria Station and Pimlico Railway Company, and "The Tooting, Merton, and Wimbledon Railway (South Western and Brighton) Act, 1865," and other Acts which affect the London and South Western Railway Company, and "The Chichester and Midhurst Railway Act, 1864," and "The Chichester and Midhurst Railway (Extension) Act, 1865."

On or before the 30th day of the present month of November, plans and sections of the intended works; and also plans of the extra lands and houses which may be purchased by compulsion,

books of reference to such plans respectively, 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 Sussex, at his office at Lewes; and on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each parish, and extra-parochial place in or through which the intended works will be made, or in which any such extra lands or houses are situate, with a similar copy of this notice, will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 16th day of November, 1865.

G. Faithfull, Son, and Coode, 3, Whitehall-gardens, Westminster, Solicitors for the Bill.

Caledonian and Scottish North-Eastern Railway Companies.

(Amalgamation; Running Powers in favour of North British Railway Company, and Mutual Facilities; Amendment and Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to effect, or to authorize and provide for, the union and amalgamation, from and after such period, and upon such terms and conditions, as may have been, or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said Bill, of the Caledonian Railway Company and the Scottish North-Eastern Railway Company into one Company, by dissolving the Scottish North-Eastern Railway Company and constituting the shareholders in that Company shareholders in the Caledonian Railway Company; and for vesting in the Caledonian Railway Company the undertaking of the Scottish North-Eastern Railway Company, and all their property and effects, together with their interest in and with respect to other railway undertakings, roads, stations, and works, and their rights, powers, and privileges of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their undertaking, the raising and borrowing of moneys, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding shares in or debts affecting other lines of railway, railway stations, or works, or roads, or providing plant and rolling stock, or otherwise, including any works, property, effects, and interests which may become vested in the said Scottish North-Eastern Railway Company; or which they may be authorized to construct and acquire, and any rights, powers, and privileges which may be conferred on them, in virtue of any Act or Acts which may be passed in the ensuing session of Parliament, but subject, in so far as not otherwise provided by the said Bill, to their debts and liabilities, and to the contracts, agreements, arrangements, and obligations entered into or liable to be performed by them.

And it is intended by the said Bill to make provision for regulating, fixing, and determining the amount of the capital stock and other share capital of such United Company, and the number and nominal value of the shares or respective classes of shares therein, and to alter, regulate, fix, and determine the rights, privileges, preferences, and priorities of the several classes of stock and shares and of shareholders of the said existing Companies in the capital stock and other share capital of the United Company.

And it is intended by the said Bill to regulate and fix the amount of mortgage, bond, and funded debt, and debenture stock of such United Company and of the said existing Companies, and to regulate the rights, privileges, preferences and priorities of the holders of such mortgage, bond, and funded debt, and debenture stock, and of the other creditors of the said Companies respectively, in and upon the undertaking and funds of the United Company.

And it is intended by the said Bill to provide that the tolls, rates, and charges, and other revenue and income of the United Company, after deduction of all expenses and charges incurred in relation to the working, use, management, and maintenance of the undertaking of the United Company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other Companies, rates, taxes, duties, and other annual burdens or claims payable in respect thereof, shall be divided amongst the classes of shareholders in the said United Company representing the holders of the ordinary stock or share capital of the said existing Companies respectively, in such proportions, and with such priorities as may have been or may be agreed upon between the said existing Companies, or as may be defined and settled in or provided by the said Bill.

And it is intended by the said Bill to provide, if thought expedient, for the appointment of a Board of Directors for the management of the United Company, and to regulate the qualification of shareholders to vote, and the scale and mode of voting by shareholders at all meetings of the United Company or of any classes of the shareholders thereof, and to make other provisions for regulating the management and proceedings of the United Company, and of the Directors and shareholders thereof.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates, and charges now leviable by the said existing Companies respectively, or by one of them, and to enable the said United Company to levy the same or other tolls, rates, and charges; and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them.

And it is intended by the said Bill to vary or extinguish such of the powers, rights, privileges, preferences, and priorities of the Glasgow Garnkirk and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Wishaw Railway Guaranteed Company, the Glasgow Barrhead and Neilston Direct Railway Company, the Lesmahagow Railways Guaranteed Company, the Dundee and Perth and Aberdeen Railway Junction Company, the Dundee and Newtyle Railway Company, the Arbroath and Forfar Railway Company, the Alyth Railway Company, and the Perth Almond Valley and Methven Railway Company, respectively, and of the several classes of guaranteed, preference, and other shareholders therein, and of the holders of mortgages, bonds, funded debt, and debenture

stock thereof, and also such of the powers, rights, and privileges of the North British Railway Company, the Highland Railway Company, the Great North of Scotland Railway Company, the Perth General Station Committee, the Deeside Railway Company, and the Trustees of the Harbour of Dundee, and of any other Companies and persons, whether secured by Act of Parliament, deed, agreement, or otherwise, as would anywise interfere with the proposed union and amalgamation of the said two first-named Companies, or with any of the powers to be conferred on the United Company, or with any of the other provisions of the said Bill, and to confer, vary, and extinguish other powers, rights, privileges, preferences, and priorities.

And it is intended by the said Bill to make provision for facilitating the interchange and conveyance of traffic between and over the railways of the said United Company and the Railways of the North British Railway Company, and for the running over and use by the North British Railway Company, with and by their engines and carriages, officers and servants, of the Scottish North-Eastern Railway, and of the stations and other works now belonging to or under the control of the Scottish North-Eastern Railway Company, or some parts thereof, and for the alteration, fixing, collection, and apportionment of the tolls, rates, and charges leviable in respect of such conveyance or use; and to empower the United Company and the North British Railway Company to enter into agreements with each other in relation to the said several matters or some of them.

And it is intended by the said Bill, so far as necessary or expedient for the purposes thereof, to amend and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of "The 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 that Company, passed in the sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, 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 North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the following Acts relating to the North British Railway Company, and to the undertakings belonging to and

held in lease by that Company, viz.:—14 and 15 Victoria, chapter 55; 16 and 17 Victoria, chapter 152; 18 and 19 Victoria, chapter 127; 19 and 20 Victoria, chapter 98; 20 and 21 Victoria, chapters 91, 124, and 129; 21 and 22 Victoria, chapters 65 and 109; 22 and 23 Victoria, chapters 14, 24, and 96; 23 and 24 Victoria, chapters 140, 145, 159, and 195; 24 and 25 Victoria, chapters 102, 114, 131, 177, 214, and 226; 25 and 26 Victoria, chapters 47, 48, 49, 51, 142, and 181; 26 and 27 Victoria, chapters 194, 213, and 226; 27 and 28 Victoria, chapters 84 and 100; and 28 and 29 Victoria, chapters 125, 152, 206, 213, 308, and 309; as also "The Highland Railway Act, 1865," and the following Acts relating to the Highland Railway Company and to the undertakings belonging to and held in lease by that Company, viz.:—17 and 18 Victoria, chapters 148 and 176; 19 and 20 Victoria, chapter 110; 20 and 21 Victoria, chapter 5; 23 and 24 Victoria, chapters 9 and 131; 24 and 25 Victoria, chapters 8, 18, and 186; 25 and 26 Victoria, chapter 113; and 26 and 27 Victoria, chapters 32, 58, and 61; as also the following Acts relating to the Great North of Scotland Railway Company, and to the undertakings belonging to and held in lease by that Company, viz.:—22 and 23 Victoria, chapter 8; 24 and 25 Victoria, chapter 153; 25 and 26 Victoria, chapter 62; 26 and 27 Victoria, chapter 164; and 27 and 28 Victoria, chapter 26; as also "The Scottish Central Railway Consolidation Act, 1859;" "The Scottish Central Railway (Dundee Perth and Aberdeen Railway Purchase) Act, 1863;" "The Scottish Central Railway (Stations, &c.) Act, 1864;" "The Perth General Station Act, 1865;" and "The Perth Station Hotel Act, 1865;" as also the following Acts relating to the Deeside Railway Company, and their undertaking, viz.:—9 and 10 Victoria, chapter 158; 15 and 16 Victoria, chapter 61; 20 and 21 Victoria, chapter 49; and 25 and 26 Victoria, chapter 88; 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 Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the before-mentioned Companies, bodies, undertakings, or works, or any other Company or body who, or whose property or interests, may be affected by any of the powers or provisions of the said Bill.

And notice is hereby given, that on or before the 23rd day 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.

Sheffield Water Works.

(Repeal or Alteration of Acts; Power to Company to take the whole of the Waters of the River Rivelin and its Tributaries above existing Gauge thereon; New Works on the River Rivelin; further Powers as to Lands and Works at the Reservoir in Agden Dike, and at the Reservoir at or near the Junction of Dale Dike and Strines Dike; Extension of Time for completing Works; Additional Share and Loan Capital, &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 repeal or alter the sections of The Sheffield Water Works Act, 1853, numbered 49 to 67 (both inclusive), and 70, as far as those sections respectively require the Company of Proprietors of the Sheffield Water Works (in this Notice called the Company) to supply and cause to flow down the River Rivelin, and thence (by the River Loxley) into the River Dun, such quantity of water in such manner and at such times as therein provided, which water (wholly or in part) subsequently flows or proceeds directly or derivatively into the River Dun Navigation, the Sheffield Canal, and the Stainforth and Keadby Canal Navigation, and also as far as the same sections respectively in anywise relate to the quantity of water aforesaid, or to a gauge on the River Rivelin, and to repeal or alter all provisions of the said Act in any manner consequential on or relative to the requirements of the said Act respecting the said quantity of water and gauge, or either of them, and to repeal or alter every provision in the same or any other Act that limits or interferes with the power of the Company to detain, divert, abstract, take or use the whole or any part of the waters of the River Rivelin and its tributaries above the level of the said gauge.

To authorise the Company (so far as their powers do not already extend) forthwith on the Bill passing into an Act, or at such other time and in such manner as will be prescribed or authorised in the Bill, to detain, divert, abstract, take, and use for the supply of their reservoirs and works, and for the purposes of their undertaking, the whole of the waters of the River Rivelin and its tributaries above the level of the said gauge.

To authorise the Company to discontinue and remove the said gauge, and to make and maintain at or near the situation thereof, and in the township of Upper Hallam, in the parish of Sheffield, and of Bradfield, in the parish of Ecclesfield, both in the West Riding of the county of York, a depositing pond, weir, and other suitable works for receiving, detaining, clearing, diverting, and abstracting into, and by the existing conduit of the Company the whole, or such part as the Company think fit, of the waters of the River Rivelin and its tributaries above the level of the said gauge.

To authorise the Company to acquire, compulsorily, for the purposes of the intended depositing pond, weir, and works, and for occasioning the reception, detention, diversion, and abstraction of the said waters, certain lands in the townships of Upper Hallam and Bradfield aforesaid.

To authorise the Company to agree for the purchase of, or as to the amount of the compensation for, or to acquire compulsorily, and in either case to extinguish all rights in and to the waters, which by the Bill they may be authorised to receive, detain, divert, abstract, take and use, as aforesaid.

To authorise the Company to acquire compulsorily, for the purposes of their already authorised works, certain lands and houses in the township of Bradfield aforesaid, situate at or near the now partly constructed reservoir of the Company, in, upon, or near the stream called Agden Dike; and also certain other lands and houses in the same township, situate at or near the site of a reservoir now in progress of formation by the Company, in, upon, or near the junction of two streams, respectively called Dale Dike and Strines Dike.

To authorise the Company to purchase by compulsion, lands, houses, rights, and easements for all or any of the objects of the Bill, and

to purchase other lands, houses, rights, and easements by agreement, for all or any of the purposes of the Company.

To authorise the Company to take, hold, and use a certain messuage and lands at or near Moor Oaks, in the parish of Sheffield, formerly the estate of George Ronksley, deceased, and also a certain mill on the River Rivelin, called the Holme Head Wheel, with the lands, buildings and appurtenances thereto belonging, and to sell, dispose of, or lease the whole or any part or parts thereof respectively.

To authorise the Company to raise further sums of money by the creation of additional shares or stock, with or without a preference or priority in payment of interest or dividend over the ordinary capital of the Company, and by borrowing on mortgage or bond, or by debenture stock or otherwise, and to apply for the purposes of the Bill any of the funds or monies they are authorised to raise.

To extend the time limited by the Sheffield Waterworks Act, 1860, for the completion of the works of the Company authorised to be made by the Sheffield Waterworks Act, 1853, but without prejudice to the existing provisions of the Sheffield Waterworks Act, 1864, with reference to the water to be supplied by the Company being constantly laid on under pressure, and to defer until the expiration of such extended time the operation of section 107 of the Sheffield Waterworks Act, 1864, as far as it relates to the completion of works.

To incorporate with the Bill, and make applicable to the Company and to all or any of the objects of the Bill, with such modifications as may be requisite, all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863, The Lands Clauses Consolidation Act, 1845, The Lands Clauses Consolidation Acts Amendment Act, 1860, The Companies Clauses Consolidation Act, 1845, and The Companies Clauses Act, 1863, and the provisions of The Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands, and to alter, amend, and enlarge the provisions of the Sheffield Waterworks Acts, 1853, 1860, and 1864, and any other Acts relating to the Company, and to make provision with reference to the rights and powers of shareholders in respect of the additional capital, and in respect of voting at meetings and otherwise, and to amend the said Acts, or any of them, for any of those purposes.

Plans and sections, describing the lines, situations and levels of the intended new works, and the lands, houses and other property, which will or may be taken compulsorily under the powers of the Bill, and a book of reference to those 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 West Riding of the county of York, at his office, at Wakefield; and on or before the same day, a copy of so much of the said plans, sections, and book of reference, as relates to the respective parishes aforesaid in which the intended works will be made, or any lands, houses, or other property intended to be taken are or is situated, with a copy of this Notice, will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be de-

posited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1865.

Albert Smith and Son, Sheffield, Solicitors for the Bill.

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

In Parliament—Session 1866.

London Brighton and South Coast Railway (Surrey Lines)

(New High Level Line to the Crystal Palace, and other new lines in Surrey; and additional lands in Croydon.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session, for leave to bring in a Bill to effect the objects, or some of the objects following, viz.:

To empower the London Brighton and South Coast railway Company (hereinafter called "the Company,") to make and maintain the railways, or some of the railways, hereinafter described, with stations, approaches, and conveniences, and to exercise the following powers (that is to say):

A railway (No. 1) commencing in the hamlet of Dulwich, in the parish of Camberwell otherwise Saint Giles Camberwell, in the county of Surrey, opposite the west front of the Crystal Palace, and at a point twelve chains or thereabouts to the northward of the north-west corner of the Crystal Palace Hotel, and between the said west front and the road opposite the same, and passing from, in, through, or into the parishes, townships, and places of Camberwell otherwise Saint Giles Camberwell, Dulwich, Battersea otherwise Saint Mary Battersea, Penge, Lambeth otherwise Saint Mary Lambeth, and Croydon (all in the County of Surrey), or some of them, and terminating in the said parish of Croydon, at a point nine chains or thereabouts to the westward of Westow-street, and six chains or thereabouts to the southward of the road known as Central Hill-road otherwise Westow Hill-road;

A railway (No. 2) (wholly in the said parish of Croydon) commencing at the termination as hereinbefore described of the intended railway No. 1, and terminating by a junction with the Company's Croydon and Balham-hill line at or near the north-west end of the platform of the Selhurst station on that line;

A railway (No. 3) commencing in the said parish of Croydon at the termination as hereinbefore described of the intended railway No. 1, and passing from, in, through, or into the parishes, townships, and places of Croydon, Lambeth otherwise Saint Mary Lambeth, and Streatham (all in the county of Surrey) or some of them, and terminating in the said parish of Streatham by a junction with the Company's West End and Crystal Palace line at or near the eastern end of the Streatham Tunnel;

A railway (No. 4) wholly in the said parish of Lambeth otherwise Saint Mary Lambeth, commencing at a point immediately adjoining the north side of Chapel-road otherwise Chapel-place, and which point is nine chains and a half or thereabouts to the eastward of the junction of that road with Knight's Hill-road, and terminating by a junction with the Company's West End and Crystal Palace line, at or near the bridge carrying the Syd-

enham-road otherwise Sydenham-grove over that line;

A railway (No. 5) (wholly in the said parish of Croydon) commencing by a junction with the intended railway No. 3, in a field belonging to the Ecclesiastical Commissioners of England and Wales, and occupied by Samuel Cousins, and at a point twelve chains and a half or thereabouts to the northward of the junction with Beulah Hill-road of the occupation road or footpath leading from Albert-terrace into Beulah Hill-road, and terminating by a junction with the intended railway No. 2 at a point immediately adjoining the northern side of Beulah Hill-road and two chains and a half or thereabouts to the northward of the north-west corner of the Beulah Spa Hotel;

A railway (No. 6) (wholly in the said parish of Croydon) commencing at a point three chains or thereabouts to the eastward of St. Paul's-crescent; and four chains or thereabouts to the south-eastward of the junction of Saint Paul's-crescent with Norbury-road and Union-road, and terminating by a junction with the Company's Croydon and Epsom line at a point three chains or thereabouts south-west of the bridge carrying the Pitlake-road over that line;

A railway (No. 7) commencing in the said parish of Croydon by a junction with the Company's South Croydon line, at or near the south end of the platform of the South Croydon Terminal Station, and passing from, in, through, or into the parishes, townships, or places of Croydon Sanderstead, Coulsdon, Woodmanstern or Woodmanstone, Chipstead, and Banstead (all in the county of Surrey), or some of them, and terminating in the said parish of Banstead, by a double junction with the Company's Banstead and Epsom Downs line: the northern junction being at a point where the public road leading across Banstead-Downs to Hundred Acres Farm crosses over that line, and the southern junction being at a point where the turnpike road from Sutton to Reigate passes over that line, and thirteen chains or thereabouts north-eastward of the Banstead station of that line, measuring along that line:

To deviate laterally from the lines of the intended works to the extent shown on the plans, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and (if deemed expedient) beyond the extent of vertical deviation allowed by "The Railways Clauses Consolidation Act, 1845:"

To cross, stop up, alter, or divert for the purposes of the works, and either temporarily or permanently, roads, highways, footpaths, streets, railways, tramways, telegraphs, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses, within or adjoining the aforesaid parishes, townships, and places, or any of them:

To purchase and take compulsorily or by agreement lands, houses, and hereditaments, in the before-named parishes, townships, and places, for the purposes of the intended works:

To levy tolls, rates, and duties upon or in respect of the intended works; to alter the tolls which the Company are authorised to take on or in respect of their existing and authorised lines; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties;

To purchase and take, compulsorily and by agreement, for station accommodation and other purposes, additional lands, houses, and property, in the parish of Croydon:

To apply to the purposes of the proposed works, and of the Bill, the corporate funds and revenue of the Company, and moneys which they are now authorised to raise, to raise more money 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, restrictions, and qualifications, and to create debenture stock:

To amend the (local) Acts of Parliament following, or some of them, viz.: 5 and 6 Will. IV. cap. 10; 6 and 7 Will. IV. cap. 121; 7 Will. IV. and 1 Vict. cap. 119; 1 and 2 Vict. cap. 20; 2 and 3 Vict. cap. 18; 3 and 4 Vict. cap. 129; 6 and 7 Vict. caps. 27 and 62; 7 and 8 Vict. caps. 69, 91, 92, and 97; 8 and 9 Vict. caps. 52, 113, 196, 199, and 200; 9 and 10 Vict. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict. caps. 167, 244, and 276; 11 and 12 Vict. cap. 136; 16 and 17 Vict. caps. 41, 86, 88, 100, and 180; 17 and 18 Vict. caps. 61, 68, and 210; 18 and 19 Vict. caps. 114 and 169; 19 and 20 Vict. caps. 87, 92, and 105; 20 and 21 Vict. caps. 60, 72, 133, 143; 21 and 22 Vict. caps. 57, 84, 101, 104, and 118; 22 Vict. cap. 3; 22 and 23 Vict. caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict. caps. 109, 158, 171, 172, and 174; 24 and 25 Vict. caps. 120, 174, and 234; 25 and 26 Vict. caps. 68, 78, 151, 207, and 210; 26 and 27 Vict. caps. 90, 137, 142, 184, 191, 204, 208, 218, and 227; 27 and 28 Vict. caps. 35, 123, 154, 172, 274, and 314; and 28 and 29 Vict. caps. 5, 66, 273, and 379, relating to the Company;

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

On or before the thirtieth day of the present month of November, plans and sections of the intended works (and which plans also show the additional lands and houses which may be taken by compulsion), 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 Surrey, at his office at North-street, Lambeth; and on or before the said thirtieth day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the intended works will be made or in which any such additional lands or houses are situate, with a similar copy of this notice, will be deposited for public inspection, as follows:

For each of the parishes of Camberwell otherwise Saint Giles Camberwell, and Lambeth otherwise Saint Mary Lambeth, with the vestry clerk of the parish at his office;

For each of the parishes of Battersea otherwise Saint Mary Battersea, and Streatham, with the clerk of the District Board of Works for the district of Wandsworth, at his office at Battersea Rise, in Wandsworth;

For the hamlet of Renge, with the clerk of the District Board of Works for the district of Lewisham, at his office at Lewisham;

And for each other parish with the parish clerk thereof, at his residence;

And for each other extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence:

On or before the twenty-third day of December next, printed copies of the Bill will be deposited

at the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1865.

G. Faithfull, Son, and Coode, 3 Whitehall-gardens, Westminster, Solicitors for the Bill.

Cray Valley Railway.

(Incorporation of Company; Construction of Railways from the North Kent Railway at Erith, to the Tunbridge Line of the South Eastern Railway, near Orpington; Working arrangements with the South Eastern, and London, Chatham, and Dover Railway Companies; Running powers).

A PPLICATION is intended to be made to Parliament in the ensuing Session, for an Act to incorporate a Company with power to make and maintain the following Railways, with all needful stations, works, approaches, and conveniences connected therewith, that is to say:

1. A Railway commencing in the parish of Erith, by a junction with the North Kent Railway, at or near the bridge carrying the public road from Erith to Crayford, over that railway, and terminating in the parish of St. Mary's Cray, at a point under the London, Chatham, and Dover Railway, 66 yards to the west of the western abutment of St. Mary's Cray Viaduct.

2. A Railway commencing in the parish of St. Mary's Cray, by a junction with railway No. 1, at the termination thereof, and terminating in the parish of Orpington, by a junction with the Tunbridge line of the South Eastern Railway (now in course of construction), at or near the point where that railway crosses over the public road known as Locksbottom-road.

3. A Railway commencing in the parish of St. Paul's Cray, by a junction with Railway No. 1, at about 45 chains from the termination thereof, in a field belonging to Viscount Sidney, in the occupation of Thomas May, known as the Eight Acres, and terminating in the parish of Saint Mary's Cray, by a junction with the London, Chatham, and Dover Railway, at or near the post on that railway, indicating $14\frac{1}{2}$ miles, and being about one furlong to the westward of St. Mary's Cray Station.

4. A Railway situate wholly in the parish of Orpington, commencing by a junction with railway No. 2, at a point in a field known by the name of the Gardeners Neck, belonging to — Stapleton, Esq., and in the occupation of Mr. Jackson, and terminating by a junction with the Tunbridge line of the South Eastern Railway, at or near the point where that line passes under the Crofton-road.

And which said several intended railways and works will be situate wholly within the county of Kent, and within the parishes, townships, and extra-parochial places following, or some of them, that is to say; Erith, Crayford, Bexley, North Cray, Foots Cray, Chiselhurst, St. Paul's Cray, St. Mary's Cray, Orpington, and Poverish.

And it is proposed by the said Act:

To empower the Company to purchase lands and buildings by compulsion or agreement for the purposes of the Act, and to vary and extinguish all existing rights and privileges connected with such hereditaments which would interfere with its objects.

To empower the Company to cross, divert,

alter, or stop up, temporarily or permanently, any roads, railways, tramways, drains, sewers, rivers, streams, and watercourses, so far as may be necessary in constructing and maintaining the intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

To enable the Company to run over and use with engines and carriages of every description, the several lines of railway of the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or any part thereof respectively, together with all sidings, watering places, booking offices and conveniences connected with those railways, upon such terms and conditions, and subject to such payments, rents, tolls, charges, or other considerations, as may be agreed upon between the Company, and the Companies owning the said railways, or as in default of agreement may be prescribed by the Act, and if necessary or expedient to alter and vary the tolls and charges now authorised to be taken by the said Railway Companies or either of them, and to enable the Company to levy tolls and make charges on the last-mentioned railways or any of them.

To enable the Company and the last-mentioned Railway Companies, or either of them, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the intended railways and works, or any part thereof, the supply of rolling stock, machinery, offices, and servants, for the conduct of the traffic of the intended railways; the payments to be made and conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic: and to authorise the appointment of joint Committees for carrying into effect any such agreements as aforesaid, and to confirm any agreement which previously to the passing of the Act, may be made touching any of the matters aforesaid.

To amend and enlarge the powers and provisions of the several Acts relating to the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or one of such Companies.

Duplicate plans and sections describing the line, situation, and level of the proposed railways, and the lands, houses, or other property in, or through which they will be made, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also a published map showing the general course and direction of the proposed railways, and a copy of this notice will, on or before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, and on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to each parish, in or through which the said proposed railways and works will be made, will be deposited with the parish clerk of each such parish at his residence, and on or before the 23rd December next, a printed copy of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th of November, 1865.

S. C. Frankish, 23, Parliament-street, Westminster.

Walker and Wallsend Union Gas.

(Amalgamation of the Willington Gas Company with the Walker and Saint Anthony's Gas Light Company (Limited); Incorporation of Amalgamated Company; Powers to supply Gas to the parish of Wallsend, and parts of the parishes of Long Benton, and Tynemouth, in Northumberland; Power to lease or sell to, or amalgamate with the Newcastle-upon-Tyne and Gateshead Gas Company or the Borough of Tynemouth Gas Company; Provisions as to share and loan capital.)

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

To amalgamate, upon such terms and conditions as have been or may be agreed upon, or as may be provided by the Act, or may be determined by arbitration, the undertaking or company at present carried on under the name or title of the Walker and Saint Anthony's Gas Light Company (Limited), at Walker, in the parish of Long Benton, in the county of Northumberland, with the undertaking or company for the supply of gas, carried on by Addison Potter, Esquire, at Willington, in the parish of Wallsend, in the same county, under the name, style, or firm of the Willington Gas Company, and to dissolve, so far as may be necessary, the first-named undertaking or company, and to cancel, alter, repeal, or revoke the memorandum, articles of association, and deed of settlement under which the said undertaking or company is at present acting, and to give all necessary directions as to the winding up of the said company. To incorporate the proprietors and manufacturers in the said two undertakings into a company (hereinafter called "the Company") under the name of "The Walker and Wallsend Union Gas Company," or such other name as may be provided by the Act.

To authorise the Company to supply and light with gas the several townships of Wallsend, Willington, and Howdon, otherwise Howdon Pans, in the parish of Wallsend, and that part of the township of Chirton, in the parish of Tynemouth, which lies to the south of the Newcastle-upon-Tyne and North Shields branch of the North Eastern Railway, and to the west of the runner of water called the Coble Dene, at the easternmost point of its junction with the River Tyne and the township of Walker, in the parish of Long Benton, all in the county of Northumberland, which are herein referred to as the limits of the Act.

To authorise "the Company" to maintain and use existing gas works, and to improve, extend, and construct gas works, with all necessary buildings, retorts, machinery, apparatus, and conveniences upon a piece of land situate in the township of Willington, in the parish of Wallsend, held by the said Addison Potter, under a lease from the mayor, aldermen, and burgesses of the borough of Newcastle-upon-Tyne, bounded on the west by a cart road called Copper-road, leading from Nelson-street to the River Tyne; on the north by a proposed road called or intended to be called Gas-lane, leading from the said cart road to the main street of Willington; and on the west and south by ground and premises belonging to the said mayor, aldermen, and burgesses, and by them demised to the owners of the Willington Smelting Works, and used for the purpose of smelting copper ore, and also upon a piece of land belonging to the said Walker and Saint Anthony's Gas Light Company (Limited), situate at Walker, in the

parish of Long Benton, in the county of Northumberland, and held by lease from the said mayor, aldermen, and burgesses of the borough of Newcastle-upon-Tyne, bounded on the north and west by ground belonging to the lessors and in the occupation of the owners of Walker Colliery, on the south by the road leading from the Newcastle and North Shields turnpike-road to Low Walker, and on the east by other ground also belonging to the said lessors, in the occupation of Messrs. Forster, Dale, and Co., and Thomas Barnes, or their undertenants, and used as gardens.

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

To authorise the Company to break up, divert, and otherwise interfere with streets, roads, railways, rivers, streams, water-courses, waters, bridges, and other passages and places, drains, sewers, water pipes, and gas pipes, within the limits of the Act.

To authorise the Company to demand and receive rates and rents for the supply of gas for public and private consumption, and for providing, selling, dealing in, and letting 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 rents and rates, and all other rights and privileges.

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

To fix and regulate the capital of "the Company" and its distribution into shares, and to alter the present nominal amount of the shares in the two undertakings, and alter the rights of the shareholders therein.

To authorise the Company to raise additional capital by the creation of new shares or stock, and by borrowing on mortgage and debenture, or any of those means, and to attach, if "the Company" shall think fit, to any such new capital a preference or priority of dividend over the existing shares of the proprietors in the two undertakings, and to make all other necessary provisions with reference to the increase and disposal of the share and loan capital of the Company, and to convert into shares or stock of the Com-

pany money expended upon either of the amalgamated undertakings out of profits.

To incorporate with the said Act "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act Amendment Act, 1860," and "The Gas Works Clauses Act, 1847," or some parts thereof.

To authorise the Company by agreement to lease or sell the undertaking of the Company, or any part thereof, to or to amalgamate the Company, or some part of its undertaking, with the Newcastle-upon-Tyne and Gateshead Gas Company, or to or with the Borough of Tynemouth Gas Company, and to authorise and empower the two last-named Companies severally to enter into any such lease, purchase, or amalgamation, and for such purpose to apply any portion of their existing or authorised capital, and to raise additional capital either by the creation of new shares, ordinary or preferential, or by loan or otherwise, and generally to do all such acts as may be necessary for perfecting any such lease, purchase, or amalgamation, and to confirm any agreement already made or hereafter to be made between the Company and both or either of the other Companies in reference to the matters aforesaid.

It is intended for the purposes aforesaid, and any other of the purposes of the Act, to alter and amend and extend "The Newcastle-upon-Tyne and Gateshead Gas Act, 1864," and any other Act relating to the Newcastle-upon-Tyne and Gateshead Gas Company; and also the deed of settlement, and any other deed or memorandum or articles of association regulating the Borough of Tynemouth Gas Company.

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 15th day of November, 1865.

Hodge and Harle; Dalglish and Stewart,
Newcastle-upon-Tyne, Joint Solicitors
for the Bill.

Lancashire and Yorkshire Railway,
West Riding Branches, &c.
(West Riding Branches and Junctions; Widening of Halifax Branch; Additional Lands and Additional Capital; Running Powers over London and North Western Railway into Station at Huddersfield; Agreements with other Companies; Amendment of Acts.)

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

To empower the Company to make and maintain the several railways and works following, or some of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith, that is to say:—

First.—A railway (intended to be called the Brighouse Branch), commencing in the township of Wike, in the parish of Birstal, in the West Riding of the county of York, by a junction with the Lancashire and Yorkshire Railway, at or near a point distant six chains, or thereabouts, from the south-west end of the tunnel on the said Lancashire and Yorkshire Railway, between the Pickle-bridge and Low Moor stations thereof, and terminating in the town of Brighouse, at or near to Robin Hood Mill, on the Clifton Common-lane, in the township of

Hartishead-cum-Clifton, otherwise Clifton, in the parish of Dewsbury, in the said West Riding, which intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Wike, Hipperholme-cum-Brighouse, Halifax, Birstal, Bailiff Bridge, Thornhill-bridge, Brighouse, Hartishead-cum-Clifton, otherwise Clifton, and Dewsbury, all in the said West Riding.

Secondly.—A railway (intended to be called The Huddersfield Branch), commencing in the township of Elland-cum-Greetland, otherwise Greetland, in the parish of Halifax, in the West Riding of the county of York, by a junction with the Lancashire and Yorkshire Railway, near the Elland station thereof, and at or near a point one chain, or thereabouts, on the easterly side of the Low Lathe Bridge, passing over the River Calder, and terminating in the township and parish of Huddersfield, in the said West Riding, by a junction with the London and North-Western Railway, in the said township and parish of Huddersfield, at a point 100 yards, or thereabouts, from the centre of the arch which carries that railway over John William-street, in the township and parish of Huddersfield, and near to the passenger station in Huddersfield aforesaid, belonging jointly to the London and North-Western and Lancashire and Yorkshire Railway Companies, which last-mentioned intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say:—Halifax, Elland-cum-Greetland, otherwise Greetland, Elland, Fixby, Lindley, Lindley-cum-Quarmby, Quarmby, Fartown, Birkby, Hightown, and Huddersfield, all in the said West Riding; and for the purposes of the said intended railway, and the stations, sidings, and works connected therewith, the Bill will authorise the Company to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the said Company such portion of a certain street or road in the township and parish of Huddersfield, commonly called Oxford-street, as lies between the point where that street or road passes under the London and North-Western Railway and the south-east corner of the boundary wall enclosing the grounds of the Huddersfield Collegiate School, and in lieu thereof to make a new street in the said township and parish of Huddersfield, in continuation of a certain street in Huddersfield aforesaid, commonly called John William-street, and which new street will commence at the point where Bath-buildings abut upon John William-street, and terminate in Oxford-street aforesaid, at the said south-east corner of the boundary wall enclosing the grounds of the Huddersfield Collegiate School; and the Act will make provision for the repair of the said intended new street or road by the same body or persons and by the same means as other streets or roads in the said township and parish of Huddersfield are for the time being legally repairable.

Thirdly.—A railway (intended to be called the Clayton West Branch), commencing in the township of Shelley, in the parish of Kirkburton, in the West Riding of the county of York, by a junction with the Huddersfield and Penistone line of the Lancashire and Yorkshire Railway, at or near a point 110 yards, or thereabouts, on the north-west side of the bridge carrying the said Huddersfield and Penistone line of railway over Copley-lane, and terminating in the township of West Clayton, otherwise Clayton West, in the parish of High Hoyland, in the said West Riding,

at or near Clayton West, a little beyond Scot Hill, and in a field belonging, or reputed to belong, to Wenworth Blackett Beaumont, Esq., M.P., occupied by John Lee, 345 yards, or thereabouts, east of a public highway called Long-lane, leading from Park Mill, through Scot Hill, to Clayton West; and such last-mentioned intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Shelley, Kirkburton, Camberworth, otherwise Cumberworth Half, Emley, High Hoyland, Skelmanthorp, and Clayton West, otherwise West Clayton, in the said West Riding.

Fourthly.—A railway (being a short junction line), to be wholly situate in the township of Horbury, in the parish of Wakefield, in the West Riding of the county of York, commencing by a junction with the main line of the Lancashire and Yorkshire Railway, at or near a point 150 yards, or thereabouts, east of the bridge carrying Mill-lane over the said Lancashire and Yorkshire Railway, and terminating by a junction with the Barnsley Branch of the Lancashire and Yorkshire Railway, at or near a point 220 yards, or thereabouts, to the north of the viaduct carrying the said branch railway over the River Calder.

Fifthly.—A railway (being a short connection line, No. 1), commencing in the township and parish of Owston, in the West Riding of the county of York, by a junction with the Askern branch of the Lancashire and Yorkshire Railway at or near the level crossing of Honey Lands Green-lane, and terminating by a junction with the West Riding and Grimsby Railway, at or near a point 800 yards, or thereabouts, east of the bridge carrying the West Riding and Grimsby Railway over the Great Northern Railway, in the township of Thorpe-in-Balne, in the parish of Barnby-upon-Don, which last-mentioned intended railway will pass from, in, through, or into the several parishes, townships and extra-parochial or other places following, or some of them, that is to say, Owston, Burghwallis, Thorpe-in-Balne, and Barnby-upon-Don, all in the West Riding of the county of York.

Sixthly.—A railway (being another connecting line, No. 2), commencing in the township of Burghwallis, in the parish of Owston, in the West Riding of the county of York, by a junction with the last described line of railway (No. 1), in a field called Joan Croft, and terminating by a junction with the Doncaster and Thorne line of the South Yorkshire Railway, in the township and parish of Barnby-upon-Don, in the said West Riding of Yorkshire, at or near the level crossing of the South Yorkshire Railway at North Field Bridge, and which last-mentioned intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following; that is to say, Burghwallis, Owston, Thorpe-in-Balne, Thorpe, and Barnby-upon-Don, all in the said West Riding of the county of York.

To empower the Company to widen and improve and to lay down additional rails upon and to make and maintain all necessary and proper stations, works, buildings, roads, bridges, approaches, and conveniences in connection therewith, on that portion of the Halifax branch of the Lancashire and Yorkshire Railway (being the branch railway thirdly described in, and authorised by the Act, local and personal, 2 and 3 Vic., cap. 55) which lies between the junction of the said branch railway with the main line of the Lancashire and Yorkshire Railway, at or near the North Dean station thereon, in the township of

Elland-cum-Greetland, otherwise Greetland, in the parish of Halifax, in the West Riding of the county of York; and the junction of the said portion of the Halifax Branch Railway, with the line of the Lancashire and Yorkshire Railway leading from Sowerby Bridge to Halifax, at or near the level crossing of Haigh-lane, in the township of Skircoat, in the said parish of Halifax, which said intended widening, improvement, stations, works, buildings, roads, bridges, approaches, and conveniences will be situate within the several parishes, townships, and extra-parochial or other places of Elland-cum-Greetland, otherwise Greetland, Skircoat, and Halifax, or some of them in the said West Riding.

To authorise the purchase, by compulsion or agreement, of the lands and property following, that is to say:—

Certain lands and property situate in the township and parish of Featherstone, in the West Riding of the county of York, adjoining the Featherstone station of the Lancashire and Yorkshire Railway.

Certain lands in the township of Horbury, in the parish of Wakefield, in the said West Riding of Yorkshire, situate at the junction of the Barnsley Branch with the main line of the Lancashire and Yorkshire Railway.

And also to purchase by compulsion or agreement, all other the lands, houses, and property shown on the deposited plans, and required for the purposes of the intended Act, and the varying and extinguishment of all existing rights or privileges in any manner connected with such lands, houses, or property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and the conferring of other rights and privileges; and also the crossing, stopping up, altering, or deviating, whether temporarily or permanently, of all turnpike and other roads, streets, railways, tramways, aqueducts, canals, cuts, streams, navigations, and rivers, within or adjoining the aforesaid parishes, townships, and other places, or any of them, with which it may be necessary to interfere in executing the several purposes of the intended Act.

To authorise the levying of tolls, rates, and charges for the use of the said intended railways and works, or any of them, and to confer exemptions from the payment of tolls, rates, and charges.

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

To enable the Company, and all other persons and companies lawfully using the Lancashire and Yorkshire Railway, to run over and use with their engines, carriages, and waggons, and with their clerks, officers, and servants, so much of the railway of the London and North Western Railway Company (hereinafter called the North-Western Company) as lies between the point of junction with that railway of the intended railway, secondly before described, and the joint station at Huddersfield, belonging to the Company and the North-Western Company (including the sidings, platforms, buildings, offices, watering-places, warehouses, and other conveniences upon or connected

with the said portion of railway upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration, as may be agreed upon, or as failing agreement between the two companies, may be settled and determined by arbitration, or be otherwise provided for under the provisions of the intended Act; and the intended Act will enable the two companies to make and enter into contracts and agreements with respect to all or any of the matters aforesaid.

To empower the Company on the one hand, and the North Western Company and the Midland Railway Company, or either of them, on the other hand, to enter into and carry into effect arrangements and agreements with respect to the transmission of traffic upon and over the railways of the companies parties to any such agreement or of such portions thereof as may be specified in the intended Act, and with respect to the interchange of traffic between their respective railways, and the fixing and ascertaining and the division and apportionment between the companies parties to any such agreement of the tolls, rates, and charges arising from such traffic, and with reference to the user by any or either of the companies parties to any such agreement of the Huddersfield station, and of such portions of the undertakings of the other or others of such companies as may be defined in the intended Act, and to confirm any agreements already made between the Company and the North Western and Midland Railway Companies, or either of them, in reference to all or any of the matters aforesaid.

And it is also proposed by the intended Act to alter, amend, and enlarge, or to repeal, all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company or their undertaking (that is to say), local and personal Acts:—1 and 2 Will. IV., cap. 60; 2 Will. IV., cap. 69; 5 Will. IV., cap. 30; 6 and 7 Will. IV., cap. 3; 7 Will. IV., cap. 24; 1 Vict., cap. 25; 2 and 3 Vict., cap. 55; 4 Vict., cap. 25; 7 Vict., caps. 16 and 34; 7 and 8 Vict., caps. 60 and 82; 8 and 9 Vict., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vict., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict., caps. 71 and 115; 12 and 13 Vict., caps. 50, 71, and 74; 13 and 14 Vict., caps. 83, 95, and 99; 14 and 15 Vict., caps. 46, 56, and 89; 15 Vict., cap. 96; 15 and 16 Vict., cap. 132; 16 and 17 Vict., caps. 163 and 211; 17 Vict., caps. 58 and 59; 17 and 18 Vict., cap. 117; 21 and 22 Vict., caps. 106 and 143; 22 and 23 Vict., caps. 110 and 129; 24 and 25 Vict., caps. 34, 36, 37, 50, and 101; 25 and 26 Vict., cap. 97; 26 and 27 Vict., cap. 5; 27 and 28 Vict., caps. 32, 55, 80, 270, and 273; and the 28th and 29th Vict., caps. 332 and 21; and 28 Vict., cap. 23; and also the Act, local and personal, 9 and 10 Vict., cap. 204, relating to the North-Western Company, and any other Act or Acts relating to that Company; and also the Act, local and personal, 7th and 8th Vict., cap. 18, relating to the Midland Railway Company, and any other Act or Acts relating to that Company.

And notice is hereby also given, that on or before the 30th day of November in the present year, a published map and plans and sections relating to the several objects of the proposed Act, with books of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; and that copies of so

much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended railways and works are proposed to be made; or the said lands, houses, and property proposed to be taken are situate, together with a copy of this notice as published in the London Gazette will, on or before the said 30th day of November, be deposited as follows—in the cases of parishes, with the clerks of such parishes respectively at their respective places of abode, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated this 15th day of November, 1865.

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

In Parliament.—Session 1866.

Bradford, Eccleshill, and Idle Railway.

(Powers to Great Northern and Lancashire and Yorkshire Railway Companies; and Powers over their Railways at Bradford.)

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

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

A railway, commencing by a junction with the Leeds, Bradford, and Halifax Junction portion of the Great Northern Railway, at or about 160 yards east of the bridge by which the Leeds and Halifax turnpike road is carried over the same railway, in the township of Pudsey, in the parish of Calverley, passing through the following places, viz.:—Tyersall, Pudsey, Calverley, Calverley with Farsley, Eccleshill, Bradford, and Idle, and terminating in a field in the township of Idle and parish of Calverley, belonging to Samuel Walter Atkinson and Sarah Louisa his wife, Jane White and Arthur Robson White, and in the occupation of Austin Dibb, on the south-west side of a public road called Millman-lane, and at or near the public-house called the Odd Fellows' Hall, all which places are in the West Riding of Yorkshire:

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

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

To authorise the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, or either of those companies, to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and, if necessary, out of capital to be raised

by them respectively under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantages over their respective existing and authorised capitals; and to enable the said companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company:

To enable the Company on the one hand, and the said Great Northern and Lancashire and Yorkshire Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway 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 railway; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic: and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid:

To enable the Company, and all companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively, that is to say:

So much of the said Leeds, Bradford, and Halifax Junction Railway, as lies between the proposed junction therewith of the railway hereinbefore described, and the termination of the said railway in Bradford, together with the station thereof in Bradford;

The railway authorised to be constructed by "The Leeds, Bradford, and Halifax Junction Railway Act, 1864," and described in the fifth section of the same Act:

So much of the Lancashire and Yorkshire Railway as lies between the junction therewith of the railway authorised by the said Act of 1864, and the station of the Lancashire and Yorkshire Railway at Bradford, together with the said station:

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

The Bill will 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 Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge, so far as may be needful, the powers and provisions of the 9th and 10th Vict., cap. 71; and of any other Acts relating to the Great Northern Railway Company; the Acts 15 and 16 Vict., cap. 118; 27 and 28 Vict., cap. 165; and 28 and 29 Vict., cap. 330; and any other Acts relating to the Leeds, Bradford, and Halifax Junction Railway Company; and the Acts 1 and 2 Will. IV., cap. 60; and the 22nd and 23rd Vict., cap. 110; and any other Acts relating to the Lancashire and Yorkshire Railway Company.

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

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

Dated this 16th day of November, 1865.

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

Caledonian Railway.

Edinburgh and Larbert Junction Railway and Branches.

(Construction of railway from the Scottish Central Railway near Larbert to the Caledonian Railway near Dalmahoy; and of branches to the Scottish Central Railway near where it is carried under the Forth and Clyde Canal—to the North British Railway Company's Stirlingshire Midland Junction Railway—to the Railway leading from the last-named Railway to the Carron Iron Works—and to the Grangemouth Railway: running powers and facilities with respect to part of the Grangemouth Railway and the Grangemouth Harbour and Dock; Arrangements with the Company of Proprietors of the Forth and Clyde Navigation; 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 in connection therewith respectively, that is to say :

First. A railway (hereinafter called "Line No. 1") commencing by a junction with the main line of the Scottish Central Railway, belonging to the Company, at a point in the parish of Falkirk and county of Stirling, opposite the farm-steading of Lochlands, near the southern end of the viaduct by which the said main line is carried over the Carron Water, and terminating by a junction with the main line of the Caledonian Railway from Carlisle to Edinburgh, at or near a point in the parish of Ratho and county of Edinburgh, about one furlong and a half eastward from the farm-steading of Haggs ; which proposed line No. 1, and the 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 some of them, that is to say, the parishes of Falkirk, Polmont, and Muiravonside, and the burgh of Falkirk, in the county of Stirling, the parishes of Linlithgow, Ecclesmachan, Dalmeny, Kirkliston, and Uphall, and the royal burgh of Linlithgow, in the county of Linlithgow, and the parishes of Kirknewton, Kirkliston, and Ratho, in the county of Edinburgh ;

Secondly. A railway (hereinafter called "Line No. 2,") commencing by a junction with the said main line of the Scottish Central Railway, at or near a point in the parish of Falkirk and county of Stirling, about one furlong measured along the said main line in a north-easterly direction, from the tunnel by which the said main line is carried under the Forth and Clyde Canal, and terminating by a junction with line No. 1 at or near a point in the said parish of Falkirk about seventeen chains north-westward from the bridge by which that part of the undertaking of the North British Railway Company, now or formerly called the Stirlingshire Midland Junction Railway, is carried over the turnpike-road from Camelton to Larbert ; which proposed line No. 2, and the works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Falkirk, and the burgh of Falkirk, in the county of Stirling, or one of them.

Thirdly. A railway (hereinafter called "Line No. 3,") commencing by a junction with line No. 2 at or near a point in the parish of Falkirk and county of Stirling, about seventeen chains eastward from the bridge by which the said main line of the Scottish Central Railway is carried over the turnpike-road from Camelton to Bonnybridge, and terminating by a junction with the said Stirlingshire Midland Junction Railway, at or near a point in the said parish of Falkirk about seventeen chains measured along that railway in a westerly direction from the bridge before mentioned by which the said Stirlingshire Midland Junction Railway is carried over the said turnpike-road from Camelton to Larbert ; which proposed line No. 3, and the works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Falkirk and the burgh of Falkirk, in the county of Stirling, or one of them.

Fourthly. A railway (hereinafter called "Line No. 4,") commencing by a junction with line No. 1 at or near a point in the parish of Falkirk and

county of Stirling, about two furlongs north-westward from the Swing Bridge by which the said Stirlingshire Midland Junction Railway is carried over the Forth and Clyde Navigation, and terminating by a junction with the railway leading from the said Stirlingshire Midland Junction Railway near Camelton to Carron Iron Works, at or near a point in the said parish of Falkirk, about one furlong and a half northward from Merchiston Hall ; which proposed line No. 4, and the works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Falkirk and the burgh of Falkirk in the county of Stirling, or one of them :

Fifthly. A railway (hereinafter called "Line No. 5,") commencing by a junction with line No. 1 at or near a point in the parish of Falkirk and county of Stirling, about twelve chains south-westward from the farm-steading of Westfield, and terminating by a junction with the Grange-mouth Railway, belonging to the Company of Proprietors of the Forth and Clyde Navigation, near the level crossing of that railway in the parish of Falkirk by the road leading from Wester Newlands farm-steading to East Thorne farm-steading ; which proposed line No. 5, and the works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Falkirk and the burgh of Falkirk in the county of Stirling, 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 Falkirk and Stirling respectively, of the principal Sheriff-Clerk of the county of Stirling ; in the office at Linlithgow of the principal Sheriff-Clerk of the county of Linlithgow, and 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 each of the parishes, before specified, and to the said royal burgh of Linlithgow, together 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, as 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 Linlithgow.

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 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 purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance, or use of the said proposed railways 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, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed.

And it is further intended by the said Bill to empower the Company, and all other companies and persons lawfully using the said proposed line No. 5, to run over and use, with their engines and carriages of every description, and to use with their clerks, officers, and servants, that portion of the said Grangemouth Railway which lies betwixt the point of junction therewith of the said proposed line No. 5 and the termination of the said railway at Grangemouth, and also the several lines of rails by which the said Grangemouth Railway is connected with the Forth and Clyde Navigation, and with the harbour and dock at Grangemouth, and all stations, offices, buildings, sidings, watering places, and other works and conveniences upon or connected with the said portion of the Grangemouth Railway and the said lines of rails, harbour and dock, upon such terms and conditions, and on payment of such tolls, rates, rent, or other

consideration, as may be settled by agreement or arbitration, or defined in or provided for by the said Bill; as also to provide facilities for the forwarding, accommodation, and interchange of traffic over and at the said portion of the Grangemouth Railway, and the said lines of rails, harbour and dock, upon such terms and conditions as may be settled, or defined, or provided for as aforesaid; as also for these several purposes, to alter the tolls, rates, and charges leviable by the Company of Proprietors of the Forth and Clyde Navigation, in respect of the use of the said portion of railway, lines of rails, harbour and dock, and works connected therewith, and the conveyance and accommodation of traffic over and at the same, to enable the Company to levy tolls, rates, and charges in respect thereof, 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 portion of railway, lines of rails, harbour and dock; as also to empower the Company and the said Company of Proprietors of the Forth and Clyde Navigation to enter into arrangements and execute agreements with each other in respect to all or any of the matters aforesaid.

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 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 an Act passed in the fourth and fifth years of the reign of Her present Majesty, intituled "An Act to consolidate, amend, and enlarge the powers and provisions of the several Acts relating to the Forth and Clyde Navigation; and the following and any other Acts relating to the Forth and Clyde Navigation," and to the said Grangemouth Railway and Grangemouth Harbour and Dock, viz.: 5 Vic., session 2, cap. 41; 8 Vic., cap. 3; 8 and 9 Vic., cap. 148; 9 and 10 Vic., caps. 147 and 384; 11 and 12 Vic., cap. 41; 13 and 14 Vic., cap. 27; 15 Vic., cap. 45; and 22 and 23 Vic., cap. 32.

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.

Aberdare and Central Wales Junction Railway, (Incorporation of Company; Construction of Railway from the Taff Vale and Vale of Neath Railways to the Neath and Brecon Railway; Powers to the Central Wales, Central Wales Extension, Neath and Brecon, and Taff Vale Railway Companies; Amend- of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the railways hereinafter described, or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

No. 1.—A railway commencing in the parish of Aberdare, in the county of Glamorgan, by a junction with the Aberdare Railway of the Taff Vale Railway Company, near to the point where that railway is crossed by the tramway from the Gadlys Iron Works, and terminating in the hamlet of Coelbren, in the parish of Ystradgynlais, in the county of Brecon, by a junction with the Neath and Brecon Railway (now in course of construction), in the field numbered 29 on the plans (Extension Sheet I.) of the last-mentioned railway, deposited under the title of "Dulas Valley Mineral Railway," with the Clerk of the Peace for the county of Brecon, in November, 1862, which intended railway will pass from, in, through, or into the parishes and places of Aberdare and Ystrad-y-fodwg, in the county of Glamorgan, and Penderyn, Ystradfellty, and Ystradgynlais, in the county of Brecon.

No. 2.—A railway commencing in the said parish of Penderyn by a junction with the intended railway before described, in a field belonging to the Rev. R. W. P. Davies, and occupied by David Williams, and numbered 314 on the tithe commutation map of the parish of Penderyn, and terminating in the said parish of Ystrad-y-fodwg by a junction with the Vale of Neath Railway, about 300 yards eastward of the bridge carrying the turnpike road from Aberdare to Brecon over that railway, which intended railway will pass from, in, through, or into the parishes of Penderyn, in the county of Brecon, and Ystrad-y-fodwg, in the county of Glamorgan.

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, railways, tramroads, and water-courses within or adjoining the parishes and places aforesaid, or any of them.

The intended Act will authorise all, or any or either of the following railway companies (herein called "The Three Companies,") to exercise all or some of the foregoing powers, and to become sole or joint promoters of the intended Act, that is to

say, the Central Wales Railway Company, the Central Wales Extension Railway Company, and the Neath and Brecon Railway Company; and will enable the three Companies, or any of them, to contribute and subscribe towards the undertaking of the Company, and respectively to apply their corporate funds to that purpose, and to the promotion of the intended Act, and to raise further sums for such purpose, 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 the intended Act will enable the Company on the one hand, and the Central Wales Railway Company, the Central Wales Extension Railway Company, the Neath and Brecon Railway Company, the Taff Vale Railway Company, and any company working or using the railways of those companies, on the other hand, or the Company, and any one or more of those companies, to enter into and carry into effect, contracts and agreements for the supply of engines, carriages, and rolling stock, for working the traffic on the railways of the Company, and for the use, working, maintenance, and management of such railways, or any part thereof, and also with respect to the booking, forwarding, and transmission of traffic passing to or from the railways of the Company from or to the railways of the said other companies, or such of them as may be parties to any such agreement, and for the fixing and levying, and the division and apportionment between the companies who may be parties to any such agreement, of the tolls and charges arising from such traffic, and with respect to the rents, payments, drawbacks, and allowances to be paid and allowed by and between the contracting companies, and all incidental matters.

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.:— 22 and 23 Vic., cap. 121, and 26 and 27 Vic., cap. 79, relating to the Central Wales Railway Company; 23 and 24 Vic., cap. 141; 25 and 26 Vic., cap. 156; and 26 and 27 Vic., cap. 77, relating to the Central Wales Extension Railway Company; 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; and 27 and 28 Vic., cap. 316, relating to the Neath and Brecon Railway Company; and 6 and 7 William IV., cap. 82; 7 William IV. 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; 20 and 21 Vic., cap. 153; and 26 and 27 Vic., cap. 75, relating to the Taff Vale Railway Company.

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 Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act 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 Glamorgan, at his office in Cardiff, and with the Clerk of the Peace for the county of Brecon, at his office in the borough of Brecon; and a copy of so much of the said plans, sections, and

book of reference as relates to each of the parishes in or through which the said 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 10th day of November, 1865.

Dean and Taylor, 23, Bloomsbury-square,
London, Solicitors.

William Bell, 26, Duke-street, Westminster,
Parliamentary Agents.

**Lancashire and Yorkshire Railway,
(Extension of Time, &c.)**

(Extension of Time for Construction of certain Branch Railways in the West Riding of the County of York and the County of Lancaster; Additional Lands in the County of Lancaster; Increase of Capital; Amendment of Acts.)

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

To extend the time and continue or revive the powers granted by the Lancashire and Yorkshire Railway (Dewsbury, &c., Branches) Act, 1861, for the construction of the proposed Heckmond-wike Branch of the Lancashire and Yorkshire Railway (being the railway secondly described in and authorised by that Act) and also of the proposed Meltham branch of the Lancashire and Yorkshire Railway (being the railway thirdly described in and authorised by that Act) and also to extend the time and continue the powers granted by the Lancashire and Yorkshire Railway (Additional Powers) Act, 1862, for the construction of the branch railway to Shawforth thereby authorised.

To empower the Company to acquire by compulsion or agreement the lands, houses, buildings, and property, hereinafter described or referred to, or some of them (that is to say):—

Certain lands and property in the townships of Pendleton and Pendlebury, in the parish of Eccles, in the county of Lancaster, lying between the Manchester, Bolton, and Bury Canal and the Lancashire and Yorkshire Railway, and adjoining or near to Park House Farm, belonging or reputed to belong to John Dautesey, Esquire, and also adjoining certain alum works belonging or reputed to belong to Mr. Peter Spence.

Certain lands, buildings, and property in the township of Kearsley and in the township of Farnworth, both in the parish of Dean, in the county of Lancaster, situate on both sides of the Lancashire and Yorkshire Railway, and near to and as to part thereof abutting upon the Halshaw Moor station of that railway.

Certain lands and property in the township of Farnworth, in the parish of Dean, and the township of Great Lever, in the parish of Middleton, in the county of Lancaster, situate on both sides of the Lancaster and Yorkshire Railway, and near to and as to part thereof adjoining the Moses Gate station of that railway.

Certain lands and property in the township of

West Houghton, in the parish of Dean, in the county of Lancaster, situate on the north-westerly side of and adjoining the Lancashire and Yorkshire Railway, and also adjoining the Adlington and West Houghton turnpike road at the point where that road is carried over the Lancashire and Yorkshire Railway by a bridge.

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

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

And it is also proposed by the intended Act to alter, amend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company or their undertaking (that is to say) local and personal Acts, 1 and 2 William IV., cap. 60; 2 William IV., cap. 69; 5 William IV., cap. 30; 6 and 7 William IV., cap. 3; 7 William IV., cap. 24; 1 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, 270, and 273; 28 and 29 Vict., caps. 332 and 21; and 28 Vict., cap. 23.

And notice is hereby also given, that on or before the 30th day of November, in the present year, plans of the lands and property proposed to be taken under the powers of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office, in Preston; and that copies of so much of the said plans and book of reference as relates to the several parishes in which the said lands and property are situate, together with a copy of this notice, as published in the London Gazette, will on or before the said 30th day of November be deposited with the parish clerk of each such parish, at his residence.

And notice is hereby further given, that 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 15th day of November, 1865.

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

Vale of Crickhowell Railway.

(Deviation of authorized line—Extension to Brecon—Further money powers—Traffic arrangements with other Companies—Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, by the Vale of Crickhowell Railway Company (hereinafter called "The Company,") for an Act to enable them to construct the works and effect the objects following, or some of them, viz.:

To abandon the formation of so much of the authorized line of the Vale of Crickhowell Railway, as is shown on the plan thereof deposited with the Clerk of the Peace for the county of Monmouth, and with the Clerk of the Peace for the county of Brecon, in the month of November, 1863, to extend from the Merthyr, Tredegar, and Abergavenny Railway, in the parish of Llanfoist, in the county of Monmouth, to a point in the parish of Llanelly, in the county of Brecon, where the said authorized line passes the fence dividing the fields numbered 26 and 27 on the said plans; and instead thereof to construct and maintain a new or deviated railway with such stations, works, and conveniences as may be necessary in connection therewith, commencing in the parish of Abergavenny and county of Monmouth by a junction with the Merthyr, Tredegar, and Abergavenny Railway at or near the south-west end of the bridge, carrying that railway over the turnpike road from Abergavenny to Crickhowell, and terminating by a junction with the authorized line of the Vale of Crickhowell Railway at the aforesaid point in the parish of Llanelly, where the same passes the fence dividing the fields numbered 26 and 27 on the said deposited plans, which intended new or deviated railway will pass from, through, or into the parishes and places of Abergavenny and Llanwenarth (Citra), in the county of Monmouth, and the parish of Llanelly, in the county of Brecon.

To construct and maintain an extension railway, with such stations, approaches, works, and conveniences as may be necessary in connection therewith, commencing at or near Crickhowell Bridge, in the parish of Crickhowell, by a junction with the authorized line of the Vale of Crickhowell Railway, at the termination thereof, in the field numbered 181 on the tithe commutation map of the said parish of Crickhowell, and terminating in the chapelry of Saint Mary in the parish of St. John the Evangelist, in the borough of Brecon, by a junction with the Neath and Brecon Railway, at or near the point where that railway is authorized to cross Free-street in the said borough; which intended railway will pass from, in, through, or into the parishes and places of Crickhowell, Saint Michael Cwmdu, Tretower, Cenol, Cilwych, Llangynnider, Llanddety, Llanfagan, Llanfrynach, Saint David, Saint Mary, and Saint John the Evangelist, all in the county of Brecon.

To authorize the construction and maintenance by the Company of their authorized line between the point marked 2 miles, and the point marked 4 miles and 1 furlong on the said deposited plans thereof, according to altered and different lines and levels from those authorized by the Company's Act of 1864, which alteration of line and levels will be within the limits of lateral deviation defined on the said plans, and will be situated in the parishes or places of Llanelly and Llangenny, in the county of Brecon.

To deviate laterally from the lines of the in-

tended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels as shown on the sections hereinafter mentioned:

To cross, stop up, alter, or divert, for the purposes of the Act, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses, within or adjoining to the aforesaid parishes, townships, and extra-parochial, and other places of any of them.

To purchase by compulsion and by agreement, lands, houses, and hereditaments, and to acquire easements over lands and hereditaments, for the purposes of the intended works and of the Act, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the Company are now authorized to take, 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 discharge the Company from all liability to construct, and from all penalties for not constructing the portion of railway proposed to be abandoned as aforesaid:

To apply to the purposes of the intended Act the funds raised and to be raised under "The Vale of Crickhowell Railway Act, 1864" 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 of 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 authorize the Company to issue in preferred half shares and deferred half shares, the whole or any part of the capital authorized by the Vale of Crickhowell Railway Act, 1864, to be raised or which they may be authorized to raise by the said intended Act.

And it is also intended by the said Act to extend and make applicable to the intended railways and works the provisions of the Company's Act of 1864, with respect to working arrangements between the Company and the Merthyr, Tredegar, and Abergavenny, and London and North-Western Railway Companies, and to enable the Company and the Neath and Brecon Railway Company to enter into and carry into effect, contracts, agreements, and arrangements for or with reference to the maintenance, repair, working, and using of the undertaking railways and works of the Company, or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, and the supply of rolling and working stock, and the employment, remuneration, and dismissal of officers and servants, and the fixing, collection, division, appropriation, and distribution of the tolls, and other income and profits arising from the traffic on the railways of the Company.

And it is intended to incorporate with 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 Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and so far as may be necessary or desira-

ble for any of the purposes of the said Act to amend the provisions of the several Acts of Parliament following, or some of them, that is to say:—“The Vale of Crickhowell Railway Act, 1864; local and personal Acts, 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; 3 and 4 Wm. IV., cap. 36, and 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; 22 and 23 Vict., cap. 59, and all other Acts relating to the Merthyr, Tredegar, and Aberavenny Railway Company.

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

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

Dated this 9th day of November, 1865:

David Thomas, Brecon, E. J. C. Davies, Crickhowell, Solicitors.

William Bell, 26, Duke Street, Westminster, Parliamentary Agent.

Hull and Hornsea and North Eastern Railways.

(Amalgamation—Arrangement as to Capital and amongst Shareholders—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act for the amalgamation and consolidation, from and after such period, and upon such terms, stipulations, and conditions as may have been or may hereafter be agreed upon, or as may be fixed or determined in, and by or under the provisions of the said intended Act, of the Hull and Hornsea Railway Company, and its undertaking with, and into, the North-Eastern Railway Company (hereinafter called “The Company”) and its undertaking, so that the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said Companies respectively, or to the undertakings of any other company, body, or persons, or to undertakings in which the said Companies respectively may have only a partial interest, and whether with reference to the purchase of lands and houses, construction of works,

levying of tolls, rates, and duties, or otherwise, vested in and belonging to, or exercisable and enjoyed by the said Companies severally or jointly at the time of the said amalgamation, may be vested in, and belong to, and be exercised and enjoyed by the Company, as such one united and consolidated Company.

And the said Act will provide for the dissolution of the Hull and Hornsea Railway Company, and for the incorporation of the shareholders therein with the Company and its shareholders, and for regulating, fixing, and enlarging the capital stock and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the shareholders in the said Companies respectively, and of the different classes of such shareholders as amongst each other, in the capital stock of the Company, and for the fulfilment and discharge by the Company, of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the said Companies, jointly or severally, or otherwise, however, and capable of taking effect or being enforced at the period of such union and amalgamation.

And the said Act will also provide for, or contain provisions varying or affecting the mortgage and bond or other debts of the said Companies, and the security of the holders of such mortgages and bonds, and of other creditors; and also provisions altering, varying, or increasing the tolls, rates, and duties leviable by the said Companies, or either of them, in respect of their respective undertakings, and also provisions conferring, varying, or extinguishing exemptions from the payment of such tolls, rates, and duties, and other rights and privileges, and also for the division and apportionment, or the application and appropriation of the proceeds of the traffic, or part of the traffic, over the railways of the said Companies, or some parts thereof, between or amongst, or to the respective classes or sections of shareholders, in the Company, or in one or both of the said Companies, for the time being representing the shareholders in the said Companies respectively.

And it is also proposed by the said intended Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—“The Hull and Hornsea Railway Act, 1862,” and any other Acts relating to, or so much thereof as relates to the Hull and Hornsea Railway Company; and 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 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, respectively relating to the Company and its undertaking, and any Acts therein respectively recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the said intended Act or Bill, and to confer other powers in lieu thereof and in addition thereto.

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

Dated this 10th day of November, 1865.

Richardson, Gutch, and Co., Solicitors, York.

Midland Railway.

(South Staffordshire Extensions.)

(Railways from Midland Railway to the Cannock Chase and Wolverhampton and Wolverhampton and Walsall Railways, and to Wednesbury; Working and Traffic Arrangements; Additional Capital; Amendment of Acts.)

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

To authorise the Company to make and maintain the railways hereinafter mentioned, or some of them, together with all necessary and convenient stations, approaches, basins, wharves, bridges, roads, communications, and other works (that is to say):

1stly. A railway (No. 1) commencing in the parish of Aston, otherwise Aston juxta Birmingham, in the county of Warwick, by a junction with the Midland Railway, at a point thereon distant 40 chains or thereabouts from and to the westward of the Water Orton station of that railway, and terminating in the township and parish of Great Barr, and parish of Aldridge, or one of them, in the county of Stafford, at a point distant 12 chains or thereabouts to the north-east of a farm-house called Bourne Vale, belonging to George David Bragg, and in the occupation of William Costiff, 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): Aston, otherwise Aston juxta Birmingham, Curdworth, Water Orton, Minworth, Berwood, Castle Bromwich, Warmley, Maney, and Sutton Coldfield, in the county of Warwick, and Barr, Great Barr, Little Aston, Sutton Coldfield, Shenstone, and Aldridge, in the county of Stafford:

2ndly. A railway (No. 2) commencing in the township and parish of Great Barr, and parish of Aldridge aforesaid, or one of them, by a junction with the intended Railway No. 1, at its intended termination as above described, and terminating in Burntwood, in that part of the parish of St. Michael Lichfield which lies in the county of Stafford, by a junction with the railway No. 1, authorised by "The Cannock Chase and Wolverhampton Railway Act, 1864," in an unenclosed piece of land, numbered 5 in that part of that parish upon the deposited plans of that railway, and near the north-eastern end of the canal reservoir abutting on the said piece of land numbered 5, which said intended railway No. 2 will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Barr, Great Barr, Aldridge, Rushall, Pelsall, Wolverhampton, Walsall, Walsall Wood, Brownhills, Ogley, Ogley Hay, Hammerwich, Burntwood, St. Michael Lichfield, Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, Cannock Chase, Cannock, and Wyrley, all in the county of Stafford.

3rdly. A railway (No. 3) commencing in the parish of Walsall, in the county of Stafford, by a junction with the intended railway No. 2, at a point on the north-west side of the turnpike road leading from Walsall through Rushall to Lichfield, distant 23 chains or thereabouts, measured along such road in a south-westwardly direction from the bridge by which such turnpike road is carried over the Daw-end Branch Canal, and terminating in the parish of Walsall, in the same county, by a junction with the said Railway No. 1, authorised by "The Cannock Chase and Wol-

verhampton Railway Act, 1864," in a field numbered 17 in that parish on the deposited plans of that railway, and 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): Aldridge, Four Crosses, Walsall, Walsall Wood, Pelsall, Wolverhampton, Bloxwich, Little Bloxwich, Newtown, and Wyrley, all in the county of Stafford.

4thly. A railway (No. 4) commencing in the township and parish of Great Barr, and parish of Aldridge aforesaid, or one of them, by a junction with the intended railway No. 1 at its intended termination as above described, and terminating in the townships of the borough of Walsall and of Walsall Foreign, or one of them, in the parish of Walsall, in the county of Stafford, on the south side of Park-street and the Wolverhampton-road, at a point 60 yards or thereabouts on the western side of the centre of the south parapet of the bridge carrying Park-street over the South Staffordshire Railway, there to form a junction with the railway authorised by "The Wolverhampton and Walsall Railway Act, 1865," and which said intended railway No. 4 will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Barr, Great Barr, Aldridge, Bourne Vale, Hardwick, Hay Head, Wood End, Rushall, Walsall, Walsall Borough and Walsall Foreign, otherwise the Foreign of Walsall, all in the county of Stafford.

5thly. A railway (No. 5), commencing in the township of the borough of Walsall and of Walsall Foreign, or one of them, in the parish of Walsall aforesaid, by a junction with the intended railway No. 4 at the termination thereof hereinbefore described, and terminating in the parish of Wednesbury, in the county of Stafford, near to and on the east side of the Birmingham Canal, in a piece of land there known as Monway Field Close, belonging to Sir Horace St. Paul, and numbered 633 on the Tithe Commutation Map of that parish, which intended railway No. 5 will be made or pass from, in, through, or into the townships, parishes, extra-parochial, and other places following, or some or one of them (that is to say): Walsall, Walsall Foreign, Darlaston, Wednesbury, Wolverhampton, Bentley, Willenhall, Sedgley, and Wood Green, all in the county of Stafford.

6thly. A railway (No. 6) commencing in the parish of Rushall, in the county of Stafford, by a junction with the intended railway No. 4, near to and on the west side of the canal leading to the Hay Head Lime Works, three chains or thereabouts southwards of the lowest of the two locks immediately south of Longwood Wharf, and terminating in the parish of Wednesbury, in the county of Stafford, near to and on the east side of the Birmingham Canal, in a piece of land, there known as Monway Field Close, belonging to Sir Horace St. Paul, and numbered 633 on the Tithe Commutation Map of that parish, and which said intended railway No. 6 will be made or pass from, in, through, or into the townships, parishes, extra-parochial and other places following, or some of them (that is to say): Rushall, Walsall, Wednesbury, Darlaston, Wolverhampton, Sedgley, and Wood Green, all in the county of Stafford.

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

To cross, divert, alter, or stop up, whether

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

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

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

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

And it is also intended by the said Bill to empower the Company and the Cannock Chase and Wolverhampton Railway Company and the Wolverhampton and Walsall Railway Company, or either of those Companies, to enter into and carry into effect contracts, agreements, and arrangements for, or with reference to, the maintenance, working, and use by the Company of the railways and works of the other Companies, or either of them, and the supply of engines, carriages, and rolling stock, or any part thereof, and with reference to the transmission of the traffic upon and over the railways of the Company and the other Companies or Company, parties or party to any such agreement, and with reference to the interchange of traffic between the railways of the Company and such other Companies respectively, and the fixing and ascertaining division and apportionment between the Companies parties to any such agreement of the tolls, rates, and charges arising from such traffic, and to confirm any agreements already made between the Company and either of such Companies in reference to any of the matters aforesaid.

To incorporate with the intended 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."

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):—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, 132, and 133; 27 and 28 Vic., caps. 19, 164, 221, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 327, 335, and 359; relating to the Midland Railway Company; 27 and 28 Vic., cap. 312, relating to the Cannock Chase and Wolverhampton Railway Company; and 28 and 29 Vic., cap. 181, relating to the Wolverhampton and Walsall 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 Warwick, at his office, at Stratford-upon-Avon, 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 said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place, in or through which the said railways and works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk, of some parish immediately adjoining thereto, at his residence; and printed copies of the intended Bill will be deposited in the Private Bill office of the House of Commons on or before the 23rd day of December next.

Dated this 6th day of November, 1865.

S. Carter,
Beale, Marigold, & Beale, } Solicitors.

Knighton, Central Wales, and Central Wales Extension Railways.

(Lease of Undertakings to London and North-Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for an Act to authorise and empower the Knighton Railway Company, the Central Wales Railway Company, and the Central Wales Extension Railway Company, or any one or more of the said Companies, to lease to the London and North-Western Railway Company their respective undertakings, and the stations, works, and conveniences connected therewith respectively in perpetuity or for such term of years as may be authorised by the said intended Act, at such rent, or for such price or consideration, and upon such terms and conditions as have been or may be agreed upon between the said Companies, or as may be fixed, ascertained, or determined in and by the said intended Act; and to authorise and empower the London and North-Western Railway Company to take a lease of the said undertakings of the Knighton Railway Company, the Central Wales Railway Company, and the Central Wales Extension Railway Company, or any one or more of such undertakings:

To transfer to and vest in the London and North-Western Railway Company, during the continuance of such lease, all the rights, powers, privileges, authorities, liabilities, and obligations,

whether with reference to the levying of tolls, rates, and charges, or otherwise, which at the time of such lease coming into operation may be vested in, or may attach to, or might be held, exercised, or enjoyed by the said leasing Companies in reference to their undertakings, or the undertaking of any other Company :

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, the following Acts, or some of them, viz : "The Knighton Railway Act, 1858," "The Central Wales Railway Act, 1859," "The Central Wales Extension Railway Act, 1860," "The Central Wales Railway Act, 1863," "The Central Wales Extension Railway Act, 1863 ; and 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, 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 168 ; 21 and 22 Vict., caps. 130 and 131 ; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134 ; 23 and 24 Vict., caps. 77 and 79 ; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 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, 260, 267, and 316 ; and any other Acts relating to the London and North-Western Railway Company :

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

Dated this 13th day of November, 1865.

J. B. Bullen, 32, Great George-street,
Westminster, Solicitor for the Bill.

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

North-Eastern Railway.

(Leeds and Wetherby Branch.)

(Power to construct a Railway between the Leeds and Selby and Church Fenton and Harrogate Branches.—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 Railway following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say :

A Railway commencing in the township of Aushorpe, and parish of Whitkirk, in the West Riding of the county of York, by a junction with the Leeds and Selby branch of the North-Eastern

Railway, at a point thereon about 182 yards measured along that branch) eastward of the centre of the bridge which carries the public road called Holly Shaw lane over that branch, and near the Cross Gates Station thereon, 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 :—Aushorpe, Whitkirk, Seacroft, Barwick-in-Elmet, Soholes, Mofewick, Stanks, Potterton, Kiddal-with-Potterton, Thonner, Scarcroft, Bardsey, Rigton, Bardsey-cum-Rigton, Bramham, Harewood, East-Keewick, Collingham, Linton, Wetherby, and Spofforth, all in the said West Riding, and terminating in the township of Wetherby, and parish of Spofforth, in the said West Riding, by a junction with the Church Fenton and Harrogate branch of the North-Eastern Railway, at a point thereon, on the west side of the Wetherby Station, about 22 yards (measuring along that branch) westward of the centre of the bridge which carries that branch over the Ferry Bridge and Boroughbridge Turnpike-road.

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, tram-roads, 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, or interfere with, for the purposes of the Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking, and to purchase, by compulsion, or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railway and works, or for extraordinary purposes connected therewith ; and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with these purposes respectively, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions ; and also power to levy tolls, rates, and duties for or in respect of the use of the said proposed railway and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or alter such exemptions from the payment of such existing and proposed tolls, rates, and duties, as may be thought expedient.

And it is also proposed by such intended Act to 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 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 *part 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 and sections of the said proposed rail-

way and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of the said proposed line of railway; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railway and works are intended to be made; and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 214; 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 288; 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 of Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1865.

By *Richardson, Gilch, and Co.*, Solicitors, and *W. G. G. G.*

Exe Valley Railway.

(Incorporation of Company; powers to construct railways between the Exeter and Crediton Railway near Exeter, and Tiverton; running powers over the Exeter and Crediton, and Bristol and Exeter Railways; working arrangements with the London and South-Western, the Exeter and Crediton, Tiverton and North-Devon, and Bristol and Exeter Railways; tolls; amendment of Acts)

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

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

1stly. A railway (No. 1) commencing in the parish of Newton St. Cyres, in the county of Devon, by a junction with the Exeter and Crediton Railway at a point on that railway 120 yards or thereabouts, measured along that railway, to the northward of the mile post on that railway, indicating a distance of three miles from a certain mile post on the London and South-Western

Railway (near and to the southward of the St. David's Exeter Station), denoting a distance of 172 miles from London, and terminating in the parish of Tiverton, in the said county of Devon, in and on the south side of the turnpike road leading from Tiverton to the place known as Seven Crosses, at a point distant six chains or thereabouts, measured along that road to the eastward of a turnpike gate called Cottey House Gate on that turnpike road, which said intended railway No. 1 will be made, or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say: Newton St. Cyres, Huxham, Rewe, Stoke Canon, Upeke, Netherexe, Shobrook, Upton Hellions, Upton Pyné, Bramford Speke, Stockleigh Pomeroy, Thorverton, Silvertown, Cheriton Fitzpaine, Stockleigh English, Cadbury, Cadeleigh, Halberton, Butterleigh, Bickleigh, Tiverton, St. Paul's, West Exe, Tiverton, all in the county of Devon.

2ndly. A railway (No. 2) commencing in the parish of Tiverton aforesaid by a junction with the intended railway No. 1, at or near the point of its intended termination as above described, and terminating in the parish of Tiverton aforesaid, in a garden belonging to Harriet Hurley, and in the occupation of John Petry, and which said garden is numbered 121 in that parish, on the deposited plans, referred to in the Tiverton and North-Devon Railway Act, 1865, which said intended railway No. 2 will be made, or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say, Tiverton and St. Paul's, West Exe, Tiverton, all in the county of Devon.

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

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

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

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

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

And it is also intended by the said Bill to empower the Company, and all companies and persons working or using the intended railways or any part thereof, to run over, work, and use, either by agreement or otherwise, with their engines and carriages, and for the purposes of traffic of every description, so much of the lines of railway, stations, roads, platforms, water, water-engines, sidings, machinery, works, and

conveniences of the Exeter and Crediton Railway Company, and Bristol and Exeter Railway Company respectively, as lies between the point where the said intended railway (No. 1) will join the Exeter and Crediton Railway and the St. David's station at Exeter of the Bristol and Exeter Railway, together with that station; and also to levy tolls, rates and duties in respect of passengers and traffic conveyed over such portions of the Exeter and Crediton and Bristol and Exeter Railways, and to alter the tolls, rates and charges now authorised to be taken thereon respectively, and to confer exemptions from such tolls, rates, and charges.

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

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several local and personal Acts of Parliament, following, that is to say: 4 and 5 Will. 4, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 181, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 122, 177, and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 24, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 and 23 Vict., caps. 3, 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 124, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42, 71, 78, 143, 152, 165, and 227; 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 London and South-Western Railway Company; 6 Will. 4, cap. 36; 1 and 2 Vict., cap. 28; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., cap. 155; 9 and 10 Vict., cap. 181; 11 and 12 Vict., caps. 28, 77, 82, and 95; 14 and 15 Vict., cap. 22; 15 and 16 Vict., cap. 9; 18 and 19 Vict., cap. 6; 20 Vict., cap. 1; 23 and 24 Vict., caps. 92 and 124; 24 and 25 Vict., cap. 243; 25 Vict., cap. 21; 25 and 26 Vict., caps. 111 and 128; 26 and 27 Vict., caps. 60 and 107; 27 and 28 Vict., cap. 184; and 28 and 29 Vict., caps. 97, 98, and 105, relating to the Bristol and Exeter Railway Company; 8 and 9 Vict., cap. 88; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 22; 18 and 19 Vict., cap. 63; and 23 and 24 Vict., cap. 103, relating to the Exeter and Crediton Railway Company; and the Tiverton and North Devon Railway Act, 1865.

And notice is hereby also given that plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, in the same county; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in and through which the said 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 23d day of December next.

Dated this 11th day of November, 1865.

Hodding, Townsend and Co., 3, Princes St., Westminster.

Charles Marshall Hole, Tiverton, Solicitors for the Bill.

J. Dorington and Co., 6, Parliament Street, Westminster, Parliamentary Agents.

Central Cornwall Railway.

(Running Powers over Railways of Bodmin and Wadebridge, Exeter and Crediton, and Launceston and South Devon Railway Companies, and portions of Railways of Devon and Cornwall, London and South-Western, Bristol and Exeter, South Devon, and Cornwall Railway Companies. Powers to make arrangements with Bristol and Exeter Railway Company for laying down narrow gauge over their railway. Working and traffic arrangements. Provisions for compelling the laying down of the narrow gauge over the Launceston and South Devon Railway, and on part of the Cornwall Railway. Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Central Cornwall Railway Company (hereinafter called "The Company"), for an Act for the following, or some of the following, among other purposes, that is to say:

To empower the Company, and all companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages, officers, and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed, or, in default of agreement, as may be settled by the Board of Trade or by arbitration, or defined by the intended Act, all or any part of the railways and portions of railways respectively, whether constructed or authorised, hereinafter mentioned, together with the stations, sidings, roads, watering places, water supply, booking-offices, warehouses, landing places, works, and conveniences connected therewith respectively, that is to say:

The railways of the Bodmin and Wadebridge Railway Company. So much of the railway of

the Devon and Cornwall Railway Company as lies between the Okehampton Station thereon (including that station), and the junction of that railway with the North Devon Railway.

So much of the North Devon Railway as lies between the respective junctions therewith of the railway of the Devon and Cornwall Railway Company, and the Exeter and Crediton Railway.

The Exeter and Crediton Railway. So much of the railways belonging to the Bristol and Exeter Railway Company, the London and South-Western Railway Company, and the South Devon Railway Company respectively as is situate and lies between the junction of the Exeter and Crediton Railway with the Bristol and Exeter Railway and the Queen-street Station, at Exeter, of the London and South-Western Railway Company, including that station, and also the St. David's Station, at Exeter, on the Bristol and Exeter Railway.

The Launceston and South Devon Railway. So much of the Cornwall Railway as is situate and lies between the intended junction therewith of the Central Cornwall Railway, as authorised by the "Central Cornwall Railway Act, 1865," and the Falmouth Station of the Cornwall Railway, at Falmouth, including that station.

The South Devon and Tavistock Railway. So much of the South Devon Railway as lies between the junction therewith of the South Devon and Tavistock Railway and Plymouth, including the station of the South Devon Railway Company at Mill Bay, Plymouth, and also including the Sutton Harbour Branch Railway of the South Devon Railway, and the station at Sutton Harbour, Plymouth.

And to require and compel the companies owning or working the said railways and portions of railways respectively, or any or either of them, to afford all requisite facilities for the purpose, and to enable the Company, and all other companies and persons as aforesaid, to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways and portions of railways respectively, or any or either of them, or any part or parts thereof, under the powers of the intended Act, and, if need be, to alter and restrict the tolls, rates, and duties then leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said railways and portions of railways respectively, or any or either of them, or any parts thereof, and the works and conveniences connected therewith.

To enable the Bristol and Exeter Railway Company and the Company to enter into and carry into effect agreements and arrangements for or with reference to the costs and expenses of laying down on the Bristol and Exeter Railway, between the junction therewith of the Exeter and Crediton Railway and the Midland Railway at Bristol, an additional rail or additional rails, for the passage of engines and carriages adapted to the narrow gauge, and all incidental matters.

To enable the Company and the London and South-Western Railway Company, and the Bristol and Exeter Railway Company, and the Devon and Cornwall Railway Company, or any or either of them, to enter into and carry into effect contracts, agreements, or arrangements for or with reference to the working, use, management, and maintenance by any or either of the contracting companies of the undertakings of the other or others of them, of any part or parts thereof respectively, the supply of rolling or working stock and machinery, and of officers and servants for the conduct of the traffic on the same under-

taking, the payments to be made and the conditions to be performed with respect to such working, use, management, maintenance, and supply, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting companies, and the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from the traffic, and also for or in respect of the sums or considerations, whether annual or in gross, to be made or paid by any or either of the contracting companies to the other or others of them, and all incidental matters, and to provide for the appointment of a joint committee, and to confer upon such joint committee all necessary powers to regulate their proceedings.

To empower the Company and the Midland Railway Company from time to time to enter into and carry into effect agreements and arrangements for or with reference to the interchange, accommodation, conveyance, and transmission of traffic coming from or destined for their respective undertakings, the facilities to be afforded to, and the services to be rendered and performed for such traffic, the fixing, collection, and division, and apportionment of the tolls and other income arising from the traffic, the payments, allowances, rebates, and drawbacks to be allowed by either of the contracting companies to the other of them, and all incidental matters.

To sanction and confirm any agreement or agreements already made, or which, prior to the passing of the intended Act, may be made between the Company, and all or any of the other companies before named, with reference to the matters aforesaid, or any of them.

To authorise and require the Launceston and South Devon Railway Company, at such times and upon such terms and conditions as, in default of agreement, shall be settled by arbitration or by the Board of Trade, or defined by the intended Act, to lay down on their railway an additional rail, or additional rails, so as to adapt the same to the passage of engines and carriages on the narrow gauge as well as on the broad gauge.

To authorise and require the Cornwall Railway Company, at such times and upon such terms and conditions as, in default of agreement, shall be settled by arbitration, or by the Board of Trade, or defined by the intended Act, to lay down on such part of their railway as lies between the intended junction therewith of the Central Cornwall Railway, as authorised by "The Central Cornwall Railway Act, 1865," and the Falmouth Station of the Cornwall Railway at Falmouth, and on the railways and sidings in that station, an additional rail or additional rails, so as to adapt the same to the passage of engines and carriages, on the narrow gauge as well as on the broad gauge.

To alter, amend, extend, enlarge, or to repeal all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say: "The Launceston, Bodmin, and Wade-bridge Junction Railway Act, 1861," "The Central Cornwall Railway Act, 1865," and of the several local and personal Acts of Parliament following, or some of them, viz.: 4 and 5 Wm. 4th, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 277; 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, 140, and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 64, 92, 103, 133, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42 and 152; 26 and 27 Vict., caps. 90, 109, and 208; 27 and 28 Vict., caps. 87, 166, 174, and 227; and 28 and 29 Vict., caps. 102, 103, 104, and 304; relating to the London and South-Western Railway Company, and any other Acts relating to or affecting that Company.

6 Wm. 4th, cap. 36; 1 Vict., cap. 26; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., cap. 155; 9 and 10 Vict., cap. 181; 11 and 12 Vict., caps. 28, 77, and 82; 14 Vict., cap. 22; 15 Vict., cap. 9; 18 Vict., cap. 63; 23 and 24 Vict., cap. 92; 25 and 26 Vict., cap. 21; and 26 and 27 Vict., cap. 60; and 28 and 29 Vict., caps. 43, 97, and 98; relating to the Bristol and Exeter Railway Company, and any other Acts relating to or affecting that Company.

25 and 26 Vict., cap. 111, and 26 and 27 Vict., cap. 105, relating to the Launceston and South Devon Railway Company, and any other Acts relating to or affecting that Company.

7 and 8 Vict., cap. 68; 9 and 10 Vict., cap. 402; 10 and 11 Vict., cap. 242; 14 and 15 Vict., cap. 53; 17 and 18 Vict., caps. 122 and 189; 20 Vict., cap. 1; 20 and 21 Vict., cap. 8; 21 and 22 Vict., cap. 102; 23 and 24 Vict., caps. 10 and 103; and 28 and 29 Vict., cap. 255; relating to the South Devon Railway Company, and any other Acts relating to or affecting that Company.

2 Wm. 4th, cap. 47; 5 and 6 Wm. 4th, cap. 93; and 28 and 29 Vict., cap. 370, relating to the Bodmin and Wadebridge Railway Company, and any other Acts relating to or affecting that Company.

25 and 26 Vict., cap. 165; 26 and 27 Vict., cap. 129; 27 and 28 Vict., cap. 114; and 28 and 29 Vict., cap. 149; relating to the Devon and Cornwall Railway Company, and any other Acts relating to or affecting that Company.

7 and 8 Vict., cap. 18; relating to the Midland Railway Company, and any other Acts relating to or affecting that Company.

8 and 9 Vict., cap. 88; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 22; 18 and 19 Vict., cap. 63; and 23 and 24 Vict., cap. 103; relating to the Exeter and Crediton Railway Company, and any other Acts relating to or affecting that Company.

9 and 10 Vict., cap. 335; 10 and 11 Vict., cap. 72; 17 and 18 Vict., cap. 85; 18 and 19 Vict., cap. 59; 21 and 22 Vict., cap. 88; and 24 and 25 Vict., cap. 215; relating to the Cornwall Railway Company, and any other Acts relating to or affecting that Company.

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

Dated this 11th day of November, 1865.

Gurney, Cowlard, and Kempson, Launceston; *Hodding, Townsend, and Co.*, 3, Princes-street, Westminster, Solicitors for the Bill.

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

Newcastle and Gateshead Waterworks.

(Additional Works, Lands, and Water Supply; Extension of Limits of Supply; Alteration of Rates for Waterclosets and Baths; Additional Capital; Extension of Time for Compulsory Purchase of Lands, and completing certain Works; Amendment of Acts).

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

To alter, amend, and enlarge the powers and provisions of "The Newcastle and Gateshead Water Act, 1863," in this notice called the Act of 1863.

To authorise the Newcastle and Gateshead Water Company (in this notice referred to as "the Company") to make and maintain all or any of the following works, or any part or parts thereof, together with all proper works and conveniences connected therewith, that is to say:—

An aqueduct, conduit, or main pipe, commencing in the township of Heddon-on-the-Wall, in the parish of Heddon-on-the-Wall, in the county of Northumberland, near a certain stone called the Tidal Stone, at or near to the south side of the Cat House Plantation, and terminating in the township of Newburn, in the parish of Newburn, in the said county of Northumberland, at or about the westernmost end of certain filter beds of the Company, near to the engine of the Company at Newburn, and passing from, in, through, or into the townships, parishes, or extra-parochial places following, or some of them, namely, Newburn, Heddon-on-the-Wall, Throckley, Walbottle, Houghton, and Close-house, all in the said county of Northumberland, and the township of Ryton, in the parish of Ryton, in the county of Durham.

An aqueduct, conduit, or main pipe, commencing in the township of Welton, in the parish of Ovingham, in the county of Northumberland, at or near the well which contains the outlet valves of a certain reservoir of the Company, at or near to Whittle Dean, called the lower reservoir, and terminating in the township of Benwell, in the parochial chapelry of St. John, in the parish of St. Nicholas, in the said county of Northumberland, at or near the filtering ponds of the Benwell Low Waterworks of the Company, and passing from, in, through, or into, the townships, parishes, or extra-parochial places following, or some of them, namely, Welton, Spittle, Nafferton, Horsley, Harlow Hill, Nesbitt, Ovingham, Whitchester, Rudchester, Prudhoe, Wylam, Houghton and Close-house, Heddon-on-the-Wall, West Heddon, East Heddon, Newburn, Throckley, Walbottle, Black Callerton, Newburn Hall, High Callerton, Whorlton, Butterlaw, Kenton, Newbiggen, West Denton, East Denton, Fenham, Sugley, Benwell, St. John, St. Nicholas, and St. Andrew, and Gosforth, all in the county of Northumberland.

An aqueduct, conduit, or main pipe, commencing in the township of Harlow Hill, in the parish of Ovingham, in the county of Northumberland, in or near the easternmost corner of the great southern reservoir of the said Company, at Whittle Dean, and terminating in the said township and parish by a junction with the aqueduct, conduit, or main pipe, lastly hereinbefore described, at or near the western portion of a certain field in the said township and parish, belonging to his Grace the Duke of Northumberland, and occupied by William Bell, and passing from, in, through, or into the townships, parishes, or extra-parochial places following, or some of them, namely, Harlow Hill, Welton, Spittle, and Ovingham, all in the county of Northumberland.

An aqueduct, conduit, or main pipe, commencing

in the parish of Gateshead, at or near a certain point on the turnpike-road leading from Newcastle to Sunderland, where the said turnpike-road is joined by the Old Fold-lane, and terminating at, in, or near the south side of a certain reservoir called the Swan Pond or Carr Hill Reservoir, belonging to the Company, in the township or chapelry of Heworth, in the parish of Jarrow, in the county of Durham, and passing from, in, through, or into the townships, parishes, and extra-parochial places following, or some of them, namely, Gateshead, Gateshead Fell, Heworth, and Jarrow, all in the county of Durham.

An aqueduct, conduit, or main pipe, commencing at a point about 140 yards south of the North-Eastern Railway Company's Wallsend Station, and upon a public road or way leading to Wallsend Colliery, and terminating upon the eastern side of Willington Gut, at a point about 180 yards south of Willington Mill, upon a public road or way leading to Willington Quay, and passing from, in, through, or into the townships, parishes, and extra-parochial places following, or some of them, namely, Wallsend, Little Benton, Long Benton, Walker, Willington, and Howdon, all in the county of Northumberland.

To authorise the Company to purchase, compulsorily, lands adjoining, and on the north-western side of the Hallington North Burn, in the township of Little Bavington, in the parish of Thockrington, such lands forming the south-easternmost portion of a certain field or pasture in the said township, belonging to Charles Cuthbert Shafto, and in the occupation of Thomas Thornton, and of lands in the township and parish of Newburn, belonging to his Grace the Duke of Northumberland, in the occupation of Hugh Taylor, Esquire, and numbered 111 and 53 on the Ordnance map of the parish of Newburn.

To authorise the Company to erect pumping engines, wells, and other works and conveniences connected therewith, in certain fields in the parish of Gateshead, such fields respectively being adjacent to and immediately on the north and south sides of the turnpike-road from Newcastle to Sunderland, where such turnpike-road is joined by the said Old Fold-lane, and to purchase, compulsorily, those lands.

To authorise the Company to purchase lands and houses, springs, and streams of water, by compulsion or agreement, for all or any of the works so to be authorised by the Bill, or any other purposes of the Company, and to acquire, compulsorily, rights and easements in, over, or under lands or waters.

To alter the rates granted by the Act of 1863, so far as respects waterclosets and baths.

To authorise the Company to agree with any person or persons, or company or body, with reference to the internal fittings connected with the supply of water pipes, taps, cisterns, watercloset fittings, and other matters, and to authorise the Company to manufacture, supply, and maintain such fittings, and to make provision for their removal, and to charge rents or rates in respect thereof, and to exempt the same from distress for rent or other legal process.

To authorise the Company to take up and remove pipes already laid, and which, by reason of fresh arrangements, may be rendered unnecessary.

To extend the time limited by the Act of 1863 for the compulsory purchase of the lands and houses authorised to be taken by that Act for the purposes of the works thereby authorised, and to extend the time for the completion of those works, and to defer to the extended period the obligation to complete the same, and, for the purposes aforesaid, to extend and amend the provisions contained

in sections 54, 55, 56, and 59 of the Act of 1863, and any other sections of that Act incidental to the works of the Company.

To make more effectual provision for protecting the Company against waste and misuser of water, and for enabling the Company to afford assistance in cases of fire, by shutting off the water from the pipes of any district, and for the protection and indemnification of the Company with reference thereto.

To authorise the Company to raise further sums of money by new shares and stock, and by borrowing, or on debenture stock, or by any of these means, and to attach a preference or priority in dividend over the ordinary shares or stock to all or any of such new shares or stock, and to apply to the purposes of the new Bill any money which they are now authorised to raise, and to apply to the general purposes of the Company any money to be raised under the powers of the Bill.

The Bill will vary or extinguish all exemptions, rights, and privileges which interfere with its objects, and will confer other rights and privileges.

Plans and sections describing the lines, situations, and levels of the intended works, and the lands, houses, and property which will or may be taken compulsorily under the powers of the Bill, a book of reference to the plans containing the names of the actual or reputed owners and lessees, and of the occupiers of such lands, houses, and property, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, and 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 new works are intended to be made, and 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 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 14th day of November, 1865.

R. P. and H. Philipson, Solicitors for the Bill.

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

In Parliament—Session 1866.

Lancashire and Yorkshire Railway.

(North Lancashire Loop Line—Astley Bridge Branch—Additional Capital—Amendment of Acts.)

THE Lancashire and Yorkshire Railway Company (who are hereinafter referred to as "the Company") intend to apply to Parliament in the next session thereof for leave to bring in a Bill for the following or some of the following purposes:—

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

1st. A railway wholly in Lancashire commencing by a junction with the East Lancashire line of the Lancashire and Yorkshire Railway, in the township of Little Harwood, in the parish of Blackburn, at or near a point 250 yards or thereabouts to the eastward of the Culvert carrying the

river Blackwater under the said East Lancashire line, and terminating by a junction with the said East Lancashire line of the Lancashire and Yorkshire Railway in the township of Habergham Eaves, in the parish of Whalley near to the Militia Barracks or Depot, Burnley, 350 yards or thereabouts from the Bridge which carries the said Lancashire and Yorkshire Railway over the Leeds and Liverpool Canal, and which said intended railway will pass from, through, or into the several townships, parishes, or places following or some of them, that is to say, Little Harwood, Roughton, Norden, Tottleworth, Great Harwood, Great Harwood Lower Town, and Martholme, all in the said parish of Blackburn, and Clayton, Read, Read Park, Simonstone, Altham, Padiham, Hapton, Higham-with-west-close Booth Pendle Forest, Hunterholme, Habergham Eaves, and Burnley, or some of them, all in the parish of Whalley and the extra parochial place of Ightenhill Park.

2ndly. A railway wholly in Lancashire, commencing by a junction with the Blackburn line of the Lancashire and Yorkshire Railway in the township of Little Bolton, in the parish of Bolton le Moors, at or near to the point where Hill Lane passes under the Tonge Viaduct of the said railway, and being wholly situate in that township and parish, terminating therein on the west side of the Blackburn Road, nearly opposite to the Tippings Arms Public House at Astley Bridge, in or near Bolton, and for the purposes of the said intended railway and the works connected therewith the Bill will authorise the Company to stop up, discontinue, and extinguish all rights of way over a certain road or street situate in the said township of Little Bolton in the said parish of Bolton-le-Moors, lying between a certain other road or street called "Folds Road" and another road or street called "Hill Lane," both situate in the said township and parish, and which said road or street intended to be stopped up for the greater portion of its length runs parallel to the said Tonge Viaduct of the Lancashire and Yorkshire Railway.

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

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses so far as may be necessary in constructing or maintaining the said intended railways and works or either of them. To purchase lands, houses, or other property compulsorily for the purposes of the said intended railways and works or either of them, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges. To apply their existing funds and any monies which they have still power to raise for the purpose of the said railways and works, or either of them, and for the same purpose to raise additional capital by shares or stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company, namely, 1 and 2 William 4, cap. 60; 2 William 4, cap. 69; 5 William 4, cap. 30; 6

and 7 William 4, cap. 111; 7 William 4, cap. 24; 1 Victoria, cap. 25; 2 and 3 Victoria, cap. 55; 4 Victoria, cap. 25; 7 Victoria, caps. 16 and 34; 7 and 8 Victoria, caps. 60 and 82; 8 and 9 Victoria, caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Victoria, caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Victoria, caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Victoria, caps. 71 and 115; 12 and 13 Victoria, caps. 50, 71, and 74; 13 and 14 Victoria, caps. 83, 95, and 99; 14 and 15 Victoria, caps. 46, 56, and 89; 15 Victoria, cap. 96; 15 and 16 Victoria, cap. 132; 16 and 17 Victoria, caps. 163 and 211; 17 Victoria, caps. 58 and 59; 17 and 18 Victoria, cap. 117; 21 and 22 Victoria, caps. 106 and 143; 22 and 23 Victoria, caps. 110 and 129; 24 and 25 Victoria, caps. 34, 36, 37, 50, and 101; 25 and 26 Victoria, cap. 97; 26 and 27 Victoria, cap. 5; 27 and 28 Victoria, caps. 32, 270, and 273; and 28 and 29 Victoria, cap. 332; and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, 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 before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace of the County of Lancaster at his office at Preston, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the Parish Clerk of each such parish at his residence, and in the case of any extra-parochial place with the Clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1865.

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

North British and Edinburgh and Bathgate Railway Companies.

(Amalgamation or Purchase of Edinburgh and Bathgate Railway; and Amendment or Repeal of Acts.)

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

To authorise the Edinburgh and Bathgate Railway Company to sell and transfer the Edinburgh and Bathgate Railway and their whole undertaking, works, lands, leases, property, and effects to the North British Railway Company; and to authorise the North British Railway Company to purchase and take the transfer of the said Railway and undertaking, works, lands, leases, property, and effects; or to amalgamate or provide for the amalgamation of the undertaking of the Edinburgh and Bathgate Railway Company with the

undertaking of the North British Railway Company, in such manner, for such price or consideration, and on such terms and conditions, and from and after such date, as have been or may be agreed on by and between the said Companies, or as may be fixed and provided by the said Bill.

To transfer to the North British Railway Company all or some of the rights, powers, privileges, authorities, contracts, liabilities, and obligations which at the time of effecting such sale or amalgamation may be vested in or held or enjoyed by the Edinburgh and Bathgate Railway Company in reference to their undertaking, or to which they may be subject or liable under or in virtue of the Acts relating thereto, or otherwise.

To authorise the North British Railway Company to provide for the payment of the said price or consideration, and the fulfilment of the said terms and conditions, and to create and issue ordinary, preferential, or guaranteed shares or stock in their undertaking, and to appropriate and assign such shares or stock to and among the holders of shares or stock in the undertaking of the Edinburgh and Bathgate Railway Company in such manner and proportions, and with such dividends, as have been or may be agreed on by and between the said Companies, or as may be provided by the said Bill.

To authorise the conversion of the shares or stock in the undertaking of the Edinburgh and Bathgate Railway Company, or any portion thereof, into guaranteed or preferential shares or stock in the undertaking of the North British Railway Company, of such amount and with such dividends as may be agreed on by and between the said Companies, or as may be provided by the said Bill.

To terminate and extinguish the statutory lease of the undertaking of the Edinburgh and Bathgate Railway Company to the North British Railway Company; and to confer on the shares or stock in the undertaking of the North British Railway Company to be appropriated and assigned to the holders of shares or stock in the undertaking of the Edinburgh and Bathgate Railway Company, and on the shares or stock in the last-mentioned undertaking which may be converted into shares or stock in the undertaking of the North British Railway Company, and on the dividends payable on such shares or stock respectively, the same priority, preference, and privileges as are at present conferred on or attached or belong to the rent payable by the North British Railway Company to the Edinburgh and Bathgate Railway Company under the Acts hereinafter mentioned, or any of them, or such other priority, preference, or privileges as may be agreed on by and between the said Companies, or as may be provided by the said Bill.

To authorise the North British Railway Company to raise any portion of the share or loan capital of the Edinburgh and Bathgate Railway Company which has not been issued, paid up, or borrowed, or additional capital in lieu thereof; and for that purpose to create and issue ordinary, preferential, or guaranteed shares or stock in the undertaking of the North British Railway Company, or to borrow on bond or mortgage.

To provide for the dissolution of the Edinburgh and Bathgate Railway Company, and the payment and fulfilment of their bonds, mortgages, or debentures, and other debts, liabilities, or obligations; and to authorise the North British Railway Company to raise money so far as may be necessary for these purposes by the creation and issue of ordinary, preferential, or guaranteed shares or stock in their undertaking, or by borrowing on bond or mortgage; and to provide for cancelling

or otherwise disposing of any forfeited or unissued shares or stock of the Edinburgh and Bathgate Railway Company, and the winding-up of their affairs, and division of their unappropriated funds among the holders of shares or stock in their undertaking.

To confirm and give effect to any agreement made between or on behalf of the Edinburgh and Bathgate Railway Company and the North British Railway Company with reference to all or any of the matters aforesaid; and to authorise the Edinburgh and Bathgate Railway Company and the North British Railway Company to make and carry into effect other agreements with reference thereto.

To amend or repeal, so far as may be necessary for carrying into effect the purposes of the said Bill, the following Acts relating to the North British Railway Company and their undertaking, viz., local and personal Acts, 9 and 10 Vic., c. 81, 202, and 332; 10 and 11 Vic., c. 83 and 246; 11 and 12 Vic., c. 116, 118, 127, and 160; 12 and 13 Vic., c. 39 and 86; 14 and 15 Vic., c. 55, and the provisions unrepealed of the Acts referred to in the schedule to that Act; 14 and 15 Vic., c. 62; 15 Vic., c. 109; 16 and 17 Vic., c. 90, 151, and 152; 18 and 19 Vic., c. 127, 158, and 190; 19 and 20 Vic., c. 98 and 106; 20 and 21 Vic., c. 78, 91, 124, and 129; 21 and 22 Vic., c. 64, 65, 109, and 145; 22 and 23 Vic., c. 14, 24, 83, and 96; 23 and 24 Vic., c. 140, 145, 159, 178, and 195; 24 and 25 Vic., c. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vic., c. 47, 48, 49, 135, 138, 142, 145, 181, and 189; 26 and 27 Vic., c. 187, 194, 213, 223, 226, and 237; 27 and 28 Vic., c. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vic., c. 125, 152, 186, 200, 201, 206, 213, 217, 308, 309, 328, and 356; and the following Acts relating to the Edinburgh and Bathgate Railway Company, viz.:—local and personal Acts, 9 and 10 Vic., c. 332; 10 and 11 Vic., c. 246; and 11 and 12 Vic., c. 116 and 160; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the said Companies, or either of them, or their respective undertakings.

To authorise the North British Railway Company to levy the existing tolls, rates, and charges on and for the use of the Edinburgh and Bathgate Railway and works connected therewith, and the conveyance of traffic thereon, authorised to be levied by the said Acts relating to the Edinburgh and Bathgate Railway Company or some of them; or to alter such existing tolls, rates, and charges; or to repeal the same, and to levy new or additional tolls, rates, and charges, on and for the use of the Edinburgh and Bathgate Railway and works connected therewith, and the conveyance of traffic thereon; and to confer, vary, or extinguish exemptions from payment of such several tolls, rates, and charges.

To vary or extinguish all rights and privileges of the holders of shares or stock in the undertakings of either of the said two Companies, and all other rights and privileges which would interfere with or prevent the execution of the several objects of the said Bill; and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

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 13th day of November, 1865.

Hill, Reid, and Drummond, W.S., Edinburgh.

Loch and Maclaurin, 8, Great George-street, Westminster.

In Parliament.—Session 1866.

Bristol and Exeter Railway.

(Additional Powers.)

(Powers to Bristol and Exeter Railway Company as to Brean Down Harbour Railway; Release of Brean Down Harbour Company from Obligation to make the Railway; Provisions as to Construction of Railway, raising Capital, &c., by Bristol and Exeter Railway Company; Extension of Time for Purchasing Lands and Completing Works; Other Powers respecting Brean Down Harbour Railway and Harbour; Arrangements between Bristol and Exeter Railway and Brean Down Harbour Companies; Powers to lay down Narrow Gauge on Portions of Bristol and Exeter Railway, including the Yeovil Branch; New Railways and Works at Bridgwater; Use of Bridgwater Communication Works as a Locomotive Line; Purchase of Additional Lands at Bridgwater; Sale of Lands at Weston-super-Mare; Limiting Liability of Bristol and Exeter Company in Certain Cases of Accidents; Additional Share and Loan Capital; Amendment of Acts.)

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

To authorise the Bristol and Exeter Railway Company (in this notice called "the Company"), to undertake the construction of the Brean Down Harbour Railway, authorised to be made by the Brean Down Harbour Railway Act, 1865, and of the works connected therewith, and to transfer to the Company all the powers of the Brean Down Harbour Company (in this notice called "the Harbour Company"), relating to the Brean Down Harbour Railway, whether with reference to the compulsory purchase and taking of lands and houses, the construction of the railway and works, the maintenance and working of the railway, the levying of tolls or otherwise, and to release the Harbour Company from the obligation to construct the said railway and works, and to impose that obligation upon the Company, and to authorise the repayment of the money deposited for securing the completion of the railway, and to authorise the Company to purchase the lands, and to construct the works of the Brean Down Harbour Railway, and to work and maintain the same, and either immediately or at any future time to make the Brean Down Harbour Railway part of the undertaking of the Company.

To authorise the Company to supply the whole or any part of the money for the construction of the Brean Down Harbour Railway, either by constructing the railway as a part of their undertaking, or by way of subscription or contribution to the capital of the Harbour Company for such purposes, subject to such arrangements and provisions as to the construction of the railway and the rights and powers of the Company in and over the same as may be defined in the Bill.

To alter, amend, and enlarge the Brean Down Harbour Railway Act, 1865, and to alter the tolls, rates, and duties authorised to be taken by such Act, and to extend the period limited for the compulsory purchase and taking of lands and houses authorised to be taken by such Act, and to extend the period limited by such Act for the completion of the railway.

To give effect to, and to confirm, any agreement or agreements which have been or may be made between the Company and the Harbour Company, and to authorise other arrangements between the Companies with reference to any of

the matters aforesaid or otherwise, for giving effect to the purchase of the lands for the Brean Down Harbour Railway, and the construction of the said railway by the Company, and the transfer of the powers to the Company for such purpose, or for their contribution of the whole or any part of the expense thereof, or for making the Brean Down Harbour Railway part of the undertaking of the Company, or with reference to the traffic passing on the railways, or the Bristol and Exeter Railway, to or from the harbour, the tolls and charges for the same on those railways and at the harbour, and the appropriation of such tolls and charges, the ownership and use of the harbour and works and lands connected therewith, and the rents, rebates, drawbacks, payments, and allowances to be paid and allowed by each or either of the Companies, to or for the other of them, and with reference to the laying down of the narrow gauge on the part of the Bristol and Exeter Railway referred to in the Brean Down Harbour Railway Act, 1865, and to confer on the Company and the Harbour Company all necessary powers for such purposes, or any of them.

To authorise the Company to lay down upon their railway the narrow gauge, in addition to the broad gauge, between the Highbridge Station and the Bridgwater Station, and in those stations respectively.

To authorise the Company to lay down upon their railway the narrow gauge, in addition to the broad gauge, upon the following portions of their railway, or any part thereof, that is to say :—

The portion of the main line of their railway between their Bridgwater station and the junction of the main line with the Yeovil branch of their railway, including the Bridgwater station, also upon the Yeovil branch of the Bristol and Exeter Railway, including the stations and connecting lines at Yeovil.

To authorise the Company to purchase compulsorily certain lands, houses, and buildings situate on the east side of, and adjoining or near to the River Parret, below the bridge leading from Eastover to Fore-street, in the parish of Bridgwater, in the county of Somerset, and bounded on the east side by Church-street, on the northern side by the works known as the Bridgwater Communication Works, on the west by the said River Parret, on the south by the north boundary walls of the several houses and premises which form the north side of that part of Eastover which lies between Bridgwater Bridge and Fore-street; and also to purchase compulsorily certain lands, houses, and buildings situate in that part of Eastover aforesaid, which lies between Bridgwater Bridge and Church-street, all in the said parish of Bridgwater.

To authorise the Company to alter the line and levels, and otherwise to improve and to maintain and to use as a locomotive railway the railway forming part of the works known as the Bridgwater Communication Works, which railway and works are wholly situate in the said parish of Bridgwater, and commence by a junction with the Bristol and Exeter Railway at or near the northern extremity of the Bridgwater passenger station of such last-mentioned railway, and terminate on the quay or wharf known as the Corporation Wharf, situate in the said parish of Bridgwater, and to repeal the restrictions imposed by the 78th section of the Act (local) 8 and 9 Vict., cap. 89.

To authorise the Company to make and maintain a railway commencing by a junction with

the improved line of railway lastly hereinbefore described, as intended to be converted into a locomotive line, at a point on the Corporation Wharf distant 16½ chains, or thereabouts, from the northern end of Bridgwater Bridge, in the county of Somerset, crossing over the River Parret by means of a bridge, and terminating in the said parish of Bridgwater at or near the south-western corner of the dock of, and belonging to the Bridgwater and Taunton Canal and Stolford Railway and Harbour Company, commonly called the Bridgwater and Taunton Canal Company, which said proposed railway and the works connected therewith, will be wholly situate in the said parish of Bridgwater.

To authorise the Company to make and maintain a railway commencing by a junction with the last-mentioned railway in a field numbered 901 on the tithe commutation map for the parish of Bridgwater, in the county of Somerset, and terminating in the same parish in a field numbered 885 on the tithe commutation map for the said parish, which said railway and the works connected therewith will be wholly situate in the said parish.

To authorise the Company to purchase by compulsion lands and houses required for the intended new and improved railways and works, and for the other objects of the Bill, and to purchase lands and houses by agreement, and to cross on the level, or under or over, divert, raise, lower, or alter (turnpike or other roads or streets, canals, navigations, railways, and other works which it may be necessary to interfere with or use for the purposes of the intended railways and works, or for the alteration, improvement, maintenance, and use as a locomotive railway of the Bridgwater Communication Works aforesaid, and to levy tolls, rates, and duties in respect of such intended and improved railways and works, and to lay down rails of the mixed gauge on the intended and improved railways and works, or any part or parts thereof.

To authorise the Company to sell and dispose of certain lands and buildings now or lately used as the station for Weston-super-Mare, and the lands, rights, and easements connected therewith and the approaches thereto.

To make provision for limiting the liability of the Company to an amount not exceeding a sum to be specified in the Bill in cases of accidents under certain circumstances on the railway of the Company, or on lines leased by them, or worked by them, or jointly by them and any other Company.

To authorise the 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 guarantee or preference dividend or other rights and 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 Company, or hereafter to belong to them, or under the control of their directors, or which they now have power to raise.

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 William IV., 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 Bristol and Exeter Railway Company; and "The Bridgwater Navigation and Railway Act, 8 and 9

Vict., cap. 89;" also "The Brean Down Harbour Act, 1862;" and "The Brean Down Harbour Railway Act, 1865;" and any other Acts relating to the Bridgwater Navigation and Brean Down Harbour and Railway.

To alter rates, tolls, and duties; to confer, vary, or extinguish exemptions from rates, tolls, and duties, and to vary and extinguish rights and privileges.

Plans and sections describing the lines and levels of the intended and improved railways and works to be made or maintained under the powers of the Bill, and describing the lands, houses, and other property to be taken compulsorily under the powers of the Bill, 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 such intended and improved railways delineated thereon, so as to show their general course or direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells; and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice, will be deposited with the parish clerk of the parish of Bridgwater, 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 and Prichard, Bristol, Solicitors for the Bill.

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

Clevedon and Portishead Railway.

(Incorporation of Company—Construction of Railway from the Clevedon Branch of the Bristol and Exeter Railway at Clevedon to Portishead, with Branch to Clevedon—Working Arrangements with Bristol and Exeter Railway Company and Bristol and Portishead Pier and Railway Company—Powers to those Companies to contribute, &c.—Amendment of Acts.)

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

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

A railway (No. 1) commencing in the parish of Clevedon, in the county of Somerset, by a junction with the Clevedon branch of the Bristol and Exeter Railway, at a point 750 yards, or thereabouts, from the terminus at Clevedon, measured along the said branch railway, passing from, in, through, or into the parishes and places following or some of them, that is to say, Clevedon, Walton-in-Gordano, Weston-in-Gordano, Clapton-in-Gordano, Portbury, and Portishead, all in the said county of Somerset, and terminating in the said parish of Portishead by a junction with the branch railway authorised by "The Bristol

and Portishead Pier and Railway Act, 1863," in a field the property of the trustees of the Bristol Charities, and now or lately in the occupation of John Wedmore and Samuel Wedmore, and numbered 3 on the plans deposited with the Clerks of the Peace for Somerset and Bristol, and referred to in the last-mentioned Act.

A railway (No. 2) wholly in the parish of Clevedon, commencing by a junction with the intended railway No. 1, in a field the property of Sir Arthur Hallam Elton, Bart., and now or lately in the occupation of John Maynard, 187 yards, or thereabouts, southward of the junction of the main road from Clevedon to Walton with the main road from Clevedon to Tickenham, such field being numbered 424 on the map annexed to the tithe commutation award for the said parish of Clevedon, and terminating at or near the main road from Clevedon to Kenn, 55 yards, or thereabouts, from the terminus at Clevedon of the said Clevedon branch of the Bristol and Exeter Railway, measured in a south-easterly direction.

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

To authorise the Bristol and Exeter Railway Company, and the Bristol and Portishead Pier and Railway Company, or either of them, to contribute towards the cost of constructing the intended railways and works out of their respective corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock and by loan, and with or without any priority of dividend or interest and other advantage over their existing and authorised capital; and to enable the said last-mentioned Companies, or either of them, to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company, on the one hand, and the Bristol and Exeter Railway Company and the Bristol and Portishead Pier and Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, by the Bristol and Exeter Railway Company, and the Bristol and Portishead Pier and Railway Company, both or either of them; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, upon the undertakings of the contracting Companies, or any of them; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To require the Bristol and Exeter Railway Company and the Bristol and Portishead Pier and

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

The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the Act 6 William IV., cap. 86, and any other Acts relating to the Bristol and Exeter Railway Company, and "The Bristol and Portishead Pier and Railway Act, 1863."

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property which will or may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property, are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the 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.

Fry and Otter, Bristol, Solicitors.

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

Scottish North-Eastern and North British Railway Companies.

(Amalgamation of the Scottish North-Eastern and North British Railway Companies; Sale and Purchase or Lease of the Scottish North-Eastern Railway to the North British Railway Company; Powers to the Companies to make Agreements; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to amalgamate, or authorise the amalgamation, of the Scottish North-Eastern Railway Company and the North British Railway Com-

pany, or to vest, or authorise the vesting, in the North British Railway Company, by sale and purchase, or lease of the undertaking, railways, works, lands, heritages, personal estate and effects, powers, rights, and privileges of the Scottish North-Eastern Railway Company, in such manner, and upon such terms and conditions as may be set forth and specified in, or provided for, or authorised by the said Act.

And it is proposed by the said intended Act to take powers to levy tolls, rates, duties, and charges, 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 fix and regulate the capital of the said Companies, or of the Amalgamated Company; to convert the shares or stock of the said Companies into shares or stock of the Amalgamated Company, and to secure the mortgage bonds or other debts of the said Companies; to authorise the said Companies, or either of them, or the Amalgamated Company, to raise money by the creation of preference, guaranteed, or other shares or stock, and by mortgage, and to give any guaranteed or preference shares priority over existing guaranteed or preference shares; and to authorise the said Companies, or either of them, to enter into agreements for effecting all or any of the objects aforesaid, or for facilitating the interchange, transfer, transmission, and conveyance of traffic from, to, or over their respective systems, and for maintaining, running over, using, and working their respective railways and works, or parts thereof, and for dividing between them the receipts and profits thereof; and to confirm any such agreements as may have been entered into, or may be entered into, prior to the passing of the said intended Act; and to confer upon the said Companies full powers of every or any description to carry any such agreements as aforesaid into full and complete effect, and to annul, vary, or extinguish all agreements, powers, rights, and privileges which would in any manner prevent, impede, or interfere with the carrying into effect of the objects and purposes of the intended Act, and to confer other powers, rights, and privileges.

And it is proposed by the said Act to repeal, amend, enlarge, and consolidate all or some of the provisions of the several local and personal Acts of Parliament following, relating to the said Companies, or some of such Acts; that is to say, Acts relating to the Scottish North-Eastern Railway Company—namely, 8 and 9 Vict. cap. 153; 10 and 11 Vict. caps. 39 and 142; 11 and 12 Vict. cap. 67; 13 and 14 Vict. cap. 78; and 16 and 17 Vict. cap. 101, relating to the Aberdeen Railway Company; the 8 and 9 Vict. cap. 170; 9 and 10 Vict. cap. 75; 11 and 12 Vict. cap. 72; 16 and 17 Vict. cap. 82, relating to the Scottish Midland Junction Railway Company; the 19 and 20 Vict. cap. 134; 25 and 26 Vict. cap. 64; 26 and 27 Vict. cap. 231; 27 and 28 Vict. caps. 82, 83, 111, 115, and 173; 28 and 29 Vict. cap. 83, relating to the Scottish North-Eastern Railway Company; 6 Will. IV. cap. 32; 5 Vict. (session 2) cap. 83; 9 and 10 Vict. cap. 133; 11 and 12 Vict. caps. 129 and 154; and the 14 and 15 Vict. cap. 63, relating to the Dundee and Arbroath Railway Company, now amalgamated with the Scottish North-Eastern Railway Company; the 9 and 10 Vict. caps. 78 and 133; the 6 and 7 Will. IV. cap. 34; the 3 and 4 Vict. cap. 11; the 11 and 12 Vict. cap. 51, relating to the Arbroath and Forfar Railway Company; the Perth, Almond Valley, and Methven Railway Act, 1856; the Dundee Harbour Acts, 11 Geo. IV. and 1 Will. IV. cap. 119; 6 and 7 Will. IV. cap. 61; 6 and 7 Vict. cap. 83; and 19

Vict. cap. 11, and any other Acts relating to the Harbour of Dundee; and the Act 6 and 7 Vict. cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries; and the several other Acts recited in such Acts, or any of them, and now in force, in relation to the Scottish North-Eastern Railway Company, or to any railway forming part of their system of railways. Acts relating to the North British Railway Company—namely, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. cap. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, 85, 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, 309; and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North-British Railway Company, 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 127, and 160; 12 and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. 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 188; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 213, 217, 328; and all other Acts, if any, relating to the Edinburgh and Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company—namely, 9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201; and all other Acts, if any, relating to the Monkland Railways Company. Acts relating to the Caledonian Railway Company:—7 Geo. IV. cap. 103; 7 and 8 Geo. IV. cap. 88; 10 Geo. IV. cap. 107; 11 Geo. IV. caps. 62 and 125; 1 and 2 Will. IV. cap. 58; 4 Will. IV. cap. 41; 1 Vict. caps. 100, 116, and 118; 1 and 2 Vict. cap. 60; 2 and 3 Vict. cap. 58; 3 and 4 Vict. caps. 107 and 123; 4 Vict. caps. 5 and 11; 6 and 7 Vict. cap. 49; 7 and 8 Vict. caps. 87 and 98; 8 and 9 Vict. caps. 31, 160, 162, and 192; 9 Vict. cap. 60; 9 and 10 Vict. caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, 395; 10 Vict. caps. 22, 23, and 24; 10 and 11 Vict. caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict. caps. 73, 78, 84, 121, and 143; 12 and 13 Vict. caps. 67 and 90; 14 and 15 Vict. caps. 99 and 134; 16 and 17 Vict. cap. 149; 17 and 18 Vict. caps. 155, 156, and 184; 18 and 19 Vict. cap. 96; 20 and 21 Vict. caps. 123 and 128; 21 Vict. caps. 13 and 15; 21 and 22 Vict. cap. 66; 22 and 23 Vict. cap. 3; 23 Vict. caps. 83 and 97; 23 and 24 Vict. caps. 120, 144, and 198; 24 and 25 Vict. caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict. caps. 121, 136, 137, and 160; 26 Vict. caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict. caps. 60,

132, 158, 250, and 271; 28 and 29 Vict. caps. 135, 136, 139, 161, 167, 202, 287, 288, 289, 290, 297; and all other Acts, if any, relating to the Caledonian Railway Company. Acts relating to the Scottish Central Railway Company, now amalgamated with the Caledonian Railway Company:—7 Geo. IV. cap. 101; 11 Geo. IV. cap. 60; 6 and 7 Will. IV. cap. 102; 8 and 9 Vict. cap. 157; 9 and 10 Vict. cap. 228; 10 and 11 Vict. caps. 89, 106; 11 and 12 Vict. caps. 52 and 154; 13 and 14 Vict. cap. 39; 18 Vict. cap. 56; 19 and 20 Vict. cap. 134; 21 Vict. cap. 43; 22 and 23 Vict. cap. 18 and 83; 25 Vict. cap. 35; 25 and 26 Vict. cap. 64; 26 and 27 Vict. caps. 149 and 223; 27 and 28 Vict. caps. 100, 214, 292; 28 and 29 Vict. caps. 133, 134, and 266, and all other Acts, if any, relating to the Scottish Central Railway Company, or to the Dundee and Perth and Aberdeen Railway Junction Company, incorporated therewith. Acts relating to the Forth and Clyde Junction Railway Company:—16 and 17 Vict. cap. 125; 20 and 21 Vict. cap. 34; and 24 and 25 Vict. cap. 230; and all other Acts, if any, relating to the Forth and Clyde Junction Railway Company. Acts relating to the Devon Valley Railway Company:—21 and 22 Vict. cap. 122; 24 and 25 Vict. cap. 200; 26 and 27 Vict. cap. 124; and all other Acts relating to the Devon Valley Railway Company. Acts relating to the Fife and Kinross Railway Company:—18 and 19 Vict. cap. 127; 20 and 21 Vict. cap. 129; 21 and 22 Vict. cap. 65; and 25 and 26 Vict. cap. 181. Acts relating to the Inverness and Perth Junction Railway Company:—24 and 25 Vict. cap. 186; 26 Vict. caps. 58 and 61; and 28 and 29 Vict. cap. 168; and all other Acts, if any, relating to the Inverness and Perth Junction Railway Company; and the Act 28 and 29 Vict. cap. 168, incorporating the Highland Railway Company, and all other Acts, if any, relating to the Highland Railway Company. Acts relating to the Company of Proprietors of the Forth and Clyde Navigation and the Monkland Canal:—10 Geo. III. cap. 105; 30 Geo. III. cap. 73; 53 Geo. III. cap. 75; 6 Will. IV. cap. 51; 4 and 5 Vict. caps. 54 and 55; 5 Vict. (session 2) cap. 41; 6 and 7 Vict. cap. 63; 8 Vict. cap. 3; 8 and 9 Vict. cap. 148; 9 Vict. cap. 11; 9 and 10 Vict. caps. 147 and 364; 11 and 12 Vict. caps. 41, 53; 13 and 14 Vict. cap. 27; 15 Vict. cap. 45; and 22 and 23 Vict. cap. 32; and all other Acts, if any, relating to such navigation. Acts relating to the trustees of the Queensferry Passage, viz., 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 11 Geo. IV. and 1 Will. IV. cap. 115; 11 and 12 Vict. cap. 44; and all other Acts relating to such Passage. Acts relating to the Trustees of the Clyde Navigation:—21 and 22 Vict. cap. 149; 27 and 28 Vict. cap. 248. The Acts relating to the City of Glasgow Union Railway Company:—27 and 28 Vict. cap. 286; and 28 and 29 Vict. cap. 247; the Acts 16 and 17 Vict. cap. 119; and 23 and 24 Vict. cap. 134; 25 and 26 Vict. cap. 48; and all other Acts relating to the Port-Carlisle Dock and Railway Company. Acts relating to the Silloth Bay Railway and Dock Company, viz. 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; and 25 and 26 Vict. caps. 45 and 47. The Leadburn, Linton, and Dolphinton Railway Act, 1862. The Esk Valley Railway Act, 1863. The Leslie Railway Act, 1857. The Alva Railway Act, 1861. The Berwickshire Railway Act, 1862. The Peebles Railway Act, 1853; and the Acts 20 and 21 Vict. cap. 14; and 24 and 25 Vict. cap. 114, relating to the Peebles Railway Company. The Saint Andrew's Railway Act, 1851. The Act relating to the Glasgow Milngavie Junction Railway Com-

pany, 24 and 25 Vict. cap. 193. The Alyth Railway Act, 1858. The Act relating to the Crieff and Comrie Railway, 28 and 29 Vict. cap. 294. The Crieff and Methven Junction Railway Act, 1864. The Montrose and Bervie Railway Act, 1860. The Act relating to the Blane Valley Railway Company, 24 and 25 Vict. cap. 248; 28 and 29 Vict. cap. 356. Acts relating to the Perth General Railway Station, 28 and 29 Vict. caps. 252 and 253. Acts relating to the Great North of Scotland Railway Company, 9 and 10 Vict. cap. 103, 134, 135; 14 and 15 Vict. cap. 75; 17 and 18 Vict. cap. 187; 18 and 19 Vict. cap. 28; 19 and 20 Vict. cap. 40; 21 and 22 Vict. cap. 45; 22 and 23 Vict. cap. 8; 24 and 25 Vict. cap. 153; 25 and 26 Vict. caps. 62 and 69; 26 and 27 Vict. cap. 164; 27 and 28 Vict. caps. 26 and 111; and all other Acts, if any, relating to the Great North of Scotland Railway Company. Acts relating to the Deeside Railway Company:—9 and 10 Vict. cap. 158; 15 and 16 Vict. cap. 61; 20 and 21 Vict. cap. 49; 25 and 26 Vict. cap. 83; 28 and 29 Vict. cap. 279; and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any railway forming part of their system of railways, or to any company or body who or whose property and interests may be affected by the provisions of the said proposed Act.

And notice is further given, that printed copies of the Bill for the proposed 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 11th day of November, 1865.

Adam Johnstone, Edinburgh, Solicitor for the Bill.

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

In Parliament.—Session 1866.

Bristol and Portishead Pier and Railway.
(Abandonment of authorised Pier and part of authorised Railway—Construction of new Pier and Works and Alteration of Portishead Pill or Creek—Additional Lands in parishes of Portishead and Portbury—Arrangements with Corporation of Bristol and other parties—Powers of Dredging, Jurisdiction, &c., near New Pier and Works—Extensions of Time for purchasing Lands and completing Works—Confirmation of Alterations of certain Works—Powers to hold certain Lands—Additional Capital—Substitution of Works in scheduled Agreements—Amendments of Actst, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, by the Bristol and Portishead Pier and Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the following purposes, or some of them:

To authorise the Company to make and maintain in the parishes of Portishead and Portbury, or one of them, in the county of Somerset, and on the foreshore thereof extending along Portishead Pill, and into the River Severn, a pier, with embankments, wharf walls, jetties, rails, tramways, sidings, cranes, sheds, machinery, and other works and conveniences for the landing and embarking passengers, animals, and goods, commencing in a field the property of the trustees of the Bristol Charities, and now or lately occupied by John Wedmore and Samuel Wedmore; and numbered 3 as regards lands in the said parish of Portishead on the plans deposited

for the purposes of "The Bristol and Portishead Pier and Railway Act, 1863," by a junction with the branch railway authorised by the said Act and extending from thence across Portishead Pill, along the north-westward side thereof, and seawards in a north-easterly direction into the River Severn; and terminating in the River Severn, at a point distant seventy-one chains or thereabouts from the said point of commencement; and for the purposes of such pier, and the embankments and works connected therewith, to appropriate, reclaim, or embank a portion of Portishead Pill, on the north-western side of such Pill.

To authorise the Company to stop up, alter, divert, reclaim, enclose, embank, appropriate, excavate, dredge, scour, widen, and deepen from time to time the pill or creek called "Portishead Pill," situate in the said parishes of Portishead and Portbury, or any part or parts thereof, and to vary or extinguish all rights, privileges, and easements connected therewith, and of or with the lands adjacent thereto, the foreshore and banks thereof.

To alter or extend the limits within which the Company have jurisdiction under the powers of the Bristol and Portishead Pier and Railway Act, 1863, and to define those limits as comprising Portishead Pill and the part of the River Severn within the space which lies between the confluence of Portishead Pill with the river, a straight line drawn due north and south from a point on the shore, at high water mark, three hundred yards westward of the westernmost point of the said intended pier; another straight line drawn from the sea wall or sea bank in the said parish of Portbury, north from the north-eastern corner of the field numbered 5, in the said parish of Portbury, on the plans deposited for the purposes of "The Bristol and Portishead Pier and Railway Act, 1863;" another straight line, drawn east and west, six hundred yards northward of the northern extremity of the said intended pier, and intersecting the first and secondly mentioned lines, and the said sea wall or sea bank westward to Portishead Pill, and within those limits to authorise the Company to dredge, scour, widen, and deepen the bed and channels, so as to afford means of access for vessels to the proposed pier, Portishead Pill, or other works of the Company, or any of them.

To authorise the Company and the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, and the mayor, aldermen, and burgesses of the city of Bristol, and any lords of manors, or any other parties, to enter into and carry out any arrangements with regard to their respective rights and the purchase by the Company in the foreshore lands, bed, and shore of the River Severn, and of Portishead Pill, in Portishead pier, jetty, or landing slip, or in or to tolls, rates and duties on vessels, passengers, or goods, or otherwise, at the existing pier, or within the limits to which the powers of the Company will extend.

To authorise the compulsory purchase of the lands and houses in the said parishes of Portishead and Portbury, or either of them, which are situated between the River Severn and Portishead Pill, the old sea wall numbered 18a, 19, and 19a, in the said parish of Portbury, on the plans next hereinafter mentioned, and the eastern limits of deviation of the authorised main line of the Bristol and Portishead Railway, as delineated on the plans referred to in "The Bristol and Portishead Pier and Railway Act, 1863," and deposited with the respective Clerks of the Peace for the county of Somerset and city and county of Bristol, and to authorise the appro-

priation, and use of such lands, or any part thereof, for any of the purposes of the Company, or connected therewith.

To authorise the Company to divert, impound, retain, and use from time to time the waters of all streams, springs, surface and other waters situate in the said parishes of Portishead and Portbury, or either of them, flowing directly or derivatively into the Portishead Pill aforesaid, and thence into the River Severn.

To authorise the Company to make, provide, and maintain landing and other stages, floats, quays, locks, entrances, walls, gates, approaches, basins, dams, sluices, culverts, embankments, wharves, landings, railways, tramways, sidings, roads, jetties, shipping places, staiths, slips, timber ponds, bonded and other warehouses, buildings, lighthouses, channels, conduits, aqueducts, drifts, drains, pipes, tanks, capstans, dolphins, buoys, beams, light-ships, tug-boats, dredge-boats, moorings, engines, cranes, lifts, drops, machinery, and other like works and conveniences, in connection with the undertaking, or any part or parts thereof, on the bed or shores of the River Severn, Portishead Pill or Creek, and the lands to be taken or used under the powers of the Bill, and to work, manage, and regulate the intended pier, and the several works connected therewith.

To authorise the Company to purchase and take by compulsion or agreement the lands and houses required for the several objects of the Bill, and also the existing Portishead Landing Pier and any other lands and houses delineated on the plans to be deposited as hereinafter mentioned, and to authorise the mayor, aldermen, and burgesses of the city of Bristol, the owners of glebe or church lands, the trustees of the Bristol charities, and parties under disability, to sell or grant lands required for the purposes of the Company, upon annual fee farm rents or rents charge, and to exempt the Company from any reduction of their borrowing powers in consequence thereof.

To authorise the Company to abandon the construction of the pier or jetty authorised by "The Bristol and Portishead Pier and Railway Act, 1863," and of so much of the main railway thereby authorised as lies between the commencement of the said railway at the said authorised pier or jetty and the junction of the said authorised railway with the branch railway by the said Act also authorised to be made.

To confirm an alteration in the mode of constructing part of the railway of the Company between points prescribed by article 2 in schedule (E) to "The Bristol and Portishead Pier and Railway Act, 1863," and to modify some of the provisions of that schedule with reference thereto, and also with reference to the lands to be taken by the Company.

To authorise the Company to hold, as part of their undertaking, certain lands numbered 24, 25, and 26 in the parish of Bedminster, on the plans referred to in "The Bristol and Portishead Pier and Railway Act, 1863," and the sidings, rails, and accommodation works constructed on those lands.

To cross, stop up, alter, or divert, enclose, embank, and appropriate turnpike and other roads and footpaths, streams, waters, drains, sewers, sea-walls, navigations, creeks, and other works within the said parishes of Portishead and Portbury, or either of them, within the limits to be defined on the plans to be deposited as hereinafter mentioned.

To authorise the Company to levy tolls, rates, and duties, for or in respect of the use of the said intended pier, and other works, or any of them,

and to alter, vary or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, charges, and duties, and to authorise the making or to confirm any agreement made between the Company and the mayor, aldermen, and burgesses of the city of Bristol, with respect to the alteration, reduction, exemption, or extinguishment of rates or duties payable to the said mayor, aldermen, and burgesses for ships or vessels entering, or goods imported into, the works authorised by "The Bristol and Portishead Pier and Railway Act, 1863;" or to be authorised by the intended Act, and to prescribe in the Bill such alteration, reduction, or exemption accordingly.

To extend the time granted to the Company by "The Bristol and Portishead Pier and Railway Act, 1863," for the compulsory purchase of lands, houses, and hereditaments required for the purposes of the said Act, and also for the construction and completion of the works authorised by the said Act, except the works proposed to be abandoned, and to confer upon the Company all necessary powers in relation thereto.

To authorise the sale and lease of lands, and the appropriation of lands for business and other purposes.

To enable the Company to apply to the purposes of the Bill any capital or funds at their disposal, or now authorised to be raised by them, 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.

To declare that the railway, as altered under the powers of the Bill, is the railway to which the agreement in schedule (D) of "The Bristol and Portishead Pier and Railway Act, 1863," relates, and to modify such agreement, and to annul the provisions thereof which relate to the pier intended to be abandoned.

To alter, amend, extend, and enlarge, and, if need be, to repeal some of the powers and provisions of the following Acts (local and personal), that is to say: "The Portbury Inclosure Act," 38 Geo. III., cap. 32; and the Amendment Act, 49 Geo. III., cap. 101; "The Bristol and Portishead Pier and Railway Act, 1863;" and the Act 6 Wm. IV., cap. 36, and any other Acts relating to the Bristol and Exeter Railway; also "The Bristol Dock Act, 1848" (11 and 12 Vict., cap. 43), and any other Acts relating to the port and harbour of Bristol.

To vary and extinguish all rights and privileges in and to any piers, wharves, foreshore, navigations, lands, tenements, and hereditaments or otherwise, which will interfere with the objects of the Bill.

Plans of the proposed pier and works, and of the lands to be taken compulsorily under the powers of the Bill, and sections describing the levels of the pier and works, with a book of reference to such plans, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of the city of Bristol, at his office in Bristol, and with the Clerk of the Peace for the county of Somerset, at his office at Wells; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said pier and other works are intended to be made, or in which any lands

and houses intended to be taken are situate, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December in the present year.

Dated this 7th day of November, 1865.

Isaac Cooke and Sons, Solicitors, Bristol.

Dyson and Co., Parliamentary Agents, 24, Parliament Street, Westminster.

South-Western and North British Union Railways.

(Incorporation of Company—Construction of Railways from Glasgow and South-Western Railway near New Milns, in the county of Ayr, to North British Railway near Morningside, in the county of Lanark—Compulsory Purchase of Lands—Working Arrangements with Subscriptions by and other Provisions affecting the Glasgow and South-Western and North British Railway Companies—Working and Traffic Arrangements with those Companies—Facilities over their Railways—Alterations of their Tolls, Amendment of Acts, and other Purposes.)

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

To incorporate a Company hereafter referred to as "The Company," and to enable the Company to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all proper and necessary stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively, that is to say:

1st. A Railway, No. 1, commencing in the parish of Galston, and county of Ayr, by a junction with the Glasgow and South-Western Railway (Newmilns branch), at a point 500 yards or thereabouts westward of the north-west corner of the dwelling house belonging to Hugh Arnot, known by the name of Stoney-gate, and terminating in the parish of Cambusnethan, and county of Lanark, at a point eight chains or thereabouts southwards of the south-west corner of the Railway Hotel adjoining Wishaw station, on the Caledonian Railway, and which said intended railway (No. 1) and works and conveniences connected therewith, will be made or pass from, in, through, or into, and the lands, houses and other property which may be taken for the purposes thereof, are situated in the parishes of Galston and Loudoun, in the county of Ayr, and in the parishes of Strathaven or Avondale, Stonehouse, Glassford, Dalsersf, Dalziel, Hamilton, Cambusnethan, Carluke, Kilbride, and Lesmahagow, in the county of Lanark, or some or one of them.

2nd. A Railway, No. 2, commencing in the parish of Cambusnethan and county of Lanark, by a junction with the aforesaid proposed railway No. 1, at a point eight chains or thereabouts southwards of the south-west corner of the Railway Hotel adjoining Wishaw station on the Caledonian Railway, and terminating by a junction with the Wilsontown, Morningside, and Coltness Railway, belonging to the North British Railway Company at a point, in the parish of Cambusnethan and county of Lanark, twenty-nine chains or thereby north-westward from the farmstead

of Watstonfoot, and which said intended railway No. 2, and the works and conveniences connected therewith, will be made or pass from, in, through, or into, and the lands, houses, and other property which may be taken for the purposes thereof, are situate in the parishes of Cambusethan, Dalziel, Shotts, Carluke, Dalsersf, Stonehouse, and Hamilton and county of Lanark, or some or one of them.

3rd. A Railway No. 3, commencing in the parish of Strathaven or Avondale and county of Lanark, at a point ten chains or thereabouts west of the south-west corner of the buildings known by the name of Holmhead, and terminating in the same parish and county by a junction with railway No. 1 at a point fifteen chains or thereabouts north-west of the north-west corner of Gilmourtown School, which said intended railway No. 3, and the works and conveniences connected therewith will be made or pass from, in, through, or into, and the lands, houses, and other property which may be taken for the purposes thereof, are situate in the parishes of Strathaven or Avondale, Stonehouse and Glassford, and county of Lanark, or some or one of them.

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

To empower the Company to construct sidings, stations, goods depôts, hotels, warehouses, works, buildings, and conveniences in connection with the said railways.

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

To enable the Company to make such openings in, and alterations of the Glasgow and South-Western and North British Railways, or either of them, as may be necessary for the purposes of the said Bill, and to form junctions and communications with the rails and works of the said railways, or either of them, and otherwise to interfere with those railways, or either of them, and the lands and works thereof respectively, and to regulate such junctions and the use thereof.

To cross under, over, or on the level of, and divert, alter, or stop up, whether temporarily or permanently, turnpike, statute-labour, public accommodation, and other roads and highways, footways, streets, railways, stations, tramways, bridges, rivers, streams, brooks, aqueducts, watercourses, canals, navigations, sewers, drains, reservoirs, and gas, water, and other pipes within the aforesaid parishes and extra-parochial and other places, or any of them, so far as may be necessary by reason or for the purposes of the said intended railways and works, or either of them, or of the said Bill.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and property for the purposes of such intended railways, or either of them, stations and works, and of the said Bill; and to authorise and empower all owners of lands, houses, and other property, whether persons or incorporations, trustees, or others holding under entail, or other legal disability, to sell, or convey their lands, houses, and other property, or any part thereof, necessary for the purposes aforesaid, to the Company, for such annual feu-duty, ground annual, or rent charge, or for such consideration in shares, mortgages, or bonds of the Company, as may be fixed or agreed on, as the value of such lands, houses, and other property, and to provide that such feu-duty, ground annual, or rent charge shall form a preferable lien or bur-

den: on the revenues and property of the said intended Company, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and other property.

To levy tolls, rates, and duties upon, or in respect of the intended railways, or either of them, stations and works; to alter, vary, or extinguish existing tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To enter into and carry into execution with any company or corporation, or any commissioners, road and bridge trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for maintaining or working the said intended railways, or either of them and works, or for the use of the same.

To authorise the Glasgow and South-Western and the North British Railway Companies, or any or either of them, by themselves or their nominees, to subscribe funds towards and take and hold shares in the capital of the Company, or otherwise to contribute towards the proposed undertaking or any part or parts thereof, and to guarantee to or for the Company interest, dividend, annual or other payments on shares or stock, and the principal and interest of any loan, and to advance and lend money to the Company; and for these purposes, or for any of the purposes of the Bill, to apply their existing funds and any moneys which they have still power to raise, and to raise moneys by the creation of new shares or stock in their respective undertakings with or without preference, priority, or guarantee in payment of dividend or interest, or other special advantages or privileges, and by borrowing on mortgage, bond, or otherwise.

To enable the Company on the one hand, and the Glasgow and South-Western and the North British Railway Companies respectively, and any other railway company to be incorporated in the ensuing session of Parliament, or any or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance and repair by all or any of such Companies of the said intended railways, or either of them, stations and works, or any part or parts thereof; the supply of engines, rolling and working stock, plant and machinery, and of officers and servants; the allowances and payments to be made, and the conditions to be performed with respect to such working, use, management, maintenance, and services; the regulation, management, interchange; accommodation; conveyance, apportionment; transmission, and delivery of traffic; the levying, fixing, collection, payment, division, appropriation, and distribution of the tolls, fares, charges, and revenue, and any other objects and purposes of the said Bill, and to authorise the appointment of joint committees for carrying into effect any such contracts, agreements, or arrangements as aforesaid; and to confirm any contract, agreement or arrangement already made, or which, previously to the passing of the said Bill, may be made touching any of the matters aforesaid.

To require and compel the Glasgow and South-Western and the North British Railway Companies, or either of them, and their or either of their respective lessees and assigns, upon such terms as shall be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be provided for by the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective

railways or undertakings, or the railways or undertakings of which they, or any one of them respectively is, are, or may be lessees; or which may be under the arrangement, management, or control of any one of them, and at the stations, warehouses, and booking offices thereof respectively; and to afford all necessary facilities for all passengers, goods, animals, carriages, and other traffic of whatsoever description coming from or destined for the intended railways, or either of them, or any part thereof; and if need be, to alter and vary the tolls, rates, and charges which the Glasgow and South-Western and the North British Railway Companies respectively, or any one of them, may be entitled to take and receive upon their respective railways or undertakings, or upon the railways or undertakings of which they, or any one of them respectively is, are, or may be lessees, or which may be under the arrangement, management, or control of those Companies or of any one of them; and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To confirm any agreement which may have been entered into between the Company, and the other Companies before named and referred to, or any one or more of them, with reference to all or any of the matters aforesaid, or other the purposes of the intended Bill.

To vary or extinguish all rights and privileges which would impede or interfere with any of the objects and purposes of the Bill, or with any such contracts, agreements, or arrangements, and to confer other rights and privileges.

To incorporate with the Bill all or some of the powers and provisions of "The Companies' Clauses Consolidation (Scotland) Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Act, 1863," and "The Railway Companies' Powers Act, 1864," and of any other Acts which it may be necessary to incorporate therewith, and to insert in the Bill all other powers and provisions necessary for effecting all or any of the objects of this notice which may be comprised in the Bill.

To alter, amend, enlarge, or repeal, so far as necessary for the purposes of the Bill, the following local and personal Acts of Parliament, or some of them, that is to say, the following Acts relating to the Glasgow and South-Western Railway Company, and their undertakings, or to the joint lines from Glasgow to Paisley, that is to say: "The Glasgow and South-Western Railway Consolidation Act, 1855," and the Acts therein recited; and the several other Acts relating to the Glasgow and South-Western Railway Company, and the undertakings belonging to, and held in lease by them, passed in the sessions of Parliament, held respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, and the 28th and 29th years of the reign of Her present Majesty, and any other Acts relating to the Glasgow and South-Western Railway Company.

Also the several Acts following, or some of them, relating to the North British Railway Company, viz.: 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 88, 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 V.ct., caps. 194, 213, 223, and 226; 27 and 28 V.ct., caps. 84, 100, and 292; and 28 and 29 Vict., caps. 125, 152, 186, 202, 206, 213, 308, and 309, and any other Acts relating to the North British Railway Company.

Duplicate plans and sections describing the lines and levels of the said intended railways, stations, and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also a published map, with the lines of the proposed railway delineated thereon, and a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection on or before the 30th day of November, 1865, in the offices at Ayr and Kilmarnock of the Principal Sheriff-Clerk for the county of Ayr, and also in the offices at Glasgow, Lanark, and Hamilton of the principal Sheriff-Clerk for the county of Lanark; and a copy of so much of the said plans, sections, and books of reference as relates to each of the said several parishes, together with a copy of the said Gazette notice, will, on or before the 30th day of November, 1865, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the Session Clerk, of each of such parishes respectively, at the place of abode of such schoolmaster or Session Clerk.

On or before the 23rd December next, 1865, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1865.

White-Millar and Robson, Edinburgh, Solicitors for the Bill.

Simson and Wakeford, 22, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.

Cannock Chase and Wolverhampton Railway (Hednesford Extension.)

(New Lines between Cannock Chase and the Cannock Chase Railway, near Hednesford; Communication with Norton Branch of the South Staffordshire Railway; Working Arrangements with other Companies; Increase of Capital; Abandonment of Cannock Chase (Extension) Railway, and Dissolution of Cannock Chase Extension Railway Company; Amendment of Acts.)

NOTICE is hereby given, that the Cannock Chase and Wolverhampton Railway 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;

To enable the Company to make and maintain the railways hereinafter mentioned, or any of them, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say;

No. 1. A railway commencing in the township of Burntwood in that part of the parish of Saint Michael Lichfield, which lies in the county of Stafford, by a junction with the authorised line of the Cannock Chase and Wolverhampton Railway, as shown on the plans which in the year one thousand eight hundred and sixty-three, were deposited with the Clerk of the Peace for the county of Stafford in relation to that rail-

way, and referred to in the Cannock Chase and Wolverhampton Railway Act, 1864, at a point two furlongs and five chains, or thereabouts, from the commencement of such railway, as shown on such plans, and terminating in the parish of Cannock, in the county of Stafford, by a junction with the Cannock Chase Railway, at a point on such railway two hundred and eighty yards, or thereabouts, measuring in a south-easterly direction along such railway, from a three-arched bridge near the eastern terminus of such railway, which carries a public highway, leading to Littleworth over the said railway.

No. 2. A railway situated wholly in the parish of Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, in the county of Stafford, commencing by a junction with the authorised line of the Cannock Chase and Wolverhampton Railway, as shown on the said plans, which in the year one thousand eight hundred and sixty-three were deposited with the Clerk of the Peace for the county of Stafford, at or near the point in that parish where the same railway is intended to pass Norton Common (distinguished on such plans by the number 4 in Norton), such point being one mile and one furlong, or thereabouts, from the commencement of such intended railway, as shown on such plans, and terminating by a junction with the Norton branch of the South Staffordshire Railway (London and North-Western system), at a point on that branch railway nine hundred and seventy yards, or thereabouts, measuring along the said branch railway in a north-westerly direction from the bridge which carries the Watling-street turnpike road over the said branch railway.

Which said intended railways and other works connected therewith, will pass from, in, through, or into, or be situated within the several townships and extra-parochial or other places following, that is to say, Burntwood, Hammerwich, Saint Michael Lichfield, Chorley, Farewell, Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, Little Wyrley, Cannock, Cannock Wood, Great Wyrley, Huntington, Hednesford, and Longdon, or some of them, in the county of Stafford.

To confer on the Company powers for the compulsory purchase of lands and buildings for the purposes of the said intended railways and works, and for the other purposes of the Bill; also powers for the purchase of land by agreement, and also to stop up, alter, or divert all turnpike and other roads and highways, railways, tramways, and bridges, streams, and works, and to vary or extinguish any existing rights or privileges, which might prevent or obstruct any object or purpose of the Bill.

To authorise the levying of tolls, rates, duties and charges, for the use of the intended railways, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

To authorise and require the Cannock Chase Extension Railway Company, incorporated by the Cannock Chase Railway (Extension) Act, 1862, to abandon the construction of the railway and works authorised by such Act, and to make provision in the Bill for the relinquishment of such railway and works accordingly, and for cancelling contracts for lands or otherwise, and to relieve that company from any obligation to construct such railway, and to authorise the dissolution of, or to dissolve that Company, and to repeal or amend the said Act, and to authorise

such transfer and arrangements respecting the same, or to make such other provisions as may be prescribed in, or authorised under the powers of the Bill.

To authorise the Company to raise further sums of money, by the creation of shares or stock, with or without guarantee, preference, or priority in payment of interest, or dividends, or other special advantages, and by borrowing on mortgage, or otherwise.

To authorise the Company from time to time to enter into agreements with the Cannock Chase Railway Company, the London and North-Western Railway Company, the South Staffordshire Railway Company, and the Midland Railway Company, or with any one or more of such Companies with respect to the management, maintenance, use, and working of the said intended railways, and the authorised railways of the Company, and to enable those companies, or any of them to work, use, and manage the intended and authorised railways, or any of them, and to enter into traffic arrangements and agreements, for division, or apportionment of receipts from traffic from, to, over, and upon the railways of the said Companies respectively, or any of of them, including the intended and authorised railways, and with respect to the tolls and charges, or other payments for or in respect of such traffic.

To repeal, extend, or amend some of the powers and provisions of the following Acts of Parliament (Local), 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway; 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North-Western Railway; the South Staffordshire Junction Railway Act, 1846; the Trent Valley, Midland, and Grand Junction Railway Act, 1846; the South Staffordshire Railway Act, 1847, and any other Acts relating to the South Staffordshire Railway Company; the Cannock Chase Railway Act, 1860; and the Cannock Chase Railway (Extension) Act, 1862.

Duplicate plans and sections describing the line and levels of the said intended railways and works, and the lands and property which may be required to be taken for the purposes thereof, together with books or reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands or property, together with a published map with the lines of the said proposed railways 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 county of Stafford, at his office at Stafford, and on or before the same thirtieth day of November instant, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said proposed railways and works will be constructed, together with a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish at his residence, and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 13th day of November, 1865.

Henry M. Wainwright, Dudley, Solicitor for the Bill.

North British Railway.
(Stirling, &c., Branches.)

(Railways from the Edinburgh and Glasgow Railway to Stirling, with Branches to the Monkland Railways and to the Stirlingshire Midland Junction Railway; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in ensuing session for an Act to authorise the North British Railway Company (hereinafter called "the Company") to make and maintain the following railways and works, or some of them, with all proper approaches, stations, works, and conveniences connected therewith respectively, that is to say:—

1. A railway (hereinafter called railway No. 1), commencing by a junction with the main line of the Edinburgh and Glasgow Railway, now belonging to the Company, at a point in the parish of Kirkintilloch, and county of Dumbar-ton, 50 yards or thereby eastwards of the east end of the passenger platform on the northern side of the said main line at the Campsie Junction Station, and terminating by a junction with the Stirling and Dunfermline Railway, belonging to the Company, at a point in the parish of Stirling and county of Stirling, near the south end of the passenger platform on the east side of the Scottish Central Railway at the Stirling Station.

2. A railway (hereinafter called railway No. 2), commencing by a junction with railway No. 1 at a point in the parish of Kirkintilloch and county of Dumbar-ton, 350 yards or thereby north-eastwards of the east end of the viaduct carrying the Edinburgh and Glasgow Railway over the Bathlin Burn, and the line of the Monkland Railways belonging to the Company, and terminating by a junction with the said Monkland Railways at a point in the parish of Cadder, and county of Lanark, 400 yards or thereby south-eastward of the east end of the said viaduct.

3. A railway (hereinafter called railway No. 3), commencing by a junction with railway No. 1 at a point in the parish of Denny and county of Stirling, 235 yards or thereby westwards of Easter Bankhead House, and terminating by a junction with the railway called the Stirlingshire Midland Junction Railway, belonging to the Company, at a point in the parish of Falkirk and county of Stirling, 540 yards or thereby westward of the bridge carrying the said Stirlingshire Midland Junction Railway over the turn-pike-road leading from Camelon to Larbert.

Which intended railways and works will pass from, in, through, or into, or be situate within the parish of Kirkintilloch, in the county of Dumbar-ton, the parish of Cadder, in the county of Lanark, and the parishes of Kilsyth, Denny, Dunipace, Larbert, Saint Ninians, Stirling, and Falkirk, and the Royal burgh of Stirling, in the county of Stirling, or some of them.

And it is proposed by the said intended Act to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes and Royal burgh aforesaid, for the several purposes aforesaid, or some of them, and the other purposes of the said intended Act; also powers for the purchase of lands and buildings by agreement; also powers of deviation from the lines of the proposed railways, to the extent shown on the plans hereinafter referred to, and powers of deviation from the levels thereof, and to stop up, remove, alter, or divert, permanently or temporarily, all turnpike or other roads and highways, streets, railways,

tramways, bridges, rivers, and other waters, canals, water-courses of every description, natural or artificial, sewers, pipes, bridges, tele-graphic wires or apparatus, erections and works within or near to any of the several parishes and Royal burgh aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the intended Act, or which would or might otherwise in any way prevent or obstruct any object or purpose of the intended Act being fully effected; and to authorise the levying of tolls, rates, duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

And it is proposed by the intended Act to authorise the Company to appropriate to the purposes of the intended Act all or any part of their authorised and unexpended capital, whether represented by shares actually created or otherwise, with all requisite powers to make such capital available by surrender, forfeiture, and cancellation of shares, and issuing or re-issuing of all or any part thereof in ordinary, preference, or guaranteed shares or stock, or otherwise howsoever; and to raise further sums of money by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage, cash-credit, or otherwise.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—Acts relating to the North British Railway Company, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict. cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 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, and also, in so far as necessary, the several acts recited in all or any of the Acts hereinbefore mentioned, or some of them.

And notice is hereby also 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 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 in the office in Glasgow of the principal sheriff clerk of the county of Lanark, in the office at Dumbar-ton of the principal sheriff clerk of the county of Dumbar-ton, 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 plan, section, and book of reference, as relates to each parish, and to the Royal burgh of Stirling, will be deposited with the school-

master, or if there be no schoolmaster, then with the session clerk of such parish, and with the town clerk of the Royal burgh of Stirling at his office in Stirling; and that all such deposits will be made on or before the 30th day of November current, and will be accompanied by a copy of this notice; and that on or before the 23rd day of December next printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1865.

Mitchell, Allardice, and Mitchell, Glasgow,
Solicitors for the Bill.

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

North British Railway.
(Wishaw, &c., Branches).

(New Railways between the Glasgow and Coat-bridge and Monkland Railways and the Wilsontown, Morningside, and Coltness Railway, and between the Wilsontown, Morningside, and Coltness Railway and Carluke and Wilsontown; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act to authorise the North British Railway Company (hereinafter called "the Company") to make and maintain the following railways and works, or some of them, with all proper approaches, stations, works, and conveniences connected therewith respectively, that is to say:—

1. A railway (hereinafter called Railway No. 1), commencing by a junction with the railway from Glasgow to Coatbridge, authorised by "The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," at a point in the parish of Shettleston and county of Lanark, 15 chains or thereby south-westward from the farm-steading of Glenduff-hill, and terminating by a junction with the Wilsontown, Morningside, and Coltness Railway, belonging to the Company (hereinafter called "the Morningside Railway") at a point in the parish of Cambusnethan and county aforesaid 16 chains or thereby north-westward from the farm-steading of Watstonfoot.

2. A railway (hereinafter called Railway No. 2), commencing by a junction with Railway No. 1, at a point in the parish of Bothwell, and county aforesaid, one chain or thereby south-westward from the farm-steading of Woodhead, and terminating at a point in the same parish and county, 27 chains or thereby eastward from Burnhouse farm-steading, by a junction with the private railway belonging to or used by the Monkland Iron and Steel Company, leading from the Monkland Iron and Steel Works to Thankerton Colliery.

3. A railway (hereinafter called Railway No. 3), commencing by a junction with Railway No. 2, at a point in the parish of Bothwell, and county aforesaid, 16 chains or thereby south-eastward from Burnhouse farm-steading, and terminating by a junction with Railway No. 1, at a point in the parish of Cambusnethan, and county foresaid, 13 chains or thereby north-westward from Dimsdale-cottages.

4. A railway (hereinafter called Railway No. 4), commencing by a junction with Railway No. 1, at a point in the parish of Cambusnethan, and county of Lanark, four chains or thereby north-

eastwards from the Railway Hotel, adjoining the Wishaw station on the Caledonian Railway, and terminating by a junction with Railway No. 3, at a point in the same parish and county, four chains or thereby south-eastwards from the south-east corner of the distillery buildings of Wishaw Distillery.

5. A railway (hereinafter called Railway No. 5), commencing by a junction with the Palace Craig branch of the Monkland Railways, belonging to the Company, at a point in the parish of Old Monkland, and county foresaid, two chains or thereby westwards from Puddock Hall farm-steading, and terminating by a junction with Railway No. 3, at a point in the parish of Bothwell, and county foresaid, 20 chains or thereby north-eastwards of Thankerton House.

6. A railway (hereinafter called Railway No. 6), commencing by a junction with Railway No. 5, at a point in the parish of Bothwell, and county foresaid, 22 chains or thereby eastward of Sweet-hill farm-steading, and terminating in the same parish and county at the Furnace Bank of Carnbroe Ironworks.

Which intended railways, No. 1, No. 2, No. 3, No. 4, No. 5, and No. 6, and works connected therewith, will pass from, in, through, or into, or be situate within the parishes of Shettleston, Old Monkland, Bothwell, Blantyre, Hamilton, Dalserf, Dalziel, and Cambusnethan, and the town of Hamilton, all in the county of Lanark, or some of them.

7. A railway (hereinafter called Railway No. 7), commencing by a junction with the Morningside Railway at a point in the parish of Cambusnethan, and county foresaid, 45 chains or thereby north-eastwards of Watstonfoot farm-steading, and terminating at a point in the parish of Carluke, and county foresaid, five chains or thereby north-eastwards from the branch office of the city of Glasgow Bank, in the village of Carluke.

8. A railway (hereinafter called Railway No. 8), commencing by a junction with Railway No. 7, at a point in the parish of Carluke, and county foresaid, 15 chains or thereby north-westwards from the farm-house of Belston-place, and terminating in the same parish and county, at a point six chains or thereby southwards from Castlehill farm-steading.

Which intended railways, No. 7 and No. 8, and works connected therewith, will pass from, in, through, or into, or be situated within the parishes of Cambusnethan and Carluke, in the county of Lanark, or one of them.

9. A railway (hereinafter called Railway No. 9), commencing by a junction with the Morningside Railway, at a point in the parish of Cambusnethan, and county foresaid, 14 chains or thereby north-westwards from the house called Kirkhall, and terminating at a point in the parish of Carnwath, and county foresaid, 11 chains or thereby northwards from Crooklands farm-house.

10. A railway (hereinafter called Railway No. 10), commencing by a junction with the Morningside Railway, at a point in the parish of Cambusnethan, and county foresaid, eight chains or thereby north-eastwards of Blackhall Cottage, and terminating by a junction with Railway No. 9, at a point in the same parish and county 11 chains or thereby north-eastwards from the farm-steading of Bught.

11. A railway (hereinafter called Railway No. 11), commencing by a junction with Railway No. 9, at a point in the parish of Carstairs, and county foresaid, nine chains or thereby northwards of the farm-steading of Abbey, and terminating at a point in the parish of Carnwath, and county foresaid, 15 chains or thereby northwards of Backshot farm-steading.

12. A railway (hereinafter called Railway No. 12), commencing by a junction with Railway No. 9, at a point in the parish of Carnwath, and county foresaid, eight chains or thereby westward of Greenbank farm-house; and terminating by a junction with the Wilsontown branch of the Caledonian Railway, at a point in the same parish and county 15 chains or thereby south-eastwards of the farm-steading of Crooklands.

Which intended railways, (No. 9, No. 10, No. 11, and No. 12), and works connected therewith, will pass, from, in, through, or into, or be-situate within the parishes of Cambusnethan, Carluke, Carstairs, and Carnwath, all in the county of Lanark, or some of them.

And it is proposed by the said intended Act, to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes and towns aforesaid, for the several purposes aforesaid, or some of them; and the other purposes of the intended Act; also powers for the purchase of lands and buildings by agreement; also powers of deviation from the lines of the proposed railways to the extent shown on the plans hereinafter referred to, and powers of deviation from the levels thereof; and to stop up, remove, alter, or divert, permanently or temporarily, all turnpike and other roads and highways, streets, railways, tramways, bridges, rivers, and other waters, canals, watercourses of every description, natural or artificial, sewers, pipes, bridges, telegraphic wires or apparatus, erections and works, within or near to any of the several parishes and towns aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the intended Act; and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the Act, or which would or might otherwise in any way prevent or obstruct any object or purpose of the Act being fully effected; and to authorise the levying of tolls, rates, duties, and charges in respect of the intended railways and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

And it is proposed by the intended Act to authorise the Company to appropriate to the purposes of the intended Act, all or any part of their authorised but unexpended capital, whether represented by shares actually created, or otherwise, with all requisite powers to make such capital available by surrender, forfeiture, and cancellation of shares, and issuing or re-issuing of all or any part thereof in ordinary preference, or guaranteed shares or stock, or otherwise howsoever; and to raise further sums of money by the creation of ordinary preference, or guaranteed stock or shares, and by mortgage, cash-credit, or otherwise.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—Acts relating to the North British Railway Company, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 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; and also, in so far as necessary, the several Acts recited in all or any of the Acts hereinbefore mentioned, or some of them.

And notice is hereby also 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 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 offices in Glasgow, Hamilton, Airdrie, and Lanark, of the principal Sheriff-Clerk of the county of Lanark; and that a copy of so much of the said plan, section, and book of reference as relates to each parish will be deposited with the schoolmaster, or if there be no schoolmaster, then with the session clerk of such parish; and that all such deposits will be made on or before the 30th day of November current, and will be accompanied by a copy of this notice; and that on or before the 23rd day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1865.

Mitchell, Allardice, and Mitchell, Glasgow,
Solicitors for the Bill.

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

Alliance and Dublin Consumers' Gas Company.
(Extension of Supply in counties of Dublin and Wicklow; Maintenance of Existing Works, New Works, and Additional Lands; Further Money Powers, Amalgamation, Purchase, or Lease of Undertaking of Commercial Gas Company of Ireland (Limited), and Purchase of Undertaking in Dublin, Kingstown, and Bray, of the United General Gas Light Company; Contracts with Corporation and Local Authorities; Change of Name; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, or repeal, and re-enact the powers and provisions, or some of the powers and provisions, of an Act of Parliament passed in the 10th and 11th years of the reign of Her present Majesty, intituled "An Act for rendering more efficient the Dublin Consumers' Gas Company," and to confer upon the Alliance and Dublin Consumers' Gas Company (hereinafter called "The Company"), new and further provisions, and to annul the deed of settlement of the Company, and by which Bill it is intended to enable the Company (and either before or after any amalgamation, or purchase, or leasing of the undertaking of any other Company hereinafter mentioned) to effect the objects following, or some of them, that is to say:—

To supply gas or other improved means of lighting for public and private purposes within the authorised limits of the Company's existing Act, that is to say the Metropolitan Police District of Dublin and also within the following townships, parishes and places, or some of them, or some parts thereof, that is to say Clontarf, Aitane, Clontarf, Drumcondra, in the barony of Coolock, Glasnevin, Finglas, and Castleknock,

in the barony of Castleknock, Palmerstown, in the barony of Uppercross, Taney, Kill, Rathmichael, Kilmacud, Killiney, and Old Connaught, in the barony of Rathdown, Rathfarnham, in the baronies of Upper Cross and Rathdown, all in the county of Dublin and Bray and Powerscourt, in the barony of Rathdown, in the county of Wicklow, and to levy and receive rates and rents, differential or otherwise, for the supply of gas therein.

To lay down mains, pipes, and other works and apparatus, and to cross, divert, break up, alter, or stop up, so far as may be requisite or desirable, any streets, roads, highways, bridges, sewers, drains, rivers, streams, watercourses, paths, passages, and places within such authorised and extended limits. To maintain, improve, alter, and reconstruct the existing gas works of the Company or of either of the Companies hereinafter mentioned, including therein the gas works now existing at Great Brunswick-street, in the city of Dublin, and at Mount Town and Dunleary, in the district of Kingstown, in the county of Dublin, and at or near the docks at Bray, in the county of Wicklow, or any part thereof, and to purchase or hold the lands hereinafter described, and to construct, erect, maintain, improve, and extend works for the manufacture and storing of gas, with all requisite buildings and conveniences thereon, viz. — 1. Certain lands situate at Dundrum, in the parish of Taney and county of Dublin; and which lands are 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 or piece of ground 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 the possession of Patrick Fanning and Patrick Meagher, by a garden or piece of ground in the possession of Mrs. Ellen Warren, and by two lanes off the main street of Dundrum. 2. Certain lands, to wit, a parcel of ground situate at Old Dunleary, in the township of Kingstown, in the parish of Monkstown, and county of Dublin, and containing 2 acres 1 rood 32 perches, or thereabouts (statute measure), and which lands are bounded on the north by a proposed public road from Monkstown to Kingstown, and measuring in front to the said proposed road 775 feet, with a verge 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 or the Hibernian Gas 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 partly by the holdings of the representatives of Edward Armstrong and Sexton, and partly 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 barony of Rathdown, and county of Dublin aforesaid. 3. Certain lands, to wit, that piece or plot of ground known as lot No. 181 on the map of the north lots, in the city of Dublin, containing about 5 acres 2 roods 26 perches, statute measure, and situate in the parish of St. Thomas, and city of Dublin, 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.

To manufacture or provide and supply pipes,

meters, and fittings, and to prepare, sell, and dispose of coke, coal, tar, and other products of their works, and to hold, exercise, and dispose of patent rights in relation to the manufacture and distribution of gas, and the utilisation of the residual products arising from the manufacture of gas, or otherwise relating thereto.

To empower the Company (and either before or after any such amalgamation, purchase, or lease) and the Corporation of the city of Dublin, Commissioners, and other local authorities within the present authorised limits of the Company, and the said townships, parishes, and places, to make and carry into effect contracts for the supply of gas to the public and other lights, and with reference to other matters incidental to the business of the Company within the same, and to sanction and give effect to any contracts already made with reference to all or any of the above-mentioned objects, and to authorise the said Corporation Commissioners and local authorities, for the purposes of any such contracts, to apply their funds and any rates they may levy, and to mortgage such funds and rates.

To authorise the union and amalgamation of the undertaking, works, conveniences, lands, property, rights, powers, and privileges, and benefits of agreements, debts, and liabilities, and of the proprietary, stocks, and shares of the Commercial Gas Company of Ireland (Limited), hereinafter called "The Commercial Company," with those of the Company, and to empower the Company to purchase or take on lease, and the Commercial Company to sell and transfer or lease to the Company, the undertaking, works, conveniences, lands, property, rights, powers, and privileges of the Commercial Gas Company, and to authorise such union or amalgamation, purchase, or lease respectively, upon such terms and conditions, and for such consideration respectively as have been or may be agreed upon, or as may be prescribed by the said intended Bill.

To empower the Company or any Company formed by the union and amalgamation of the Company with the Commercial Gas Company, to purchase, and the United General Gas Light Company, hereinafter called "The United Company," to sell and transfer to the Company, or any Company formed by the union and amalgamation of the Company with the Commercial Gas Company, the undertaking of the United Company now existing at Great Brunswick-street, in the city of Dublin, and at Mount Town and Dunleary, in the district of Kingstown, in the county of Dublin, and at or near the docks at Bray, in the county of Wicklow, and the works, conveniences, lands, property, rights, powers, privileges, and benefit of agreements connected therewith, or incidental thereto, of the United Company, belonging to, or vested in, or held by them as such Company, or as representing the Hibernian Gas Light Company, and to authorise such purchase upon such terms and conditions, and for such consideration, as have been or may be agreed upon, or as may be prescribed by the said intended Bill, and to vest in the Company, or in any Company formed by the union or amalgamation of the Company with the Commercial Gas Company, such part of the undertaking of the United Company as aforesaid, and to provide for the distribution among the shareholders of the United Company of the purchase money, or other consideration to be paid to them.

To sanction and give effect to agreements made, or hereafter to be made, between the Company and the other or any of the other Companies named in this notice, with respect to any

of the objects of the Bill, and any incidental matters.

To provide, if thought requisite or expedient, for the annulling of the memorandum and articles of association of the Commercial Gas Company, and the dissolution of that Company.

To repeal, alter, or amend, so far as may be requisite or desirable for the purposes of the intended Bill, the following local Acts, or some of them, or some part thereof, that is to say:—the 1st Geo. 4th, cap. 55, the 4th Geo. 4th, cap. 38, the 4th Geo. 4th, cap. 99, the 10th Geo. 4th, cap. 53, the 5th Geo. 4th, cap. 43, and the 5th William 4th, cap. 43, the 10th Vic., cap. 32, and of any other Act relating to the United Company, whether as such Company or as representing the Hibernian Gas Light Company.

To authorise the Company (and either before or after any such amalgamation, purchase, or lease, as aforesaid), to raise further capital by the creation and issue of new shares, to attach to such shares or to any existing or authorised capital in the undertaking of the Company, or in either of the said other Companies (if thought fit) certain guaranteed interest or dividend, or preference or priority in payment of interest or dividend, and other special privileges; to alter the number and amount of any existing shares and stock of the Company, or of either of the said other Companies, and to classify, regulate, and consolidate the same; to alter or vary the rights and privileges of the shareholders in the Company, or in either of the said other Companies, and of the mortgagees and creditors of the Company, or of either of the said other Companies, and to borrow money on mortgage, bond, or otherwise.

To change the name of the Company.

To increase, if thought requisite or expedient, the number of directors of the Company, and the remuneration payable to them, and the officers of the Company, and to provide, if thought necessary or expedient, for the appointment, resignation, and retirement of, and other arrangements with respect to the directors, officers, and servants of the said other Companies, or of either of them, after any such amalgamation, purchase, or lease.

To incorporate all or some of the provisions of "The Gas Works Clauses Act, 1847," "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 Act, 1863," and to confer upon the Company, or the amalgamated Company, all the powers, rights, and privileges necessary for carrying into effect the objects of the Bill or the business of a Gas Company, and to vary or extinguish all rights and privileges which will interfere with the objects of the Bill.

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

Dated this 9th day of November, 1865.

J. Macnamara Cantwell, Solicitor for the Bill, No. 24, Lower Dominick-street, Dublin; and

Dorington and Company, Parliamentary Agents, 6, Parliament-street, Westminster, London.

In Parliament—Session 1866.

Great Northern and Great Eastern Railway Companies (Arrangements.)

(Vesting in Great Eastern Railway Company joint ownership of part of Great Northern Railway; New Line between Spalding and Lincoln; Running Powers, Arrangements between Companies, and with Manchester, Sheffield, and Lincolnshire Railway Company, &c.)

A PPLICATION 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 enable the Great Northern Railway Company to sell, and the Great Eastern Railway Company to purchase, an undivided moiety of, or joint interest in, so much of the Great Northern Railway as lies, or is authorised to be constructed, between Spalding and March, and so much of what is known as the "Loop Line" of the Great Northern Railway as lies between Spalding and Gainsborough, and also the authorised line of the same railway between Gainsborough and Doncaster, together with all the stations, sidings, approaches, warehouses, works, and conveniences connected with such portions of railway, so that the premises may be vested in the two Companies, jointly and equally, upon such terms and conditions, pecuniary and otherwise, as may have been agreed upon, or as may be defined by the Bill, or as may be settled by an arbitrator.

To enable the two Companies to appoint a joint Committee for the management and maintenance of the said common property, and for the fixing, collecting, and distribution of the tolls, charges, and revenue arising from such property, and for the appointment of officers and servants with relation to the same, and to vest in the joint Committee, or in the two Companies jointly, all the powers possessed by the Great Northern Railway Company for the maintenance, improvement, and management of the said portions of their undertaking, or such of the said powers as the Bill may define.

To enable the Great Eastern Railway Company to run over and use, with their own engines, carriages, and servants, so much of the Great Northern Railway as lies between the junction therewith of the authorised line between Gainsborough and Doncaster, at Doncaster, and the West Riding and Grimsby Railway, so that there may be an uninterrupted communication for the Great Eastern Railway Company up to the last-named railway, the power so granted by the Bill being exercised upon such terms and conditions, pecuniary or otherwise, as have been, or may be agreed upon, or as may be settled by arbitration, or defined by the Bill.

To enable the Great Northern Railway Company to run over and use, with their own engines, carriages, and servants, the whole undertaking of the Great Eastern Railway Company, or such portions of the same undertaking as the Bill may define, upon such terms and conditions, pecuniary or otherwise, as have been or may be agreed upon, or may be settled by arbitration, or may be defined by the Bill.

To require the two Companies to afford to each other mutual facilities for the conveyance, accommodation, and interchange of traffic upon or over their respective undertakings, or at or to any places to which they may respectively have access.

To confirm the articles of agreement between the Great Northern and Great Eastern Companies, bearing date the 20th day of June, 1865;

with such modifications as may be agreed upon by the Companies, or as Parliament may prescribe.

To enable the two Companies, or the said joint Committee, to construct a line of railway, with all needful works, stations, approaches, and conveniences connected therewith, commencing by a junction with the Great Northern Railway in the parish of Spalding, in the parts of Holland, in Lincolnshire, at a point 440 yards or thereabouts, north of the north end of the platforms of the Spalding station of the Great Northern Railway, and passing through the following places, that is to say: Spalding, Pinchbeck, Pinchbeck West, Surfleet, Gosberton, Quadring, Quadring Hundred, Donnington, Algarkirk, Wigtoft, Bicker, Swineshead, Gibbett Hills, The Mown Rakes, Great Brand End Plot, Sutterton, Fosdyke, all in the parts of Holland, in the county of Lincoln; Little Hale, Great Hale, Helpringham, Heckington, Howell, Ewerby, Anwick, Digby, South Kyme, North Kyme, Billingham, Dorington, Ruskington, Walcott, Dogdyke, Roulston, Kirkby Green, Timberland, Thorpe Tilney, Martin, Scopwick, Blankney, Linworth, Metheringham, Dunston, Nocton, Potter Hanworth, Flanworth Booths, all in the parts of Kesteven, in the county of Lincoln; Bardney, in the parts of Lindsey, in the county of Lincoln; and terminating by a junction with the Great Northern Railway, in the parish of Bardney, in the parts of Lindsey, in Lincolnshire, at or near to the mile-post marking 128 miles from London.

Also a short line of railway wholly in the parish of Washingborough, in the parts of Kesteven in Lincolnshire, commencing by a junction with the Great Northern Railway, at about 120 yards on the western side of the 131st mile-post from London, and terminating by a junction with the Great Northern Railway, at about 230 yards on the eastern side of the 132nd mile-post from London.

And for these purposes the Bill will enable the two Companies, or the said Committee, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof.

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

To enable the Great Eastern Railway Company to apply their existing funds, and any monies which they have still powers to raise, to the purposes of the said railways and works, and to raise, for the purpose of the said works, and also for the purpose of the said purchase, additional capital by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorised capitals, and to pay interest, at a rate to be fixed by the Bill, upon any portion of the purchase-money which may from time to time remain unpaid.

To enable the two Companies, and also the Manchester, Sheffield, and Lincolnshire Railway Company, from time to time, to enter into agreements with respect to the working, use, management, and

maintenance of their respective undertakings, or of any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the said undertakings, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees, not only (as aforesaid) for the purpose of the property of which, under the powers of the Bill, the Great Northern and Great Eastern Railway Companies will be joint owners, but also for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Great Northern Railway Company, namely: 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 184; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 53; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; 25 and 26 Vic., cap. 1; 26 and 27 Vic., caps. 147, 191, and 203; 27 and 28 Vic., caps. 49, 124, 202, 212, 242, and 243; and 28 and 29 Vic., caps. 105, 192, 216, 327, 330, and 331; and also the following and any other Acts relating to the Great Eastern Railway Company: 25 and 26 Vic., cap. 223; 26 and 27 Vic., caps. 83, 178, 186, 190, 197, and 225; 27 and 28 Vic., caps. 91, 95, 122, 124, 182, 282, 313, and 326; and the 28 and 29 Vic., caps. 62, 100, 118, 150, 178, 184, 249, and 303; and also the Act 12 and 13 Vic., cap. 81; and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

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

copy of this notice will be deposited with the parish 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 3rd day of November, 1865.

Johnston, Farquhar, and Leech;
Maynard, Son, and Co.,

Solicitors for the Bill.

In Parliament—Session 1866.

East Gloucestershire Railway.

(Branch at Cheltenham to Midland Railway—Deviations—Powers to Midland Railway Company—Powers over and in favour of Neighbouring Undertakings—Amendment of Act—Repeal of Provisions for Broad Gauge.)

A PPLICATION is intended to be made to Parliament in the next session thereof for leave to introduce a Bill for the following, or some of the following, among other purposes:—

1. To enable the East Gloucestershire Railway Company (who are meant where the words "the Company" are hereinafter used) to make a branch railway commencing by a junction with the Midland Railway in the parish of Churchdown, in the county of Gloucester, at a point about ten chains on the Gloucester side of the post on the said railway denoting the boundary dividing the properties of the Great Western and Midland Railway Companies, and terminating in the parish of Badgworth, in the same county, by a junction with the authorised railway No. 1 of the East Gloucestershire Railway Company, in a field, numbered 7, in the said parish of Badgworth, on the plans deposited in the month of November, 1863, with relation to "The East Gloucestershire Railway Act, 1864."

2. To enable the Company to deviate from the line of railway No. 1, as authorised by the said Act, between a field numbered 32E in the parish of Withington, on the plans deposited in the month of November, 1863, with relation to the said Act, at the office of the Clerk of the Peace for Gloucestershire, and a field numbered on the said plans 48 in the parish of Chedworth, and to construct instead of the line authorised by the said Act, and shown upon the said plans, another line of railway between the points aforesaid, and passing through Withington, Compton Abdale, Yanworth, Hazleton, Stowell, and Chedworth, or some of them, all of which places are in Gloucestershire.

3. Also to deviate from the line of railway No. 4, as authorised by the said Act, between a field numbered on the said plans 1 in the parish of Langford, and a field numbered 5 in the hamlet of Curbridge, in the parish of Witney, in Oxfordshire, and to construct, instead of the line authorised by the said Act, and shown upon the said plans, another line of railway between the points aforesaid, and passing through Langford, Broadwell, Filkins, Clanfield, Broughton, Poggs, Kencott, Alvescott, Black Bourton, Bampton, Norton Brize (otherwise Brize Norton), Lew, Ducklington, Curbridge, and Witney, or some of them, all in Oxfordshire.

4. To repeal sections 60, 61, and 62 of the said Act, providing for a mixed gauge on railways Nos. 1, 2, and 5 mentioned in the said Act, and to confer on the Great Western Railway Company

a power to run over and use with their engines and carriages the railways numbered 1, 2, and 5 of the company upon the narrow gauge, and all the stations, sidings, works, and conveniences connected therewith, upon such terms and conditions, pecuniary and otherwise, as in default of agreement shall be settled by arbitration or prescribed in the Bill.

5. To enable the company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses, and other property compulsorily, for the purpose of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges; to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said railways and works.

6. To re-enact, amend, and enlarge the powers granted by the 69th section of the said Act of 1864 to the Company and the Midland Railway Company to enter into traffic and working arrangements; and the Bill will enable the Company on the one hand, and the Midland, the London and North Western, and the Great Western Railway Companies, or any of them, on the other hand (notwithstanding anything contained in "The Great Western and West Midland Railway Act, 1863," or in the schedule B to the same Act) from time to time to enter into agreements with respect to the working, use, management, and maintenance of the undertaking of the East Gloucestershire Railway Company, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said undertaking, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting companies; and the division and appropriation of the revenue arising from that traffic; and to 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.

7. To enable the Company, and all companies and persons lawfully working or using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways, portions of railway, and undertakings hereinafter mentioned; together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively (that is to say):—

So much of the Midland Railway as lies between the point of junction therewith proposed by the Bill in the parish of Churchdown and the city of Gloucester, inclusive of the station at Gloucester, and so much of the same railway as lies between the same point of junction and Tewkesbury.

The undertaking of the Gloucester and Dean Forest Railway Company.

The undertaking of the Worcester, Dean Forest, and Monmouth Railway Company.

The undertaking of the Witney Railway Company.

So much of the Great Western Railway as lies between the point of junction therewith of the Witney Railway at Yarnton and the city of Oxford, together with the station of the same railway at Oxford.

So much of the London and North Western Railway as lies between the point of junction therewith at Yarnton of the Railway No. 6, authorised by the said Act of 1864 and Oxford, together with the station of the said railway at Oxford.

Together also, in all the said cases, with such lines of railways, sidings, and junctions as are necessary for an uninterrupted communication between the East Gloucestershire Railway and the said railways and portions of railway respectively.

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

9. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The 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 East Gloucestershire Railway Act, 1864," of the 5 and 6 Wm. IV., cap. 107, and of the said Act, 26 and 27 Vic., cap. 113, and of any other Acts relating to the Great Western Railway Company, the 7 and 8 Vict., cap. 118, and of any other Acts relating to the Midland Railway Company, the 9 and 10 Vic., cap. 204, and of any other Acts relating to the London and North Western Railway Company; "The Worcester and Dean Forest, and Monmouth Railway Acts, 1863, 1864, 1865;" the 9 and 10 Vic., cap. 240; 10 and 11 Vic., cap. 76; 14 and 15 Vic., cap. 48, and of any other Acts relating to the Gloucester and Dean Forest Railway Company; and also of the following, and of any other Acts relating to the Witney Railway Company, namely: 22 and 23 Vic., cap. 46; 24 and 25 Vic., cap. 22; and the 27 and 28 Vic., cap. 101 (1859, 1861, and 1864).

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

before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester; at his office at Gloucester; and with the Clerk of the Peace for the county of Oxford, at his office at Oxford; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

11. 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.

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

Sewell, Newmarch, and Francis, Cirencester;

Solicitors for the Bill.

In Parliament—Session 1866.

Great Northern, Great Eastern, and Manchester, Sheffield, and Lincolnshire Railway Companies. (Traffic Arrangements, Confirmation of Agreements.)

IT is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill; to enable the Great Northern, the Great Eastern, and the Manchester, Sheffield, and Lincolnshire Railway Companies from time to time to enter into agreements with respect to the working, use, management, and maintenance of their several undertakings, or of any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from, or destined for the respective undertakings of the contracting Companies; and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid, and especially to confirm two several heads of agreements, the one dated the 20th of June, 1865, and made between the said three Companies, and the other dated the 3rd of August, 1865, and made between the Great Eastern and the Manchester, Sheffield, and Lincolnshire Railway Company; subject to such modifications of the said heads of agreements as may be made by the parties thereto, or as Parliament may prescribe.

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 Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 9th and 10th Vict., cap. 71, and of any other Acts relating to the Great Northern Railway Company; the 25th and 26th Vict., cap. 223, and any other Acts relating to the Great Eastern Railway Company; and the

12th and 13th Vict., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

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

Dated this 9th day of November, 1865.

Johnston, Farquhar, and Leech,

Maynard, Son and Co.,

J. R. Lingard,

Solicitors for the Bill.

In Parliament—Session 1866.

West Riding and Grimsby Railway.

(Transfer of Undertaking and of Powers to Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies. Reciprocal Powers to those two Companies; Running Powers to Great Eastern Railway Company.)

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

To transfer the undertaking of the West Riding and Grimsby Railway Company, whether executed or authorised, to the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies, jointly and equally, so as to vest in the same two Companies, jointly and equally as aforesaid, the same undertaking, and all the lands and other property, real or personal, belonging to the West Riding and Grimsby Railway Company, and all the powers now vested in that Company of acquiring lands, and of executing further works, and of levying tolls, and all other powers, rights, and privileges of the same Company, whether with reference to their own undertaking, or to the undertakings of other Companies or persons, and all the duties and liabilities of the same Company, and to enable the Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies, jointly and equally as aforesaid, to exercise and enjoy all such powers, rights, and benefits, and especially the power of purchasing lands, constructing railways, and levying tolls and other charges, and to impose upon the same two Companies all the duties and liabilities attaching to the West Riding and Grimsby Railway Company; or to their undertaking; and to dissolve the same Company.

To enable the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies, for the purposes aforesaid, to raise additional capital, by shares or by stock, and by loan, and to attach to the shares or stock so raised any preference or priority of dividend or interest which the Bill may define over the existing shares or stocks of the two Companies respectively.

To enable the Great Eastern Railway Company to use with their engines, carriages, and servants, and for the purposes of traffic of every description, so much of the undertaking so to be transferred as was authorised to be constructed by "The West Riding and Grimsby Railway Act, 1862," from Doncaster to Wakefield.

To enable the Great Northern Railway Company to use, in like manner, the South Yorkshire Railway from the junction thereof with the West Riding and Grimsby Railway at or near Barnby Don, to the junction thereof with the Trent, Ancholme, and Grimsby Railway, and to use the last-mentioned railway, and so much of the Manchester, Sheffield, and Lincolnshire Railway as lies between the junction thereof with the Trent,

Ancholme, and Grimsby Railway and Great Grimsby.

To enable the Manchester, Sheffield, and Lincolnshire Railway Company to use, in like manner, the West Yorkshire Railway of the Great Northern Railway Company, as defined by the Great Northern and West Yorkshire Railways Amalgamation Act, 1865, and the Leeds, Bradford and Halifax Railway of the same Company, as defined by the Great Northern and Leeds, Bradford, and Halifax Junction Railways Amalgamation Act, 1865.

To provide that the use by the several companies of the before-mentioned undertakings shall be upon terms and conditions pecuniary and otherwise, to be agreed on by the parties concerned, or to be settled by arbitration, or to be prescribed by the Bill, and shall include the use of all stations, sidings, warehouses, wharves, watering-places, water approaches, and conveniences, connected with the portions of undertaking so used.

The Bill will alter, vary, or extinguish all rights and privileges inconsistent with its objects; and it will alter, extend, or, if need be, repeal the powers and provisions of "The West Riding and Grimsby Railway Acts, 1862, 1864, and 1865," (25 and 26 Vict., c. 211; 27 and 28 Vict., c. 91; 28 and 29 Vict., caps. 259 and 321); "The Great Northern Railway Act, 1846," (9 and 10 Vict., cap. 71), and any other Acts relating to the Great Northern Railway Company; the 11 and 12 Vict., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the 27 and 28 Vict., cap. 77, and any other Acts relating to the South Yorkshire Railway and River Don Company; and the 25 and 26 Vict., cap. 223, and any other Acts relating to the Great Eastern Railway Company.

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

Dated this 9th day of November, 1865.

Baxter, Rose, Norton and Co.,

Barr, Nelson, and Barr,

Johnston, Farquhar, and Leech,

J. R. Lingard,

Solicitors for the Bill.

In Parliament—Session 1866.

Liverpool Central Station Railway.

(Transfer of Powers to Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies.)

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

To transfer to the Great Northern, the Manchester, Sheffield, and Lincolnshire, and the Midland Railway Companies (hereinafter called "The Three Companies"), or to the Cheshire Lines Committee, constituted under the powers of "The Cheshire Lines Transfer Act, 1865," all the powers, rights, and privileges now vested in the Liverpool Central Station Railway Company, and all lands and other property, real or personal belonging to the same Company, or which they have powers to purchase, and the benefit of all contracts entered into by them, or on their behalf, and also all duties, debts, and liabilities of the same Company, so that the three Companies, or the said Committee, may be enabled to act in all respects with respect to the undertaking of the

said Company, and the construction of the railway and works authorized by "The Liverpool Central Station Railway Act, 1864," the purchase of lands for the purposes thereof, and the levying of tolls and charges, in respect of the said undertaking, as fully and effectually, to all intents and purposes, as though the powers contained in the said Act had been originally conferred upon them.

To enable the three Companies to contribute jointly and equally towards the cost of constructing the railway and works authorized by the said Act of 1864, and to take equal third parts in the capital of the Liverpool Central Station Railway Company; and to apply for that purpose any funds which they are already authorized to raise for the same purpose, and to limit to one-third of the capital of the same Company any powers which the three Companies, or any of them, may already possess of contributing towards the said capital.

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

To alter, extend, and if need be, repeal certain provisions of "The Liverpool Central Station Railway Act, 1864," "The Cheshire Lines Transfer Act, 1865," "The Great Northern Railway Junctions Act, 1865," "The Manchester, Sheffield, and Lincolnshire Railway (Purchase) Act, 1865," the 7th and 8th Vic., caps. 18 and 59, relating to the Midland Railway Company, and any other Acts relating to the said Companies, or to the before-mentioned undertakings, which may interfere with the objects of the Bill.

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 3rd day of November, 1865.

Travers, Smith, and De Gea,
Johnston, Farquhar, and Leech,
J. R. Lingard,
Samuel Carter, } Solicitors
for
the Bill.

In Parliament.—Session 1866.

Great Northern Railway.

(Hertford to Stevenage; Abandonment of Short Branch in Digswell)

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

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

No. 1. A railway commencing in the parish of Bayford, by a junction with the line of railway authorised to be constructed by "The Great Northern Railway (Hornsey to Hertford) Act, 1863," (28 and 29 Vict., cap. 105), at or near to the spot marked as twelve miles and six furlongs (on Railway No. 1) on the plans deposited at the office of the Clerk of the Peace for Hertfordshire, with relation to the said Act, passing through the following parishes and places: Bayford, Brickendon, Little Amwell, All Saints and St. John, St. Andrew, St. Mary, and St. Nicholas, Bengoe, Stapleford, Watton, Aston, Shephall, Datchworth, Knebworth, and Stevenage, or some of them, and terminating in the last-named parish by a junction with the

Great Northern Railway at or near the spot where an occupation road leading from the toll-bar on the Broadwater and Stevenage Turnpike-road to the lands of Sir Edward Bulwer-Lytton, Bart. (in the occupation of Mr. Richard Russell), crosses the Great Northern Railway upon the level thereof.

No. 2. Together with a short railway commencing by a junction with the before-mentioned railway (No. 1), in the parish of Knebworth, at or near to the north fence of the turnpike-road leading from Welwyn to Broadwater at about 250 yards, measured along the said road from and southward of the Roebuck Inn, and terminating at the same spot in the parish of Stevenage, as is hereinbefore described as the termination of the said railway (No. 1).

All the said works will be in Hertfordshire.

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

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

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

To abandon and relinquish the powers conferred on them by the said Act of 1865, to construct the railway in the parish of Digswell, described in the 17th section of the said Act, as Railway No. 4.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Great Northern Railway Act, 1846" (9 and 10 Vict., cap. 71); the said Act 28 and 29 Vict., cap. 105, and of any other Acts relating to the Company.

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

or in which any lands, houses, or other property are intended to be taken and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence; and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 7th day of November, 1865.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, and 4, Old Palace-yard, Solicitors for the Bill.

In Parliament—Session 1866.

Newark Gas Company.

(Increase of Capital—Additional Lands—New Works—Arrangements with Commissioners and other Bodies and Persons—Further Powers—Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament next session, for leave to bring in a Bill to alter, amend, or repeal and re-enact the powers and provisions, or some of the powers and provisions, of the Act passed in the second year of the reign of Her present Majesty, intituled "An Act for the better Lighting and supplying the borough of Newark, in the county of Nottingham, and the neighbourhood thereof, with Gas," and to confer further powers upon the Newark Gas Company, hereinafter called "The Company," and by which Bill it is intended to enable the Company to effect the objects following, or some of them (that is to say):—

To empower the Company to raise further sums of money by the creation and issue of new shares and stock of the Company, and to attach to such new shares or stock, or to any existing shares or stock of the Company, or any of them, or any part thereof, if thought requisite or expedient, certain guaranteed interest or preference or priority in payment of interest, or dividend, and other special privileges, and to borrow money on mortgage or bond or otherwise, and to capitalise certain monies expended by the Company out of revenue for the purpose of their undertaking, and to make such arrangements with reference thereto, as may be deemed requisite or desirable.

To make further and other provision with reference to the capital of the Company, and shareholders therein, and the mortgagees and creditors of the Company, and with reference to the general regulation and management of the affairs of the Company.

To make further and other provision with reference to the supply of gas by the Company, and the terms, mode, and conditions of the same.

To authorise the Company to purchase by compulsion or agreement, and to erect, construct, and maintain thereon works, for the manufacture and storing of gas, or inflammable air, or other improved means of lighting, with all requisite buildings and conveniences upon certain lands, now used partly as garden ground and partly as grass land, and containing two acres or thereabouts, and now or late belonging to William Withers, and bounded on the east by certain land belonging to the Right Honourable the Earl of Winchelsea, or his trustees, on the west by a private occupation road, dividing the Company's works and other property from the said lands of the said William Withers so proposed to be taken as aforesaid; on the north by the road leading from

Newark-upon-Trent to Barnby-in-the-Willows; and on the south by an imaginary line dividing the land of the said William Withers, and drawn from a point 30 feet 9 inches distant from the extreme south end of a wall of the Company's gas works, and continued thence in a south-easterly direction until meeting the land of the said Earl of Winchelsea, or his trustees, all which lands and premises are situate in the parish of Newark-upon-Trent, in the county of Nottingham.

To authorise the Company and the Newark Improvement Commissioners, acting under "The Newark-upon-Trent Improvement Act, 1851," and other local or public authorities within the authorised limits of the Company, to make and carry into effect contracts for the supply of gas to the public and other lights, and with reference to other matters incidental to the business of the Company within the same.

And it is intended by the Bill to incorporate and to apply to the Company's existing undertaking, and capital, "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Gas Works Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," or some part or parts thereof respectively, and either in addition to, or substitution for, the provisions of the Company's existing Act.

To alter or amend, so far as may be requisite or desirable, for the purposes of the intended Bill, the powers and provisions of "The Newark-upon-Trent Improvement Act, 1851."

To authorise the Company to purchase and hold additional lands, and to sell and dispose of coal, coke, lime, tar, and residual products, and to manufacture or sell residual products, gas meters, fittings, and apparatus; and to let meters, fittings, and apparatus, and to hold and acquire patent rights or licenses to use patent rights in relation to the manufacture and distribution of gas, and the utilisation of residual products, and generally to carry on the business usually carried on by gas companies, and to confer upon the Company all such powers, rights, authorities, and privileges, as are necessary for carrying the powers of the Bill into effect, or for the purposes of the Company's undertaking, or which are usually inserted in Bills of the like nature, and to vary or extinguish all rights or privileges which would interfere with the objects of the intended Bill.

And notice is hereby further given, that on or before the 30th day of this present November, plans of the lands which may be compulsorily taken under the powers of the Bill, together with a book of reference for 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 Nottingham, at his office in Newark-upon-Trent, in that county, and that on or before the same day a copy of the said plans and book of reference with a similar copy of this notice, will be deposited for public inspection with the parish clerk of the parish of Newark-upon-Trent, at his residence.

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

Dated this 13th day of November, 1865.

Christopher Carter Footitt, Newark-upon-Trent, Nottinghamshire, Solicitor for the Bill.

J. Dorington and Co., 6, Parliament-street, Westminster, Parliamentary Agents.

Middlesbrough Extension and Improvement.

(To extend and alter Boundaries of Municipal Borough and District of Middlesbrough, and authorise division into Wards, and alterations in Council; Extension of time for completion of Market Place; Powers to improve Streets and Roads; to purchase Private Roads and divert Public Footpaths; to make Sewers; to erect a Town Hall and Police Station; to construct additional Gas Works and light District and adjoining Townships; Powers to levy differential and other Rates; to raise further Monies for various purposes; Confirmation of Agreement and other provisions as to Public Park and Burial Ground; Powers to define the Boundaries of the Parishes and Townships of Middlesbrough, Acklam, and Linthorpe, and divide and extinguish the township of Linthorpe; Repeal of Provisions as to, and compulsory Purchase of, rights of North-Eastern and West Hartlepool Harbour and Railway Companies in Port Clarence Landing-place, and powers to construct, and complete same; Powers to construct a Landing-place at Newport; to purchase Lands compulsorily for various purposes; Repeal, Consolidation, and Amendment of Acts; Extension of Burial District; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to repeal, alter, amend, and extend all or some of the powers and provisions of "The Middlesbrough Improvement Act, 1841" (herein called the Act of 1841); "The Middlesbrough Improvement Act, 1856" (herein called the Act of 1856), and "The Middlesbrough Improvement Act, 1858" (herein called the Act of 1858), or some or one of these Acts, or the Acts therein recited, and to grant further and other powers in lieu thereof and in addition thereto, or to consolidate the said Acts with further and other powers in addition thereto, for effecting the objects of this notice into one Act, and in either case to alter and repeal all or any of the provisions of the said Acts, or any of them, which are now in force for the protection of the owner, lessee, or occupier of any property affected by the said Acts, or the works thereby authorized or to be affected by the said Bill, or for the protection or benefit of any public trustees or commissioners, Corporation, Company, or surveyors of highways, overseers of the poor, or other persons specifically named in such provisions, which it may be necessary to alter or repeal for the purposes of the said Bill, and to make other provisions in lieu of the powers and provisions so repealed, altered, or amended, and in such Bill to be applied for, powers and provisions will be inserted for effecting or authorizing all or some of the several objects and purposes following, that is to say:—

To alter, enlarge, extend, improve, and define the boundaries of the municipal borough of Middlesbrough (herein called the Borough), and also of the district of the said borough (herein called the District), now subject to the Local Board of Health of the said borough (herein called the Local Board), and to add to and include within the said borough and district respectively, portions of the adjoining parishes and townships of Middlesbrough, Linthorpe, Acklam, Marton, Ormsby, and Normanby, which are now outside of the existing boundary of the said Borough and District, which Borough and District, when so enlarged, will be comprised within the following boundaries or limits, or some of them; that is to say:—

A line commencing at the north-west corner of the existing borough, being a point in the mid-channel line of the River Tees, in a line with the back or west side of certain houses called "the Barracks," situate near the extreme north-west boundary point of the existing borough; thence along such mid-channel line up the said River Tees, first in a north-westerly and afterwards in a south-westerly direction, to a point in such mid-channel line opposite to and parallel with the second jetty or breakwater in the said river, which jetty or breakwater is situate about 330 yards to the south or south-west of the granary in the village or hamlet of Newport; thence from such point in the said mid-channel line in a straight line along the said jetty in a south-easterly direction, to where such line cuts the north-eastern railway, thence from such last-named point in a straight line to a point where the Stockton and Middlesbrough turnpike-road crosses the highway leading from Newport to Aysosome, thence in a southerly direction along the western side of the said highway, called West-lane, through the village of Aysosome, to the village of Linthorpe, at a point where the said highway joins or runs into the old highway, leading from Linthorpe to Acklam and Stockton, thence along the north side of the last-named highway, in a westerly direction to the principal entrance gate leading out of the public highway from Linthorpe to Acklam to a farm-house called "Marsh-house," belonging to Thomas Hustler, Esq., and in the occupation of Mr. Christopher Dobson; thence along the centre line of a small stream or watercourse which runs through the land on the south side of the village of Linthorpe to a point on the east side of the highway or bridle road leading from Acklam to Linthorpe 270 yards (measuring in a straight line) to the south of a house in the village of Linthorpe, lately occupied by Robert Mann, Esq., called "The Old Hall," otherwise "The Blue Hall," thence in an easterly direction along the line of the fence commencing at the said last-mentioned point, to a certain stream or watercourse called Marton Beck; thence across the said stream or watercourse, and along the line of fence immediately opposite the point of crossing, to the north-western corner of an orchard situate on the west side of the house called Marton Grove, late belonging to Thomas Garbutt, Esq., thence for a distance of forty yards along the line of fence extending northwards to the point where the same line of fence joins another fence, which extends therefrom to the Marton-road, and along the line of such last-mentioned fence to the said road called Marton-road; thence for a distance of 150 yards in a southerly direction along the western side of the said Marton-road to a point immediately opposite to the extreme south-western corner of a certain farm called Longlands, belonging to Joseph Pease, Esq., and some time since purchased by him of James Emerson, Esq.; thence along the southern boundary fence of the same farm, and continuing in a straight line across the Middlesbrough and Grimsborough branch of the North Eastern Railway to the point in the centre line of the stream or watercourse called Ormsby Beck, which is immediately opposite to such southern boundary fence; thence in a northerly direction along the centre line of such stream or watercourse to a point in the same where it becomes the boundary of the existing borough, thence along the same existing boundary to where it crosses the Ormsby East Beck, near a certain public house called the Navigation, situate at the east end of a road called the Fleet-road, thence diverging southward up the said

Ormesby East Beck, to the southern boundary line of certain lands purchased or agreed to be purchased by the North Eastern Railway Company, from the estate of John Brown, Esq., thence in an easterly direction along the southern boundary line of the aforesaid lands, to the centre of a certain stream called Spencer or Normanby Beck, thence northward along the centre line of the said stream, to the point where it becomes the existing borough boundary, and thence along such boundary first in an easterly then northerly direction to the centre line of the River Tees, and along the said centre line, which is the existing borough boundary, to the starting point, which said line or limits are shown on a plan deposited with the Town Clerk of the said borough of Middlesbrough, at his office therein.

To alter, amend, and extend the provisions contained in the charter incorporating the borough, and the Order in Council subsequently dividing the borough into wards, and to substitute other provisions in lieu thereof, and to alter and increase the number of wards, and to increase the number of aldermen and councillors, and to alter the number of aldermen and councillors to be elected for each ward, or, if needful, to increase the extent of the existing wards by adding thereto portions of the new district to be added to the said borough, or to form the new district to be added to the said borough, into one ward, to be called the "Boundary Ward," or otherwise to alter the division of the borough into wards, and in other respects to alter, amend, and extend some of the powers and provisions of the said Charter of Incorporation and Order in Council, and of the several Acts now in force regulating municipal corporations, so far as the same apply to the borough, the division thereof into wards, the preparation of the first burgess lists and the revision thereof, the election of the first aldermen, councillors, and ward assessors within the new ward or wards, and for all other matters incident thereto.

To extend the powers of the existing Commission of the Peace for the borough, and of the Justices for the time being included therein, to the new or extended portion of the borough.

To extend the powers of the Local Board as the Burial Board of the township of Middlesbrough, under Section LXXIV of the Act of 1858, to the whole of the district as proposed to be extended by the said Bill, and to confer other powers on the Burial Board within such extended district for the purpose of raising and obtaining money for burial purposes from the Overseers of the Poor of the several townships within the district, and also for the purpose of charging and levying out of the poor rates of the townships a proportionate part of the value of the land used for, and of fencing and laying out the new or additional burial-ground which the Local Board are now about to establish for the district.

To vest the property now vested in the existing Corporation of the borough in their corporate capacity for any municipal or other public purpose in the Corporation of the borough as so extended, and to vest in the Corporation as the Local Board, all property now vested in them in that capacity or as the Burial Board of the district.

To extend to the new or extended portions of the borough and district all the powers and provisions which, under the charter incorporating the borough and the several Acts relating to municipal corporations in England and Wales, or under "The Public Health Act, 1848," "The Public Health Supplemental Act, 1855," or the Pro-

visional Order set forth in the Schedule thereto annexed, or the Acts therein mentioned, or under "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," "The Local Government Act Amendment Act, 1863," the Act of 1841, the Act of 1856, the Act of 1858, or any of them, or the Burial Acts, or any other Acts now in force within the said borough or district, can be exercised within the existing borough or district by the mayor, aldermen, and burgesses of the said borough (herein called the Corporation), or by the Local Board of Health of the said district (herein called the "Local Board"), either as the Local Board or as the Burial Board of the district; and to exempt the lands to be so added to the borough and district, and all the houses, buildings, and works therein, from all contribution to the rates levied within the North Riding of the county of York for the support of the county police, and from all other county rates (save and except such as are now leviable within the existing borough), and to alter such county rates accordingly, and also from the payment of highway rates, and rates in the nature of poor rates for burial ground purposes, and other rates to the several townships of Middlesbrough, Linthorpe, Acklam, Martin, Ormesby, and Normanby respectively, and from the liability to repair any turnpike-road or highway, or contribute to the maintenance thereof, or to any other parochial or township purposes beyond the limits of such extended borough and district.

To provide for the discharge of the existing debts and liabilities of the Corporation and Local Board respectively by the existing borough and district respectively, either wholly or partly by the existing borough and district, and partly by the new districts and places added to the borough and district, as may have been or may be agreed upon, or as may be provided for in the said Bill.

To enable the Corporation to purchase and take lands and houses compulsorily or by agreement for, and to construct and maintain a public wharf or landing place on the south side of the river Tees, in the hamlet of Newport, in the township of Linthorpe, and parish of Middlesbrough, and to make all necessary approaches to such proposed landing place in Newport, both by water and by land, and to use such landing place for the embarking and landing of passengers, animals, carriages, minerals, and other things, conveyed or to be conveyed by boats or vessels established or to be established by the Corporation under the Act of 1858, or the said Bill, which said proposed landing place will commence on the south shore of the river Tees, in the said hamlet of Newport, and township of Linthorpe, and parish of Middlesbrough, in the North Riding of the county of York, at a wooden jetty in the river Tees, in the said hamlet, situate about 186 yards south from the old granary on Newport Quay, and will extend thence northward for the distance of 220 yards along the shore and bed of the river Tees, both above and below high water mark, and will extend from the west or north-west boundary fence of the North-Eastern Railway which passes along the whole length of the proposed wharf or landing place, and on the east or south-east side thereof to the low water mark of the said river, and thence in a west or north-westerly direction to the centre line of the river Tees, opposite the said proposed wharf or landing place, which said landing place with its approaches will be described on the plans to be deposited as hereinafter mentioned, and which said landing place, and approaches, and works will be wholly situate in the

said hamlet of Newport, and on the bed and shore of the said river Tees adjoining, and opposite thereto.

To authorise the Corporation to establish and maintain a ferry or public passage between the said existing Billingham-lane landing place on the north of the River Tees, in the township and parish of Billingham, in the county of Durham, and the said proposed new landing place in Newport, and to provide and maintain steamboats or vessels to run or ply thereat, which said ferry or public passage will be situate or made from, in, through, or into the said several parishes, townships, hamlets, and places of Middlesbrough and Linthorpe and Newport, in the North Riding of the county of York, and Billingham, in the county of Durham.

To enable the Corporation to purchase and take compulsorily, or otherwise, the Port Clarence landing place, in the parish of Billingham, on the north side of the River Tees, opposite the Corporation landing place in Middlesbrough, and all lands necessary for the completion thereof, and all the estate and interest of the North-Eastern Railway Company and the West Hartlepool Harbour and Railway Company, and others in the said landing place and lands, and in the Middlesbrough passage as defined by the Act of 1858, and the vessels employed thereat, and the tolls, rates, and duties taken or demandable in respect thereof, or of the said Port Clarence landing place, and to provide for the ascertaining and determining, and for the recovery of the purchase and compensation money for the same, and to repeal all or some of the provisions contained in the Act of 1856, and the Act of 1858, in relation to the said landing place and passage, and the rights and interests of the said Railway Companies, or either of them therein.

To enable the Corporation to construct and complete the Port Clarence landing place, within the limits defined by the Act of 1858, on the deposited plans therein referred to, but in accordance with the plans to be deposited as hereinafter mentioned, and to maintain and carry on the same and the Middlesbrough passage thereat.

To prevent the use of the several public landing places on the north or south sides of the said river, belonging wholly or in part to the Corporation, or authorised to be made and maintained by them, by unauthorised persons, and to take tolls, rates, and charges, for the use of such landing places respectively, and for the ferry and passages thereat, and to grant exemptions from the payment of such tolls, rates, and charges, and to make bye-laws for regulating the use of such landing places respectively, and of the authorised and proposed ferries or passages, and for preventing the evasion of the tolls payable for the use of any such ferry or passage and landing places, and for regulating the boats or vessels and persons employed at such ferry or passage and landing places respectively, and also the steamboats plying or working between the Middlesbrough Ferry landing place and Stockton and South Stockton respectively, and to impose penalties for the breach of such bye-laws, and to extend to every such ferry or passage, and to the landing places on the north side and south side of the said river, all the provisions of the Act of 1856 and the Act of 1858, or either of them, applicable to the public passage and to the wharf and landing places thereby respectively authorised, and to enable the corporations, companies, or persons entitled to the site of any of the said landing places on the north or south sides of the River Tees respectively, to sell the same to the Corporation, and to release all their estates or interests therein.

To enable the Corporation to erect on land now belonging to, or agreed to be purchased by them under their existing powers, either in their corporate capacity or as the Local Board, and to maintain and regulate a building or buildings to be used as a townhall, court room, police office, or police station, with prison cells, lock-ups, and other out offices, and other necessary conveniences and approaches connected therewith, and from time to time to make all necessary bye laws and regulations for the management and regulation thereof respectively, and to impose and recover penalties for the breach of such bye laws and regulations, and to apply such penalties in aid of the borough fund or otherwise.

To extend the time by the Act of 1856, limited for enlarging and completing the market place in the borough and district, and to repeal, alter, amend, and extend all provisions of the Acts of 1856 and 1858, and of any other Act affected by such extension of time, and to authorise the Corporation and Local Board to enter into, and carry out, agreements and arrangements for using part of the property already purchased, adjoining the market place, for a site for a new townhall and police station, and all necessary buildings and conveniences connected therewith.

To enable the Local Board to purchase and acquire, either compulsorily or by agreement or otherwise, the following lands, or some of them, for the purposes of a burial ground for the district, as proposed to be extended under the said Bill, that is to say: a piece of land adjoining the present Cemetery, containing 10 acres or thereabouts, now belonging to James Bryant and Eliza Jullian, his wife, and in the occupation of Thomas Foster, and situate in the township of Linthorpe, and parish of West Acklam, and bounded as follows, that is to say, on or towards the north, partly by land belonging to Joseph John, and Henry Pease, and partly by land now or lately belonging to Thomas Hostler, and on towards the south and west by land belonging to the said James Robertson Bryant and his said wife; and on or towards the east, partly by Linthorpe highway, and partly by the present Cemetery; and to sell and dispose, from time to time, as they may think fit, of any lands already agreed to be purchased by them for the purposes of a burial ground, and to cancel and rescind the contract for any such purchase, and to enter into any other contract or arrangement in lieu thereof.

To authorise the Local Board to widen and improve so much of the public carriage road or highway leading from Middlesbrough to Linthorpe as is situate between the village of New Linthorpe, in the township of Linthorpe, and Southfield-terrace, near Middlesbrough, in the township of Middlesbrough, the whole of which road so to be widened is situate in the said townships of Linthorpe and Middlesbrough, in the parishes of Middlesbrough and West Acklam, and to maintain the said road, when so widened and improved, out of the highway rates of the district, and to exempt the township of Linthorpe from the future repairs of the portion of the said road now in that township, and to enable the Local Board to purchase and take, compulsorily or by agreement, all or any of the lands in the said townships and parish as shown on the plans to be deposited as hereinafter mentioned, which may be necessary for effecting such widening and improvement, or for any purpose connected therewith, in accordance with the plan thereof to be deposited as hereinafter mentioned.

To enable the Local Board to divert and permanently stop up that portion of the Second Sailor's Trod Footpath, in the townships of Middlesbrough and Marton, which is situate between Linthorpe Highway, in the said townships of Middlesbrough and Linthorpe, and Ormesby Beck, on the east side of the said township of Marton, in the parish of Marton, and to make, in lieu of such footpath so to be diverted and stopped up, a new footpath, commencing at the north side of a brickyard lately belonging to Ann Outred, and agreed to be sold by her to the Local Board, and passing through land belonging to the said Ann Outred or the Local Board, into other land belonging to Joseph, John, and Henry Pease, situate in the township and parish of Marton, and terminating at the stream called Ormesby Beck, situate on the east side of the township and parish of Marton, where the said footpath crosses the same; and to enable the Local Board to maintain such new or substituted path, and to extinguish all existing rights and interests in the said existing path so to be stopped up.

To enable the Local Board to open out an entrance from the market-place in Middlesbrough to the street called Thomas-street, leading from near the said market-place to Stockton-street, and also from the market-place to Suffield-street, and to widen and improve certain portions of Thomas-street on the north side and east end thereof, commencing at the market-place, and terminating at Stockton-street westward, and Suffield-street southward, all in the said township and parish of Middlesbrough; and to purchase and take compulsorily or by agreement, the lands and houses required for such opening, and widening, and improvements, as shewn on the plans to be deposited as hereinafter mentioned, and to throw the sites of the houses so purchased, or some parts or part thereof, into the said street, and to re-sell, if necessary, any portion of the said lands or houses that remain after the said improvements are completed.

To enable the Local Board to construct and maintain a sewer commencing at the entrance gates of the carriage road leading to Marsh-house, in the township of Linthorpe, which gates are situate at the west end of the village of Linthorpe, through lands belonging to Thomas Hustler, Esq., and in the occupation of Christopher Dobson, first in a westerly direction for a distance of 40 yards, or thereabouts, and thence in a northerly direction along a certain fence and watercourse, which are the township boundary between West Acklam, on the east, and Linthorpe on the west, so far as the said township boundary runs continuously to the north, thence from such northern point in a straight line and in continuation of the direction of the last mentioned course of the said township boundary under the Stockton and Middlesbrough turnpike-road, and under and across the North-Eastern Railway and the mud lands adjoining the River Tees to low water mark in the River Tees, at or near a point distant about sixty yards west of the fourth wooden jetty southwest of Newport Quay, according to the plans and sections thereof, to be deposited as hereinafter mentioned, and to purchase compulsorily or by agreement a right of way or other easement in, through, and under the lands on the line of the said sewer for the purpose of constructing and from time to time clearing, altering, repairing, and maintaining the same.

To enable the Local Board to purchase by agreement from Joseph, John, and Henry Pease, commonly called the Middlesbrough Owners, and from James White Pennyman, of Ormesby

Hall, and to enable them to sell the whole of that portion of the private road from the town of Middlesbrough to Ormesby aforesaid, which commences at or near a place called the New Brick-yard, in the town and township of Middlesbrough, and extends to and terminates at the point on the said private road where the same is joined by the public footpath called the Second Sailor's Trod, which leads from Newport and across the said private road, at or about 70 yards south of the farm-buildings attached to a house called the Whitehouse, on the west side of the said last-mentioned road, in the said parish of Ormesby, which said portion of road is situate in the said townships and parishes of Middlesbrough and Ormesby, and to enable the Local Board to remove the toll-gates on the said road, and to maintain the road when purchased, as one of the public highways of the district, and out of the general district rates of the district.

To confer upon the Local Board additional powers for purchasing and holding lands for a public park or pleasure-ground, and for selling, exchanging, and disposing of lands already acquired or which may be acquired by them for that purpose, and not actually used for such purpose, and for confirming all purchases and sales and exchanges already made by the Local Board for or connected with the purposes of a public park, pleasure-ground, or burial-ground, and particularly to confirm and give effect to a certain deed of agreement, dated the 7th day of November, 1865, and made between the Local Board (also acting as a Burial Board), of the one part, and Henry William Ferdinand Bolckow, of Marton Hall, in the North Riding of the county of York, Esquire, of the other part, and to insert in the said Bill all such powers, provisions, and obligations as may be deemed necessary for giving effect to such agreement, and for enabling the parties thereto to carry the same into execution, and particularly to empower the Local Board to lay out and make roads in, through, and around the said public park and pleasure-ground, and to plant and ornament the same, and to place drinking-fountains therein, and supply the same with water, and at all times hereafter to maintain and improve the said park or pleasure-ground as circumstances may render necessary, and to pay the costs and expenses thereof out of any moneys or funds under the control of the Local Board, or which may be given to them for that purpose, and to charge the expense of maintaining the said park and pleasure-ground, and of watching the same, out of the general or special rates of the district, and also to empower the Local Board from time to time to make, alter, and amend bye-laws, rules, and regulations for the good government, management, and regulation of the said park or pleasure-ground; and also giving effect to the terms and conditions imposed by the said agreement, and to impose, levy, and recover penalties for the breach of any such bye-laws, and to make such penalties payable into the borough fund of the borough.

To enable the Local Board, from their existing gas works and from any other gas works which they may hereafter acquire, to supply gas within the district, and also within the townships of Linthorpe, Acklam, Marton, Ormesby, and Normanby, in the county of York, or any one or more of them; and to light the public streets, roads, and places within the said district and townships, or any of them; and also to supply individuals and public buildings with gas within the same, and to confer upon the Local Board all necessary powers for effecting such supply of gas, and connected therewith.

To enable the Local Board to purchase, by agreement with the owners thereof, a piece of land situate in the township of Linthorpe, belonging to Thomas Hustler, Thomas Snowdon, Joseph, John, and Henry Pease, or some or one of them, and occupied by Joseph, John, and Henry Pease, containing about six acres, and bounded as follows, to-wit: on one side towards the north by land belonging to Thomas Hustler, Thomas Snowdon, Joseph, John, and Henry Pease, on some or one of them, on one side towards the west by mud land belonging to the Tees Conservancy Commissioners or Messrs. Fox, Head, and Co., of the Newport Rolling Mills, on one side towards the south by land and works belonging to the said Messrs. Fox, Head, and Co., and on one side towards the east by a proposed road, forty feet wide, intended to be constructed on the west side of and parallel to the Old Town Branch of the Stockton and Darlington Railway, near a certain house called "Shepherd's House," and on such lands to construct and maintain all such works for the manufacture, purifying, and storing of gas, and other works and conveniences in connection therewith, as may be necessary for the proper and efficient lighting of the district, or of any portion of the district, or of the townships and places beyond the district to be lighted therefrom, and to manufacture and supply gas from such works, and to sell and dispose of or manufacture the coke and other residual products arising from such manufacture, and to lay down, continue, and maintain, and from time to time renew mains, pipes, and other works in the district, and in the townships and places beyond the district, and otherwise to provide for the proper management and regulation of the existing and proposed new gas works, and the supply of gas, and the charges to be made for the same.

To enable the Local Board to levy and collect rents and charges for the gas to be supplied by them under the powers of the said Bill, within the district, and also in the said townships of Linthorpe, Acklam, Marton, Ormesby, and Normanby, and places without the district, and to grant total or partial exemptions from the payment of such rents and charges, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To enable the Corporation and Local Board, respectively, to purchase the lands and houses situate in the before-mentioned parishes, townships, and extra-parochial places, or any of them, and required for any of the purposes mentioned in this notice, or for any extraordinary purpose connected therewith, either compulsorily, or by agreement with the owners, lessees, and occupiers thereof, and either for a sum or sums in gross, or in consideration of annual or other payments, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, respectively, or which can in any manner impede, or interfere with the objects of the said Bill, and to enable all trustees, tenants for life, and other persons under any disability or incapacity to sell and convey lands, either to the Corporation or to the Local Board, for any of the purposes of the said Bill.

To confer upon the Local Board further and additional powers for cleansing, lighting, and improving the district as proposed to be extended under the said Bill; and for compelling the cleansing, and, if deemed necessary, the arching over or covering in of boundary and other sewers and watercourses into which sewerage is emptied, in or adjoining any part of the district, and for recovering from adjoining townships and parishes

their proportion of the costs of such works, and for enabling the local authorities of such parishes or townships to pay the same out of any rates of such parish or township, and to assess and levy rates for that purpose.

To authorise the Corporation to raise by borrowing and re-borrowing at interest, or mortgage of the wharf and passage tolls, borough fund, and rates in the nature of borough rates, to be made for the purposes of the said Bill, and other income of the Corporation, or on any of those securities, further sums of money for the several purposes by the Act of 1856, the Act of 1858, or by the said Bill, or any of them, authorised or to be authorised to be carried into execution by the Corporation.

To enable the Local Board to raise by borrowing and re-borrowing at interest, on mortgage of the District Revenue Fund, and on the security of other rates and sums to be carried to the credit of that fund, further sums of money for the purposes of the gas works, enlarging the market place and cemetery, improving streets, and other works and purposes by the Act of 1856, the Act of 1858, the Burial Acts, and the said Bill, or either of them, authorised or to be authorised to be carried into execution by the Local Board, and to confer other powers in relation to the borrowing and re-borrowing of money by the Corporation and Local Board and Burial Board, respectively, and the payment of the interest for the same, and for providing a sinking fund to pay off the principal thereof, respectively.

To authorise the Corporation and the Local Board, respectively, to levy borough rates, general district, special district, and other rates and assessments upon the owners and occupiers, or owners or occupiers of houses, lands, tenements, railways, and other works and property within the extended municipal borough and district, or within separate parts thereof, and either for general or special or limited purposes, and to constitute portions of the existing borough or district, or portions of the new districts, or any of them, or portions of the existing and new districts together, into separate districts or areas, for the purposes of rating, or in any other manner which may be deemed necessary for carrying into effect the several objects, powers, and purposes of the several Acts relating to Municipal Corporations in England and Wales, and of the Act of 1841, the Act of 1856, the Act of 1858, The Public Health Act, 1848, the Local Government Act, 1858, and the subsequent Acts amending the same, and the said Bill, or any of them, or any agreements which have been entered into by the Corporation or Local Board, in reference to the proposed extension of the borough and district, and to continue or increase, or diminish, the amount of rates and rents authorised to be taken by the Corporation or the Local Board, under the same Acts or Bill, or any of them, and to levy for all or any of the purposes of the said Acts, or of the said Bill, new or additional borough rates, general or special district rates, and other rates, tolls, rents, and duties, and to levy such rates respectively, of different amounts in different parts of the borough or district, and to levy the watch rate of the borough, and not as a separate rate, and to regulate and provide for the receipt and application of the several sources of income and profits of the Corporation and of the Local Board and Burial Board, respectively, and of the several sums of money, charged and to be charged thereon, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, or duties, and to

confer, vary, or extinguish other rights, privileges, and exemptions.

And it is intended by the said Bill to enable the Corporation or the Local Board, on the one part, and the churchwardens and overseers of the poor of the respective parishes or townships of Acklam and Linthorpe, or either of them, on the other part, to define or agree upon some reference to an arbitrator, or otherwise to define and settle the boundaries between the said parishes or townships and the parish or township of Middlesbrough, and to provide for the exchange of inlying and outlying portions of the said townships respectively, and for carrying such settlement into effect, and for giving due notice thereof, and for exempting the lands, houses, works, and other property, declared to be in either parish or township, from the liability to future rates and assessments to be made on the other parish or township, party to such settlement.

And it is intended by the said Bill to divide the township of Linthorpe, and make that portion thereof which is now in the parish of Middlesbrough, part of the township and parish of Middlesbrough, and subject to all the powers of rating and other powers now in force within the said township of Middlesbrough, and to make the remaining portion of the said township of Linthorpe which is now part of the township of West Acklam, part of the said township of West Acklam, and subject to all the powers of rating and other powers now in force within the said township of West Acklam, and to repeal and extinguish all vested and other rights and powers on the part of the township Officers of Linthorpe, and to provide for the receipt and payment and application of all sums of money due and owing to or by the said township, and otherwise in relation thereto.

And it is intended by the said Bill to incorporate or extend, and make applicable to the purposes thereof, all or some of the existing powers and authorities now vested in the Corporation and Local Board, respectively, under the said Acts of 1841, 1856, and 1858, respectively, and the several Acts respectively incorporated therewith, also all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Towns Improvement Clauses Act, 1847;" "The Markets and Fairs Clauses Act, 1847;" "The Gas Works Clauses' Act, 1847;" "The Harbours, Docks, and Piers Clauses' Act, 1847;" and to confer upon those bodies respectively all other powers and authorities necessary for effecting the objects comprised in this notice, and to repeal, vary, or extinguish all existing rights, privileges, and exemptions which would interfere therewith, and to confer, vary, and extinguish other rights, privileges, and exemptions.

And it is intended by the said Bill, so far as may be necessary for effecting the objects and purposes thereof, or otherwise to repeal, alter, or amend all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say: "The Stockton and Middlesbrough Waterworks Act, 1864," and the several Acts therein recited, "The Stockton and Middlesbrough Road Act, 1856;" "The Cleveland Railway Act, 1858;" "The Cleveland Railway Act, 1861;" "The Cleveland Railway Act, 1863;" "The Tees Conservancy and Stockton Dock Act, 1852;" "The Tees Conservancy Act, 1854;" "The Tees Conservancy Act, 1858;" "The Tees Conservancy Act, 1863;" "The Middlesbrough and

Redcar Railway Act, 1845;" "The Middlesbrough and Guisbrough Railway Act, 1852:" 15 and 16 Vic., cap. 142; 20 and 21 Vic., cap. 43; 24 and 25 Vic., caps. 244 and 249; and 26 and 27 Vic., cap. 154; and any other Acts relating to the West Hartlepool Harbour and Railway Company or their undertaking; the 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; and 28 and 29 Vic., caps. 61, 111, 251, 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 North Eastern Railway Company, or to any Railway now belonging to or held or used by them, and to make other provisions in lieu of the powers and provisions so repealed, altered, or amended, and also if need be to alter or vary the tolls, rates, and charges authorised to be taken by or under any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

And notice is hereby given, that duplicate plans and sections of the several works to be authorised by the said Bill, and of the lands and houses required for any of the purposes thereof, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham, and with the Clerk of the Peace for the North Riding of the county of York, at his office, in Northallerton; and on or before the same day, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said works are to be made, or the said lands to be purchased are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1865.

John S. Peacock, Town Clerk, Middlesbrough, Solicitor for the Bill.

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

Tynemouth Improvement.

(Enlargement of the Powers of the Corporation of Tynemouth, as to Street Repairs, Sewerage, Drainage, Lighting, Watching, Sanitary Improvement, and Police of the borough of Tynemouth; Widening of Streets; Alteration of Rates; Compulsory Power of Purchasing Land and Houses for Improvements; Extension of Limits of Acts; Incorporation, Repeal, and Amendment of Acts.)

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

1. To enable the mayor, aldermen, and burgesses of the borough of Tynemouth, in the

county of Northumberland (hereinafter called The Corporation), more effectually to manage the sanitary improvement and police of the said borough.

2. To repeal, alter, or amend an Act made and passed in the 9th year of the reign of His Majesty King George the 4th, intituled "An Act for Paving, Lighting, Watching, Cleansing, Regulating, and Improving the town of North Shields, in the county of Northumberland,"—the Provisional Order of the General Board of Health (as formerly appointed for the purposes of the Public Health Act, 1848), made the 25th day of July, 1851, for the application of the said Public Health Act to the said borough, and for other purposes set forth in the said Order, together with "The Public Health Supplemental Act, 1851 (No. 3)," confirming the same, and to confer all or some of the powers thereof on the Corporation, together with such further powers as are hereinafter mentioned.

3. To extend the powers of the Corporation, for the purposes aforesaid, or such of them as may be thought desirable, to the whole of the present municipal borough of Tynemouth.

4. To enable the Corporation to appoint and remove committees and officers, and more effectually to pave, light, watch, cleanse, regulate, extinguish fires, regulate hackney coaches, cabs, and other public vehicles, remove ruinous and other dangerous buildings, prevent and remove or compel the removal of obstructions, projections, and incroachments in, and otherwise regulate the streets, lanes, passages, streams, drains, water-courses, and other public and private ways and places within the borough; and to provide reception houses for the dead, and to prohibit interments in burial grounds dangerous to health, and to provide public slaughter houses, and to make regulations for the management of public and private slaughter houses within the borough; and to exercise all other necessary powers for improving the sanitary condition of the said borough, and to prevent nuisances, obstructions, and annoyances therein; and to provide buildings and premises suitable for a post office, and for other public purposes; and to establish public drinking fountains and public water closets and urinals; and to make regulations relative to the carrying on of trades which may be deemed of a noxious or offensive character; and for the prevention of smoke in the said borough.

5. To vest in and place under the control and management of the Corporation all present and future streets, squares, roads, lanes, footpaths, and public passages and places within the borough, and the materials thereof, and all the present sewers or drains in or under the same; and to empower the Corporation to repair, alter, widen, and improve the same respectively; and to make and construct other and additional proper sewers or drains therein respectively; and to compel the better and more effectual drainage of houses and buildings and other private property; and to enforce the flagging and paving of the footways and streets adjoining the same, and the yards, lanes, and passages belonging thereto; and to set out and regulate the direction, width, and level of streets; and to regulate and control the construction of houses and buildings, and the alterations of and addition to houses and buildings, whether existing before or to be erected after the passing of the intended Act.

6. To enable the Corporation to make alterations in and to widen and improve the following streets in the said borough, or some of them, that is to say:—Bedford-street, Wooden Bridge,

Liddell-street, and Clive-street, the said alterations and widening commencing in Bedford-street, at a point situate within the said borough, and within the parish of Tynemouth, in the county of Northumberland, adjoining to a shop and premises occupied by Thomas Jelcoate Harbutt, and passing into and through the said Bedford-street, the street called the Wooden Bridge, and the said streets called Clive-street and Liddell-street, all respectively situate within the said borough, parish, and county, and terminating at a point in the said Liddell-street adjoining to premises occupied by Richard Baker, and in the said Clive-street at a point adjoining to premises occupied by Robert Winter, both respectively situate within the said borough, parish, and county.

7. To authorise the Corporation to levy tolls, assessments, rates, and duties upon the owners and occupiers of property within the borough, or any district or districts within the same; and to alter, vary, lessen, or increase the several existing tolls, rates, and duties taken or levied under or by virtue of the said Acts, or any of them, or of the said recited Order of the General Board of Health, and to alter the mode in which the same are or may be levied and assessed, and the application thereof, and to alter the proportions and manner in which property in the township of North Shields and detached houses have been hitherto rated as compared with other property, and to take away the partial exemption hitherto enjoyed by such property in the said township, and by detached houses, and in other respects to alter, vary, and regulate the proportions and mode of rating specified in the said recited Acts, or the Acts hereinafter mentioned, or any of them, of in the said recited Order of the General Board of Health, and to confer, vary, or extinguish total or partial exemptions from the tolls, rates, assessments, and duties already levied, or to be hereafter levied within the said borough, or any part or parts thereof respectively, and to extinguish tolls, rates, and duties, and other rights and privileges, and to exempt the inhabitants within the borough from the payment of any highway or turnpike rates, or other tolls, rates, or duties, which may be levied; and from the jurisdiction and control which may be exercised by any board or surveyor, commissioners or trustees, in respect of any matter which by the proposed Bill will be undertaken by the Corporation; and to restrain the collection of tolls and the expenditure of money by the trustees of turnpike roads within the borough.

8. To authorise the Corporation to hold markets and fairs within the borough, and to appoint times for the holding thereof, and to erect market houses, stalls, sheds, and conveniences in the said borough, and to make bye-laws for the holding of markets and fairs, and to take tolls, rates, duties, and rents in respect of the said markets, fairs, market houses, stalls, sheds, and conveniences, and to alter existing market tolls, rates, and duties, and confer, vary, and extinguish exemptions from the payment thereof, and to enable the owners of existing markets and fairs and rights therein to sell, and the Corporation by agreement to buy, such existing markets and fairs and rights therein respectively.

9. To enable the Corporation to raise money on mortgage of all or any of the aforesaid tolls, assessments, rates, duties, and rents, or which shall be otherwise authorised or empowered to be levied by them, and on all or any of the property, lands, tenements, and hereditaments which may be vested in the Corporation, or may be purchased or leased by them, or on debentures, bonds, or

otherwise; and to authorise the Corporation to apply the borough funds for the purposes of the intended Act, and to provide for the charging upon all, or any, or some of the said tolls, assessments, rates, and duties of all sums of money which may have heretofore been borrowed, and liabilities which may have been incurred by the Corporation or by the Commissioners under the said first-mentioned Act, or which may be hereafter borrowed or incurred by the Corporation, under the authority of the said intended Act, or otherwise.

10. To enable the Corporation to contract for the supply of gas to the various streets, roads, lanes, and other public passages and places within the borough, and to make provisions and regulations relative to the supply of gas within the said borough.

11. To enable the Corporation to purchase, by compulsion or otherwise, or to take on lease all lands, houses, buildings, and other property required for the purposes of the said Act, and to close or block up all public and private lanes, roads, sewers, drains, gas, and water pipes within, upon, or under such property; and to vary, repeal, limit, or extinguish all existing rights and privileges therein, or connected therewith; or any other rights or privileges which would in any manner impede or interfere with the execution of such purposes, or any of them.

12. To enable the Corporation to compel the owners and occupiers of houses, buildings, and other private property within the said borough, to keep the said houses, buildings, and property supplied with water for the purposes of water closets and other sanitary purposes, and to enforce the supply of water to dwelling-houses, buildings, and other property within the said borough by "The Company of Proprietors of the North Shields Water Works," or any other Company or Companies, or person or persons who may be for the time being authorised by Parliament to supply the inhabitants of the said borough, or any part thereof, with water upon such terms and conditions as may be provided for by the intended Act, and to enable the said Company and the Corporation respectively, to enter into contracts with each other, and with the owners and occupiers of property within the said borough, for all purposes relating to the supply of water within the borough, and so far as may be necessary or desirable for the above purposes, or any of them, to repeal, alter, or amend the provisions of an Act passed in the 26th year of the reign of His Majesty King George III, intituled, "An Act for supplying North Shields and the Shipping resorting thereto with Water, and for other purposes."

13. To confer on the Corporation the several powers, privileges, and authorities contained in "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Towns Improvement Clauses Consolidation Act, 1847," "The Towns Police Clauses Consolidation Act, 1847," "The Gas Works Clauses Act, 1847," "The Water Works Clauses Act, 1847," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," and "The Local Government Amendment Act, 1863," or some parts thereof, and to incorporate the same with the said intended Act, with such alterations and modifications as may be provided for by the said last-mentioned Act.

A plan of the said intended widening of streets, and a duplicate thereof, and a section and a duplicate thereof, and a book of reference to such plan containing the names of the owners, or re-

puted owners, lessees, or reputed lessees, and occupiers thereof, and 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 of the county of Northumberland, at his office in Newcastle-upon-Tyne, and also a copy of the said plan and section, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited on or before the said 30th day of November instant, with the parish clerk of the parish of Tynemouth, at his residence in the said parish.

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

Dated this 16th day of November, 1865.

Leitch and Keuney, North Shields, Solicitors for the Bill.

North British Railway (Coatbridge, &c., Branches.)

(Railways in connection with the Glasgow and Coatbridge, Monkland, and Wilsontown, Morning-side, and Coltness Railways; Deviation of Forth and Clyde Canal; Abandonment of Portions thereof, and of the Monkland Railways; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an act to authorise the North British Railway Company (hereinafter called "the Company") to make and maintain the following railways, deviation of canal, and works, or some of them, with all proper approaches, stations, works, and conveniences connected therewith respectively; that is to say:—

1. A railway (hereinafter called railway No. 1) to be wholly situate in the parish of Old Monkland and county of Lanark, 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 200 yards or thereby north-westwards of the west end of Heriot's-row, in the village of Gartsherrie, and terminating by a junction with the Monkland Railways, belonging to the Company, at a point adjoining the bridge called the Red-bridge, carrying the parish road to New Monkland Church over the Monkland Railways.

2. A railway (hereinafter called railway No. 2), to be wholly situate in the said parish of Old Monkland and county foresaid, commencing by a junction with the Monkland Railways at a point 102 yards or thereby southwards of the booking-office attached to Sunnyside station on the Monkland Railways, and terminating by a junction with Railway No. 1, at a point 100 yards or thereby north-westwards from the said booking-office.

3. A railway (hereinafter called railway No. 3), to be wholly situate in the said parish of Old Monkland and county foresaid, commencing by a junction with Railway No. 1, at a point 100 yards or thereby north-westwards from the said booking-office, and terminating by a junction with the Monkland Railways at a point 100 yards or thereby northwards from the northmost of the two cottages called Hornock Cottages in the said village of Gartsherrie.

4. A railway (hereinafter called railway No. 4), commencing by a junction with the said line of railway from Glasgow to Coatbridge, authorised by "The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," at a point in the said

parish of Old Monkland and county of Lanark, 96 yards or thereby southwards from the southmost of the said Hornock Cottages, passing thence into the parish of New Monkland and county of Lanark, and terminating by a junction with the Dykehead Branch of the Monkland Railways, belonging to the company, at a point in the said parish of New Monkland, 366 yards or thereby westwards from Grayrig Farm-steading.

5. A railway (hereinafter called railway No. 5), commencing by a junction with the railway in extension of the Dykehead Branch of the Monkland Railways, authorised by "The Monkland Railways (Branches) Act, 1865," at a point in the parish of New Monkland and county foresaid, 303 yards or thereby southwards from Luckenburn Farm-steading, passing thence into the parish of Slamannan and county of Stirling, and terminating by a junction with the Monkland Railways at a point in the said parish of Slamannan, 1,320 yards or thereby north-eastwards from the mile-post indicating fifteen and one-half miles from Kirkintilloch, measuring along the Monkland Railways.

6. A railway (hereinafter called railway No. 6), commencing by a junction with the Shotts Branch of the Monkland Railways at a point in the parish of Shotts and county of Lanark, 490 yards or thereby north-eastwards from Brownhill Farm-steading, passing thence from, through, or into the parishes of Cambusnethan in the county of Lanark, and Whitburn in the county of Lidlithgow, or one of them, and terminating by a junction with the Wilsontown, Morningside, and Coltness Railway, belonging to the company, at a point in the said parish of Whitburn, 120 yards or thereby south-westwards from the booking-office at Crofthead Station on the said Wilsontown, Morningside, and Coltness Railway.

7. A railway (hereinafter called railway No. 7), to be wholly situate in the parish of Shotts and county of Lanark, commencing by a junction with railway No. 6, at a point 390 yards or thereby north-eastwards from the Farm-steading of Langrack, and terminating by a junction with the said Shotts Branch of the Monkland Railways at a point 680 yards or thereby south-eastwards from the Farm-steading of Paulhead.

8. A deviation of the Forth and Clyde Canal, to be wholly situate in the parish of Maryhill and county of Lanark, commencing at a point 105 yards or thereby north-westwards from the centre of the aqueduct called Stockingfield Aqueduct, carrying the said canal over the parish road leading past Lockburn Farm-steading, from the turnpike road from Glasgow to Maryhill, and terminating at a point 90 yards or thereby southwards from the centre of the said aqueduct.

And it is proposed by the said intended act to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes aforesaid, for the purposes aforesaid, or some of them; and the other purposes of the said intended Act; also powers for the purchase of lands and buildings by agreement; also powers of deviation from the lines of the proposed railways, to the extent shown on the plans hereinafter referred to, and powers of deviations from the levels thereof, and to stop up, remove, alter, or divert, permanently or temporarily, all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, canals, water-courses of every description, natural or artificial, sewers, pipes, bridges, telegraphic wires, or apparatus, erections and works, within or near to any of the several parishes aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the intended act, and to vary or ex-

tinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the intended act, or which would or might otherwise in any way prevent or obstruct any object or purpose of the intended act being fully effected; and to authorise the levying of tolls, rates, duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties, and charges; and to confer, vary or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

And it is proposed by the said intended act to authorise the company to abandon and relinquish the portions of the line of the Monkland Railways, and works connected therewith, which may be rendered unnecessary by the construction of the said intended railways Nos. 1, 2, and 3, and works, including the portions of the original line of the Monkland and Kirkintilloch Railway, authorised by the Act 5 Geo. IV. cap. 49, lying to the westwards or southwards of the improved lines or additional lines of railway authorised by the Act 6 and 7 Vict., cap. 79, which portions so to be relinquished are situate in the parish of Old Monkland and county of Lanark; and to authorise the company to appropriate to the purposes of their undertaking, or to sell and dispose of the said portions of the said line, including the site thereof.

And it is proposed by the said intended act to authorise the company to abandon the formation of so much of the said railway in extension of the Dykehead Branch of the Monkland Railways, authorised by "The Monkland Railways (Branches) Act, 1865," as lies to the eastwards of the point of junction therewith of the railway No. 5, before described, which portion so to be abandoned lies in the parish of New Monkland and county of Lanark.

And it is proposed by the said intended Act to provide that the said deviation of the Forth and Clyde Canal shall belong to the company of proprietors of the Forth and Clyde Navigation, and be declared part thereof, and be subject to the provisions of the Acts regulating the same; and that the portion of the said canal which may be rendered unnecessary by the deviation thereof shall be abandoned as a portion of the said canal, which portion of the said canal so to be abandoned is situated within the parish of Maryhill and county of Lanark.

And it is proposed by the said intended Act to authorise the company to appropriate to the purposes of the intended act all or any part of their authorised and unexpended capital, whether represented by shares actually created or otherwise, with all requisite powers to make such capital available by surrender, forfeiture and cancellation of shares, and issuing or re-issuing of all or any part thereof in ordinary, preference, or guaranteed shares or stock, or otherwise howsoever; and to raise further sums of money by the creation of ordinary, preference or guaranteed shares or stock, and by mortgage, cash-credits or otherwise.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal acts of Parliament following, or some of them (that is to say):—Acts relating to the North British Railway Company, 14 and 15 Vict., caps. 55; and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., caps. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124; and 22 and 23 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 33, 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., cap. 194, 213, 223, and 226; 27 and 28 Vict., caps. 84, 100, and 292; 28 and 29 Vic., caps. 125, 152, 186, 202, 206, 213, 308, and 309; and "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and all other acts (if any) relating to the North British Railway Company; also, the acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company, viz.:—9 and 10 Vict., cap. 107; 11 and 12 Vict., cap. 134, and the several acts therein recited, so far as not repealed thereby; 14 and 15 Vict., cap. 62; 16 and 17 Vict., cap. 90; 20 and 21 Vict., cap. 78; 23 and 24 Vict., cap. 178; 28 and 29 Vict., caps. 201 and 217; and all other acts (if any) relating to the Monkland Railways Company; also the following acts relating to the Company of Proprietors of the Forth and Clyde Navigation, viz.:—Local and Personal Acts—4 and 5 Vict., caps. 54 and 55; 5 and 6 Vict., cap. 41; 8 Vict., cap. 3; 8 and 9 Vict., cap. 148; 9 Vict., cap. 11; 9 and 10 Vict., caps. 147 and 384; 11 and 12 Vict., cap. 41; 13 and 14 Vict., cap. 27; 15 Vict., cap. 45; and 22 and 23 Vict., cap. 32; and also all other Acts, (if any) relating to the Forth and Clyde Navigation. And also, in so far as necessary, the several Acts recited in all or any of the Acts hereinbefore mentioned, or some of them.

And notice is hereby also given, that a plan and section in duplicate of the proposed railways, deviation of canal, and works, and of the lands which may be taken under the compulsory powers of the Act, a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon, showing their general course and direction, will be deposited for public inspection in the offices at Glasgow, Hamilton, and Airdrie, of the principal Sheriff-Clerk of the county of Lanark; in the office at Linlithgow of the principal Sheriff-Clerk of the county of Linlithgow; and in the 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 plan, section, and book of reference as relates to each parish will be deposited with the schoolmaster, or if there be no schoolmaster, then with the Session-Clerk of such parish; and that all such deposits will be made on or before the 30th day of November current, and will be accompanied by a copy of this notice; and that on or before the 23rd day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1865.

Mitchell, Allardice, and Mitchell, Glasgow,
Solicitors for the Bill.

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

In Parliament.—Session 1866.

Great Northern Railway.
(Potter's Bar, Barnet, and Hendon—Abandonment of Barnet Branch.)

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

To enable the Great Northern Railway Company (herein referred to as the Company) to

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

No. 1. A railway commencing by a junction with the Great Northern Railway at the south-east end of the bridge, carrying that railway over Mutton-lane, near Potter's Bar station, in the parish of South Mimms, in Middlesex, passing through the following places:—South Mimms, Monken Hadley, and Hendon, in the county of Middlesex, and Chipping Barnet and Totteridge, in the county of Hertford; and terminating by a junction with the Edgware, Highgate, and London Railway, now in course of construction, in the parish of Hendon, at a point about forty yards west of a bridge, which will carry that line over the road leading from Hendon to Frith Manor.

No. 2. A railway commencing by a junction with the Great Northern Railway, at a point about thirty-five yards northward of the north-end of the platform of the Potter's Bar station of that railway, in the said parish of South Mimms, and terminating, in the same parish, in or near a field belonging to John Fletcher, and occupied by him, bounded on the south-east by Mutton-lane, and being 750 yards or thereabouts, measured along the said lane, south-westward of the before mentioned bridge, carrying the Great Northern Railway over that lane.

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

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

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

To enable the Company to abandon the construction of the Branch Railway described in the fourth section of "The Great Northern Railway Act (No. 1) 1864," as commencing by a junction with the Great Northern Railway, in the parish of East Barnet, in Hertfordshire, and terminating in the parish of Monken Hadley, in Middlesex; and also to abandon the construction of the road described in the fifth section of the same Act, as commencing at the proposed terminus of the said Branch Railway in Monken Hadley, and terminating in Moxon-street in Chipping Barnet.

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

way Act (No. 1), 1864" (27 and 28 Vic., cap. 124); and of any other Acts relating to the Great Northern Railway Company.

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

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

Dated this 7th day of November, 1865.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, and 4, Old Palace Yard, Solicitors for the Bill.

North-Western and Charing Cross Railway.
(Arrangements with the London and North Western and South Eastern Railway Companies; Confirmation of Heads of Agreement; Powers to those Companies to guarantee annual or other Payments to Company and to appoint Directors; Powers to the London and North Western Railway Company to subscribe, and to raise and apply Capital; Repeal of Provisions of "The North Western and Charing Cross Railway Act, 1864," affecting Hampstead-road and Tottenham Court-road, and certain Vestries and District Boards, &c.; Further Powers; 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, or some of the following, among other purposes, that is to say:

To empower the London and North Western Railway Company, the South Eastern Railway Company, and the North Western and Charing Cross Railway Company (in this notice called "The Three Companies") from time to time to enter into, and carry into effect, contracts, agreements, and arrangements with respect to the working, use, management, and maintenance by any or either of the contracting Companies of the undertakings, or any portions of the undertakings, of the other or others of them, the supply of rolling or working stock and machinery, and of officers and servants for the conduct of the traffic on the same undertakings, the payments to be made, and the conditions to be performed with respect to such working, use, management, maintenance, and supply; the regulation, management, interchange,

accommodation, conveyance, and delivery of the traffic coming from or destined for the undertakings of the contracting Companies; the fixing, collection, appropriation, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from or in respect of such traffic; the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the Contracting Companies to the other or others of them, and all incidental matters; and to provide for the appointment of a joint committee or joint committees, for the purpose of such contracts or agreements.

To sanction and confirm certain heads of agreement made between the three Companies with respect to the working, use, and management of the North Western and Charing Cross Railway, and the division and appropriation of the receipts arising from the traffic thereon and the payments and allowances to be made or secured by and between the three Companies and other matters, and to authorise and require the three Companies respectively to carry such heads of agreement into effect.

To authorise the three Companies to enter into and carry into effect agreements and arrangements for or with respect to the division and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of the traffic of the North Western and Charing Cross Railway, or in respect of the traffic passing over or destined for the North Western and Charing Cross Railway, and to empower the London and North Western Railway Company and the South Eastern Railway Company respectively to guarantee or secure to and for the North Western and Charing Cross Railway Company certain fixed annual, periodical, or other sums out of the gross traffic receipts of the North Western and Charing Cross Railway; and, in the event of such traffic receipts being found insufficient for the payment of such fixed annual, periodical, or other sums, to empower the two Companies to make good such deficiency out of their respective funds, to such an amount and in such proportions as may have been or may be agreed upon, or as may be prescribed in and by the intended Act; and to empower the London and North Western Railway Company and the South Eastern Railway Company respectively to appoint directors of the North Western and Charing Cross Railway Company.

To empower the London and North Western Railway Company to contribute towards, and take and hold shares in the capital of the North Western and Charing Cross Railway Company, and for those purposes to raise money by the creation of new shares or stock in their undertaking, with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, or by borrowing, and to apply to such purposes any capital or funds now belonging to them, or hereafter to belong to them, or under the control of their directors.

To sanction and confirm any contracts or agreements already made, or which, prior to the passing of the intended Act, may be made between the three Companies with respect to the matters aforesaid, or any of them.

To alter, amend, enlarge, vary, or, if need be, to repeal all or some of the provisions of sections 32, 43, 44, 45, 46, 47, 57, 68, and 69 of "The North Western and Charing Cross Railway Act, 1864," and to make provisions in lieu thereof, and to empower the Company, within the parishes of Saint Pancras, Saint Giles-in-the-Fields, Marylebone, and Saint Ann, Soho, or some of them, in the county of Middlesex, at points or places to be

authorised by or determined under the powers of the intended Act, to make shafts or openings in the roads called respectively Hampstead-road and Tottenham Court-road, from the surface thereof to any portion of the North Western and Charing Cross Railway to be constructed thereunder, and to use such shafts and openings for any of the purposes of the Company in constructing and using the said railway and works, and in carrying out their undertaking, subject to such provisions and limitations as may be contained in the said intended Act.

To alter, amend, extend, and enlarge, or to repeal all or some of the provisions of "The North Western and Charing Cross Railway Act, 1864," and of the following local and personal Acts, that is to say: 9 and 10 Vic., cap. 204, and all other Acts relating to or affecting the London and North Western Railway Company; 6 Wm. 4th, cap. 75; and all other Acts relating to or affecting the South Eastern Railway Company.

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

Dated this 14th day of November, 1865.

Wilkins and Blyth, Saint Swithin's Lane;
James Blenkinsop, Great George-street;
H. Toogood, Parliament-street;
Solicitors.

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

Belfast Central Railway.—Belfast Corporation.

(Powers to the Belfast Central Railway Company and the Corporation of Belfast to take additional Land and Streets in Belfast, and to make new Streets—Powers for Purchase and Sale of Lands by the Corporation of Belfast and the said Company—Power to the said Company to increase its Capital—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act (hereinafter called "The Act"), to authorize and effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To authorise the Belfast Central Railway Company (hereinafter called "The Company"), or the Mayor, Aldermen, and Burgesses of Belfast (hereinafter called "The Corporation"), acting either alone or in conjunction with each other, to take compulsorily or by agreement all or any of the lands, houses, and premises within the following limits, or any of them, and all situate in the townland of Townparks and parish of Shankhill, otherwise Belfast, in the borough of Belfast and county of Antrim, that is to say:—

1. Certain lands, houses, and buildings, bounded on the north by Annette-street, and on the east, south, and west by lands belonging to the Corporation. The said lands, houses, and buildings extending 71 feet along Annette-street, and extending southward along the western boundary 52 feet from Annette-street, and extending southward along the eastern boundary 53 feet from Annette-street, and extending along the southern boundary 71 feet.
2. Certain lands, houses, and buildings, bounded on the south by Annette-street, on the east by Turnley-street, on the north by East Bridge-street, and on the west by the waste, or uninclosed ground between Annette-street and East Bridge-street. The said lands,

houses, and buildings extending along the southern boundary 129 feet, along the eastern boundary 120 feet, along the northern boundary 127 feet, and along the western boundary 67 feet.

3. Certain lands, houses, and buildings, bounded on the north by Bolton-street, on the south by Annette-street, on the east by Dominick-street, and on the west by Verner-street. The said lands, houses, and buildings extending along the northern boundary 54 feet, along the southern boundary 59 feet, along the eastern boundary 154 feet, and along the western boundary 131 feet.
4. Certain lands, houses, and buildings, bounded on the north by Lagan-street, on the south by premises at present occupied by Jas. Donaghey and James Davey, on the east by Lagan-street, and by premises at present occupied by David Nevin, and on the west by Verner-street. The said lands, houses, and buildings extending along the northern boundary 101 feet eastward from Verner-street, extending along the southern boundary 101 feet eastward from Verner-street, extending along the eastern boundary 16 feet south from Lagan-street, and extending along the western boundary 39 feet south from Lagan-street.
5. Certain lands, houses, and buildings lying between the crossing of Annette-street with Turnley-street and Stewart-street, being in a line with and a continuation of Annette-street to Stewart-street, said lands being of the width of 60 feet.

To authorise the Company or the Corporation, acting either alone or in conjunction with each other, to take by compulsion or agreement, and to appropriate and to extinguish all rights of way and other rights in and over the following streets and parts of streets in the said townland and parish, that is to say—those portions of East Bridge-street and May-street which lie between Oxford-street and the said line of railway, and 500 feet in length of Stewart-street, measuring southwards from East Bridge-street, and so much of Lagan-street as lies between Turnley-street and Stewart-street, and so much of Turnley-street as lies between Annette-street and East Bridge-street, and also Dominick-street and Bolton-street, and to widen and improve Lagan-street between Verner-street and Welch-street, and to close and stop up St. John-street at the end adjoining East Bridge-street, and to authorise the widening, diversion, alteration in line or levels, and the stopping up and appropriation and use, for the purposes of the Act, of the said intended streets, or any of them, or any part or parts thereof, and to authorise deviations from the lines and levels of the intended new streets.

To vary and extinguish rights and privileges connected with the said additional lands, buildings, and streets, and other rights and privileges.

To empower the Company to abandon and relinquish the construction of the circular road or street authorised by the Belfast Central Railway Act, 1864, to be made by them between East Bridge-street and Oxford-street, and to construct a new road or street, commencing at the junction of Oxford-street with May-street, and terminating at or near the junction of East Bridge-street and St. John-street, and to continue, widen, and improve Annette-street, between Verner-street and Stewart-street.

To authorise the Company or Corporation to

stop up, divert, alter, and interfere with public streets, highways, footpaths, sewers, drains, and other conveniences.

To confirm articles of agreement between the Corporation and the Company for the sale of lands in the townland and parish aforesaid by the Corporation to the Company, subject to such modifications of the said articles as may be agreed upon by the Corporation and the Company.

To authorise the Corporation to close existing markets, and to open and establish new markets, upon lands now vested in the Corporation and the Company respectively, or either of them, and upon additional lands to be acquired under the powers of the Act.

To authorise the mutual sale and exchange of the lands which the Company and Corporation propose to acquire and vest in each other.

To empower the Corporation to expend and apply any monies which may be paid by them to the Company in the purchase of lands, houses, and buildings, for market purposes and in the construction and establishment of new market places, and the erection of buildings thereon.

To confer on the Company power to levy and take tolls, rates, duties, and other payments, and to confer, vary, and extinguish exemptions from tolls, rates, duties, and other payments, and to confer, vary, and extinguish other rights and privileges.

To empower the Corporation to sell and to enter into, and carry into effect arrangements, contracts, and agreements for or with reference to the sale by the Corporation to the Company of such additional portions of the land and property of the Corporation as the Company may require for the purpose of their undertaking, and for or with reference to the purchase by the Corporation from the Company of any lands of the Corporation already sold or contracted to be sold by them to the Company, or any other lands which may be purchased by the Company of any other person or body corporate, under the powers of the Act, and for or with reference to the construction and maintenance by both or either of the contracting parties of any works authorised to be made by each or either of them, and the acquisition of lands and houses for the same, and the ownership and appropriation of such works, lands, and houses, and the payments, contributions, rents, and allowances to be made and paid by and to each or either of the contracting parties, and to provide that the Corporation may, upon such terms as may be agreed upon between them and the Company, convey to and vest in the Company all lands, or estates, or interest in lands which may be required for the purposes of the Act, and also any ground, soil of any public streets, lanes, or passages which by the Act the Corporation and Company, or either of them, may be authorised to stop up or divert.

To empower the Company to apply to the purposes to be authorised by the Act any part of the funds which the Company are now authorised to raise, and to raise further money by borrowing, and by the creation of new shares or stock in the Company, and (if the Company think fit) to attach to all or any such new shares or stock a preference or priority of interest or dividend, and other special privileges.

And it is intended, so far as may be necessary or desirable for any of the purposes of the Act, to amend, alter, and extend, or repeal the

provisions, or some of them, of the several local Acts following, or some of them, that is to say—the Belfast Central Railway Act, 1864; Belfast Central Railway Act, 1865, 8 and 9 Vic., cap. 142; 9 and 10 Vic., cap. 294; 10 and 11 Vic., caps. 52 and 254; 13 and 14 Vic., cap. 108; 3 and 4 Vic., caps. 79 and 114; 1 Vic., cap. 76; 27 and 28 Vic., cap. 198; 28 and 29 Vic., cap. 183; the Public General Acts, 3 and 4 Vic., cap. 108; 16 and 17 Vic., cap. 114, relating to the Borough of Belfast; and the Acts thereby amended, or any Acts amending the last mentioned Act.

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the intended works, and plans of the lands intended to be taken under the Bill, together with a book of reference to such plans, and a copy of this notice, as published in the Dublin Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Antrim, at his office, in the town of Belfast; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, with a copy of this notice, as published in the Dublin Gazette, will be deposited for public inspection with the Clerk of the Poor Law Union of Belfast, at his office, in the town of Belfast, and that on or before the 23rd day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1865.

Robert Cassidy, Belfast.

Samuel Bruce, Belfast.

C. and H. Tahourdin, 1, Victoria-street, Westminster.

Pontypool, Caerleon, and Newport Railway.
(Extensions to River Usk—Additional Capital—
Powers 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 Pontypool, Caerleon, and Newport Railway Company (hereinafter called "The Company,") for leave to bring in a Bill for all or some of the following purposes, that is to say:—

To authorise the Company to make and maintain the new lines of railway following, or either of them, or any part or parts thereof respectively, with all proper stations, works, and conveniences connected therewith, that is to say:—

1. A railway commencing in the parish of Christchurch, in the county of Monmouth, at or near the point of termination of the railway, described in the 24th section of the Pontypool, Caerleon, and Newport Railway Act, 1865, as railway No. 5, at or near the bridge carrying the South Wales line of the Great Western Railway Company over the turnpike-road from Newport to Chepstow, passing from, through, and into the several parishes, townships, and extra-parochial, or other places of Christchurch and Nash, in the county of Monmouth, and terminating in the said parish of Nash, on the northern bank of the stream or back water known as Julian's, otherwise St. Julian's Pill, 200 yards or thereabouts eastward of the junction of such Pill with the River Usk, and in a field numbered 356 on the title map or plan in respect of such last-mentioned parish.

2. A railway commencing in the parish of Christchurch, and county of Monmouth, by a junction there with the above-described intended

railway, in or near a field No. 997 on the tithe map described as plan of parish of Christchurch, in the county of Monmouth, deposited at the vicarage of Christchurch, and terminating in the said parish and county, in or near a field numbered 778 on such last-mentioned plan, and at or near the southern end of the Newport Ropery Company's ropewalk, which last-mentioned railway will be situated wholly in the parish of Christchurch aforesaid.

To authorise the Company to purchase by compulsion or agreement lands and houses required for the purposes of the said intended railways, and to levy rates and tolls in respect thereof, and to extend and make applicable to the new railways the powers given by the 44th and other sections of the Pontypool, Caerleon, and Newport Railway Act, 1865, to the Great Western Railway Company.

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

To authorise the Great Western Railway Company to contribute towards, and hold shares in the capital of the Company, and to raise money by ordinary or preference shares for such purpose or to apply any part of their authorised capital to or towards such contribution.

To alter, amend, enlarge, or repeal, so far as may be necessary, the provisions of the Pontypool, Caerleon, and Newport Railway Act, 1865; the Great Western and West Midland Railways (Amalgamation) Act, 1863, (26 and 27 Vic., cap. 113); and the Great Western and South Wales Railways (Amalgamation) Act, 1863 (26 and 27 Vic., cap. 198, and any other Acts relating to the Great Western Railway Company.

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

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

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

Dated this 9th day of November, 1865.

Burchells, 5, Broad Sanctuary, Westminster.

Waterford and Limerick Railway.
(Working and other Arrangements with Great Southern and Western, Dublin, Wicklow, and Wexford, and Great Western Railway Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the

next Session, for an Act to enable the Waterford and Limerick Railway Company (hereinafter called "the Company") and the Great Southern and Western Railway Company, the Dublin, Wicklow, and Wexford Railway Company, or the Company and either of those Companies, to make and carry into effect contracts or arrangements with respect to the management, use, working, and maintenance of all or parts of the undertakings of the Companies parties to such contracts or arrangements, and of any extensions thereof or new lines connected therewith, or of railways leased to or worked by them, and for the supply of rolling stock therefor, and appointment of officers and servants for the conduct of traffic on the railways of such Companies, as aforesaid, the payments to be made and the conditions to be performed with respect to the matters aforesaid, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the undertakings of the contracting Companies, and the fixing, apportionment, and division between the said Companies of the receipts arising from such traffic.

To enable the Company and the Great Western Railway Company to make and carry into effect contracts and arrangements with reference to the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the Companies, and the fixing, apportionment, and division between them of the receipts arising from such traffic.

To provide for the appointment of a joint committee or joint committees for carrying out such contracts or arrangements as aforesaid, and for the settlement of all disputes which may arise under or in consequence of such contracts or arrangements, or any of them.

To confirm any contracts or agreements which have been, or may be, entered into with relation to the several matters aforesaid, or any of them.

To make such provision as may be necessary or convenient for the purposes aforesaid, with respect to the levying of tolls, rates, duties, and charges, and alterations in existing tolls, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, or charges; and to vary or extinguish all existing rights and privileges of what nature or kind soever which would or might prevent or interfere with the objects of the intended Act being fully effected, and to confer other rights and privileges.

To enable the said several Companies, or any of them, to apply their corporate funds, and any moneys which they have still power to raise, to the purposes of the intended Act.

To amend, extend, and enlarge, or, if need be, to repeal the powers and provisions of the several local and personal Acts following, or some of them, viz.:—7th and 8th Vic., cap. 100; 8th and 9th Vic., cap. 124, and all other Acts relating to or affecting the Great Southern and Western Railway Company; 9th and 10th Vic., cap. 208, and all other Acts relating to or affecting the Dublin, Wicklow, and Wexford Railway Company; 5th and 6th Wm. IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway Company; and the 8th and 9th Vic., cap. 131, and all other Acts relating to or affecting the Waterford and Limerick Railway Company.

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 10th day of November, 1865.

Joseph Ambrose, Waterford, Solicitor for the Bill.

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

Birmingham Water Works.

(New Sources of Supply, Reservoirs, Shafts, and other Works; Extension and Definition of Limits of Supply; Application of existing and intended Powers within the present and future Limits; Provisions as to Water Rates; Supply of Water; Increase of Capital; Further Powers; and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, by the Company of Proprietors of the Birmingham Water Works (hereinafter called "The Company"), for leave to bring in a Bill, for the purposes following, or some of them, and to enable them to execute all or some of the following works, or some part or parts thereof respectively (that is to say):

A well or shaft, and pumping engine or engines, and other works incidental thereto, on part of certain lands in the township of Erdington, in the parish of Aston-juxta-Birmingham, in the county of Warwick, known as Hill Piece, belonging to the London and North Western Railway Company, and now or late in the occupation of William Bach.

An aqueduct, conduit, or line of pipes commencing from and out of the said last-mentioned well or shaft, and passing thence from, through, and into the parishes, townships, extra-parochial and other places of Erdington, Aston, Aston-juxta-Birmingham, and Duddeston-cum-Nechells, or some or one of them, all in the county of Warwick, and terminating in the township of Aston, and parish of Aston-juxta-Birmingham, in the county of Warwick, by a double junction with the existing mains and reservoir of the Company at or near to the present pumping houses of the Company in that township.

A well or shaft, and pumping engine or engines, and other works incidental thereto, on certain lands in the township of Perry Barr, in the parish of Handsworth, in the county of Stafford, known as the Corner Piece and the Roman Field, belonging respectively to the trustees of Dr. James Johnston, and the trustees of Oscott College, and in the respective occupations of the executors of George Wells and Francis Wells.

An aqueduct, conduit, or line of pipes to be situate wholly in the said township of Perry Barr, commencing from and out of the last-mentioned well or shaft, and terminating by a junction with the existing mains of the Company in the said township, at or near to a point where the same pass under the public highway leading from Perry village to Sutton Coldfield, aforesaid.

A well or shaft, and pumping engine or engines, and other works incidental thereto, on certain lands in the township of Witton, in the parish of Aston-juxta-Birmingham, in the county of Warwick, known as the Turnip Leasow, belonging to Wyrley Birch, Esquire, and now or late in the occupation of William Bragg.

An aqueduct, conduit, or line of pipes wholly in the township of Witton aforesaid, commencing from and out of the last-mentioned well or shaft, and terminating by a junction with the existing mains of the Company, on the towing path of the Tame Valley Canal, in the said township, adjoining the said last-mentioned field.

A well or shaft, and pumping engine or engines, and other works incidental thereto, on certain lands in the township of Witton, in the parish of Aston-juxta-Birmingham, in the county of Warwick, belonging to James Deykin, and now or late in the occupation of Joseph Potter, and called Paper Mill Meadow, and to make, maintain, complete, and continue a well or shaft, and pumping engine or engines, now partly constructed on

land of the Company, adjoining the existing reservoir of the Company at Aston and the last-mentioned field, which said well or shaft, and pumping engine or engines, are situate in the townships of Erdington and Witton, or in one of them, in the parish of Aston-juxta-Birmingham aforesaid.

An aqueduct, conduit, or line of pipes commencing by a double junction with the two last-mentioned wells or shafts, and passing in, through, or into the said townships of Erdington, Aston, and Witton, or one or more of them, and terminating by a junction with the present pipes of the Company, near to the pumping house of the Company in the township of Aston aforesaid.

A well or shaft, or pumping engine or engines, and other works incidental thereto, on certain lands in the townships of Erdington and Witton, in the parish of Aston-juxta-Birmingham, in the county of Warwick, lying eastward of the Upper Witton reservoir of the Company, and extending to the public highway at a certain place called the Turf Pits, which said lands belong to the trustees of Fentham's Charity and the trustees of the late Henry Hope, and are in the respective occupations of Richard Fowler and Joseph Wells.

An aqueduct, conduit, or line of pipes commencing in the said township of Erdington, from and out of such last-mentioned intended well or shaft passing through that township and the said township of Witton, and terminating therein by a junction with the existing pipes of the said Company at or near the outlet from the existing Lower Witton reservoir of the Company.

An enlargement of the existing Lower Edgbaston reservoir of the Company, near Monument-lane, in the parish of Edgbaston, in the county of Warwick, in and upon certain lands in the said parish, belonging to the Birmingham Water Works Company, and now used as garden ground, and now or late in the respective occupations of Josiah Clarkson, Henry Rofe, Edward Pool, Joseph Green, Henry Bayley, William Knowles, Stephen Barker, William Barber, and Charles Edge.

A well or shaft, and pumping engine or engines, and other works incidental thereto, on certain lands in the said parish of Edgbaston, adjoining to the said last-mentioned reservoir, and belonging to the Company, and now or late in the respective occupations of William Smith, Henry Rofe, Charles Bamford, Charles Edge, and William Barber.

An aqueduct, conduit, or line of pipes, wholly in the said parish of Edgbaston, commencing from and out of such last-mentioned shaft or well and terminating by a junction near the engine house adjoining the last-mentioned reservoir, with the existing mains of the Company leading from that engine house to their Upper Edgbaston reservoir.

A reservoir and well, or shaft and pumping engine or engines, and other works incidental thereto, on certain lands in the parish of Edgbaston, in the county of Warwick, known as the Home Ground, belonging to Joseph Gillott, and now or late in the occupation of Thomas Harker.

An aqueduct, conduit, or line of pipes, wholly in the said parish of Edgbaston, commencing from and out of such last-mentioned intended reservoir and well or shaft, and terminating by a junction with the existing mains of the Company at or near the entrance into the private road leading from the Hagley-road to the said Upper Edgbaston reservoir.

A reservoir to be situate on certain lands in the township or hamlet of Moseley, in the parish of King's Norton, in the county of Worcester, adjoining to the turnpike road leading from

Spernal Ash, in the county of Warwick, through Studley to Birmingham, in the county of Warwick, belonging to, and now or late in the occupation of Mrs. Ann Sabin.

An aqueduct, conduit, or main pipe, commencing in the parish of Edgbaston, in the county of Warwick, from and out of the present mains of the Company, at or near to the intersection of the Belgrave-road and Varna-road, and passing thence from, through, and into the parishes, townships, and extra-parochial, or other places of Edgbaston and Birmingham, in the county of Warwick and Ballsall Heath, Moseley, and King's Norton, in the county of Worcester, and terminating at or near the reservoir hereinbefore lastly described.

A reservoir, and other works and conveniences connected therewith, to be situate partly on two certain pools, called respectively the Mill Pool and Garlic Pool (and also commonly called Plants Brook Forge Pools), in the township of Minworth, in the parish of Curdworth, in the county of Warwick, belonging to the trustees of the late Baron Dickenson Webster, Esquire, and now in the occupation of William Gorse; and partly on other lands adjoining or near to such pools in the said township, and in the parish of Sutton Coldfield, in the county of Warwick, respectively belonging to the trustees of the said Baron Dickenson Webster, the Reverend Ralph Bagot, the Reverend William Wakefield, trustees of Berkeley Plantagenet Guildford the Charles Noel, Esquire, Josiah Mason, and the Warden and Society of Sutton Coldfield, and in the respective occupations of William Gorse, the executors of Mary Terry, Thomas Macefield, John Ray, and Thomas Weetman.

To take and appropriate for the purposes of their undertaking the mill, mill-house, lands, and premises (commonly called Plants Brook Forge Mills) belonging to the trustees of the said late Baron Dickenson Webster, Esquire, and in the occupation of William Gorse, and such other land and premises in or near the said pools, mills, and lands as may be requisite for the purposes of the undertaking.

A well or shaft, and pumping engine or engines, and other works incidental thereto, on certain lands in the township of Minworth, in the parish of Curdworth, in the county of Warwick, known as the Lower Hop Yard, belonging to the Reverend Ralph Bagot, and now in the occupation of the executors of the late Mary Terry.

An aqueduct, conduit, or line of pipes commencing from and out of the reservoir before mentioned, and passing from thence into the said well or engine house, and from thence from, through, and into the parishes, townships, extra-parochial, and other places of Minworth, Curdworth, Berwood, Erdington, Aston, Aston-juxta-Birmingham, and Duddleston-cum-Nechells, or some of them, all in the county of Warwick, and terminating in the township of Erdington, and parish of Aston-juxta-Birmingham, in the county of Warwick, by a junction with the intended mains of the Company, leading from the well or shaft and pumping engine or engines firstly hereinbefore mentioned, at or near a point where the Birmingham and Watford Gap and the Birmingham and Kingsbury turnpike roads unite at Gravelly Hill in the said township.

To take, divert, and appropriate the streams and waters of Plants Brook, and of the said Mill Pool, and Garlic Pool, and of the streams and waters which are or may be found in, or which flow or proceed into or out of the same respectively, and into, through, and out of the site of the said intended reservoir lastly hereinbefore described, and any or some of the other streams

and waters in the line of the proposed works, or within the limits of deviation defined on the plans hereinafter mentioned, and to collect, impound, and appropriate such streams and waters, and the waters to be obtained from the said intended wells or shafts for the purposes of the intended works, and of the undertaking of the Company, which said streams and other waters, or some of them, so to be taken and appropriated directly or derivatively flow or proceed into the River Trent and River Trent Navigation.

To authorise the Company to purchase, by compulsion or agreement, certain lands and property in the township of Witton aforesaid, and adjoining to the Aston reservoir of the Company, called respectively the Woodcock Meadow and Floodgate Meadow, belonging to the trustees of the late Stephen Wallis, and in the occupation of John Wilton, and also certain lands in the township of Aston aforesaid, also adjoining the said reservoir, called the Meadow, belonging to James Deykin, and in the occupation of William Such.

To authorise the Company to make and maintain all such embankments, approaches, roads, filtering beds, shafts, wells, adits, tunnels, bore holes, dams and sluices, cuts, channels, pipes, engines, and conveniences necessary or expedient for the purposes of the above-mentioned and existing works, or the objects of the Bill, or any of them.

To purchase, by compulsion or agreement, or to take on lease, or take grants of easements in or over any lands, houses, springs, streams, waters, and hereditaments, requisite or desirable for the purposes of the intended and existing works, or other the purposes of their undertaking, to cross, break open, alter, divert, or stop up, either temporarily, or permanently, any turnpike or other roads, streets, public places, railways, tramways, canals, towing paths, sewers, drains, brooks, and water-courses, in any of the parishes, townships, or places before mentioned, or elsewhere within their present or extended limits of supply; to vary or extinguish any existing rights or privileges connected therewith, or which would in any way interfere with the construction of the intended works, or with the objects and purposes of the Bill, and to confer other rights and privileges.

To comprise within the limits of the existing Act of the Company, and of the intended Act, the parishes, townships, and other places of Birmingham, Edgbaston, Aston, Aston-juxta-Birmingham, and Duddleston-cum-Nechells, in the county of Warwick; King's Norton, and Yardley, in the county of Worcester, and Harbourne, in the county of Stafford (except so much thereof as is situate within the township or hamlet of Smethwick) and to supply water within such existing and extended limits, and to apply the powers or provisions, or some of them of the said existing Act and intended Act to such several parishes, townships, and places respectively; and to break up the streets and roads, and lay pipes, and do such other acts as may be deemed requisite or desirable for the purposes of such extended supply.

To levy and recover tolls, rates, rents, and charges, differential or otherwise, to and in the extended limits of supply, to alter or vary existing rates, and to confer exemptions from the payment thereof.

To make further and more effectual provisions for enabling the Company to prevent the waste, illegal use, abstraction, or misuse and wrongful use of the water supplied by them, and to adopt proper and needful regulations in reference thereto, and for inflicting penalties upon, or

otherwise punishing persons guilty of any such acts.

To make further and other provisions, if thought requisite or expedient, with reference to the mode, terms, and conditions of the supply of water by the Company; and with reference to the officers and servants of the Company, and the general regulation and management of their affairs.

To authorise the Company to raise further capital by the creation and issue of new shares and stock, and to attach to such new shares and stock, or some of them, or some part thereof, if thought necessary, certain guaranteed interest or preference, or priority in payment of interest or dividend, and other special privileges, to create debenture stock and to borrow money on mortgage, bond or otherwise.

To incorporate in the said Bill, and apply to the Company's undertaking and capital as authorised, or as proposed to be extended and increased, all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863; the Lands Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Act, 1863; and also such parts of the Railways Clauses Consolidation Act, 1845, relating to roads and the temporary occupation of lands as may be deemed expedient, and either in addition to, or substitution for, the provisions of the Company's existing Act.

To alter, amend, and enlarge the powers and provisions of the Birmingham Water Works Act, 1855, and if, and so far as may be requisite or desirable for the purposes of the Bill, the Birmingham Improvement Act, 1851, and the Birmingham Improvement Act, 1861.

And notice is hereby further given, that plans and sections of the intended Works, and plans of the lands and houses in respect of which compulsory powers of purchase will be sought, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection at the office of the Clerk of the Peace for the county of Warwick, at Stratford-on-Avon, in that county, and also at the office of the Clerk of the Peace for the county of Worcester, at Worcester, in that county, and also at the office of the Clerk of the Peace of the county of Stafford, at Stafford, in that county; and that on or before that day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the said intended works will be made or pass, and to the lands and houses in respect of which compulsory powers are sought, are situate, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence; and in case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1865.

John Arnold, Birmingham, Solicitor for the Bill.

In Parliament—Session 1866.

Whitehaven and Furness Junction, and Whitehaven, Cleator, and Egremont Railway.

(Power to Whitehaven and Furness Junction, and Whitehaven, Cleator, and Egremont Railway Companies, to construct a Railway from Egremont to Sellafield; Arrangements between the two Companies with respect to Traffic, and the Maintenance, Working, and User of Railways; Powers to the two Companies to raise and apply Capital; Amendment of Acts.)

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

To authorise and empower the Whitehaven and Furness Junction Railway Company, and the Whitehaven, Cleator, and Egremont Railway Company (hereinafter called "The Two Companies") jointly, or either of them separately, to make and maintain, with all proper and necessary stations, approaches, works, and conveniences connected therewith, a railway to commence in the parish of Egremont; in the county of Cumberland, by a junction with the line of the Whitehaven, Cleator, and Egremont Railway, at a point thereon, opposite the booking-office at Egremont Station, in the said parish of Egremont, and to terminate in the parish of Saint Bridget, Beckermet, in the said county of Cumberland, by a junction with the line of the Whitehaven and Furness Junction Railway, at a point thereon, situate 760 yards or thereabouts northwards from the booking-office at Sellafield Station, in the said parish of Saint Bridget, Beckermet, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places, or other places following, or some of them, that is to say: Egremont, Saint John Beckermet, Saint Bees, Lowside Quarter, Haile, Beckermont, Saint Bridget Beckermet, Sellafield, High Sellafield and Low Sellafield, all in the county of Cumberland.

To cross, stop up, remove, alter, or divert, either temporarily or permanently, all such turnpike and other roads and highways, streets, paths, railways, tramways, bridges, aqueducts, canals, streams, watercourses, sewers, drains, pipes, rivers, navigations, buildings, telegraphic wires and apparatus, and other works within the aforesaid parishes, townships, extra-parochial places and other places, or any of them, as it may be necessary; to cross, stop up, remove, alter, or divert, for the purposes of the said intended Act, or by reason of the construction of the said intended railway and works, or any of them.

To enable the two Companies jointly, or either of them separately, to purchase, by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the said intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To enable the two Companies jointly, or either of them separately, to levy tolls, rates, duties, and charges for, or in respect of the use of the said intended railway and works, and to alter, vary, or extinguish existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To authorise the two Companies, or either of them, to work and use the said intended railway and

works, and to enter into and carry into effect arrangements and agreements between themselves, or with any other company or companies, with reference to the use, working, and management of the said railway and works, and the receipt and apportionment of the proceeds derived from the same.

To empower the two Companies to enter into, and to carry into effect arrangements and agreements with respect to all or any of the purposes of the intended Act, and the use of all or any portions of their respective lines of railway, stations, sidings, junctions, works, and conveniences, and the conduct of the traffic thereon, and the fixing, receipt, and apportionment of the tolls, rates, and charges, or other remuneration to be paid in respect of such use of the tolls, rates, and charges arising from such traffic; and to enable the said Companies respectively to levy tolls on the railways comprised in any such agreement.

To sanction and confirm any contracts or agreements which may have been, or which shall be, entered into for all or any of the purposes of the intended Act, and, if necessary or expedient, to provide for the appointment of joint committees or boards of directors, for carrying into effect any such contract or agreement, or any of the objects aforesaid; and to confer upon such committees or boards such powers as may be necessary or expedient to regulate their proceedings.

To empower the two Companies, or either of them, to apply to the purposes aforesaid, or any of them, and to other the purposes of the intended Act, any capital or funds now in their possession or control; and for such purposes, or any of them, to raise additional capital, by the creation of new shares or stock in their respective undertakings, either with or without preference or priority, or guarantee in payment of interest or dividend, or with other rights, privileges, or conditions attached thereto, and by borrowing on mortgage or bond, or by all or any of those means, or by such other means as Parliament shall authorise and direct; and to divide the profits arising from or in respect of the intended railway and works between the two Companies, in such proportions as shall be agreed upon between the two Companies, or fixed and determined by the said intended Act.

And it is proposed, so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, enlarge, or repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Whitehaven and Furness Junction Railway Company, that is to say: 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; and 28 and 29 Vic., cap. 143; and also of the several Acts of Parliament following, or some of them, relating to the Whitehaven, Cleator, and Egremont Railway Company, 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 Act or Acts relating to the said Companies respectively.

And it is also proposed to incorporate with the said intended Act such provisions as may be necessary of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1861," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with any modifications thereof which may appear expedient.

And notice is hereby further given, that, on or

before the 30th day of November instant, duplicate plans and sections of the said intended railway and other works, together with a published map, whereon will be defined the general course or direction of such railway, 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 Cumberland, at his office in Carlisle, in the said county; and that, on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place, in or through which the said railway and other works are intended to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto; at his residence.

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

Dated this 10th day of November, 1865.

Currey and Holland, Solicitors, 9, Old Burlington-street, London.

John Musgrave, Solicitor, Whitehaven.

Holmes, Anton, Greig, and White, Parliamentary Agents, 18, Abingdon-street, Westminster.

Houses of Parliament Approaches.

(New Streets between Whitehall and the Houses of Parliament, and between Parliament Street and Saint James's Park; Short Extension of Thames Embankment; Arrangements with Government and Conservators of the River Thames, and Metropolitan Board of Works, and Westminster District Board of Works, and Metropolitan District Railway Company.)

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

1. To incorporate a Company (hereinafter called "the Company"):
2. To authorise the Company to make and maintain the new streets, embankment, and improvements hereinafter mentioned, with approaches, works, and conveniences connected therewith (that is to say):

A. A widening and improvement of Parliament-street, in the parish of Saint Margaret, Westminster, in the county of Middlesex, on the western side thereof, from the point where Upper Charles-street intersects the same to the southern extremity of Parliament-street at its junction with Great George-street, and the acquisition and reconstruction of that part of the northern side of Great George-street which lies between No. 21 in that street and the junction of Great George-street with Parliament-street;

B. A widening and improvement of Charles-street and Upper Charles-street, both in the parish of Saint Margaret, Westminster, on the southern sides thereof respectively, from the junction of Charles-street with Duke-street to the junction of Upper Charles-street with Parliament-street;

C. The extension of Charles-street so widened

- from Duke-street to Saint James's-park with access for foot passengers from Charles-street to Saint James's-park ;
- D. A new street, from Charles-street to Great George-street, commencing two hundred and ninety feet, or thereabouts, eastwards from the centre of Duke-street, measured along Charles-street, and terminating two hundred and seventy feet or thereabouts from the centre of Delahay-street, measured in an easterly direction along Great George-street, all in the parish of Saint Margaret, Westminster ;
- E. A new street, from Parliament-street to Duke-street, commencing by a junction with Parliament-street at a point two hundred feet, or thereabouts, measured in a northerly direction along Parliament-street from the south-western corner thereof; and terminating in Duke-street at a point one hundred and sixty-five feet or thereabouts from the centre of Charles-street, measured in a southerly direction along Duke-street ;
- F. A new street, in substitution for Delahay-street and Duke-street, the new street to commence at a point thirty feet or thereabouts from the centre of Delahay-street, measured in a westerly direction along Great George-street, and terminating by a junction with Charles-street at a point ten feet or thereabouts westward of the present centre of Duke-street at its junction with Charles-street, all in the parish of Saint Margaret, Westminster ;
- G. The erection of dwelling-houses for the industrial or labouring classes, and for shops and other buildings on the lands situate in the parish of Saint Margaret, Westminster, bounded on the northern side by Little Chapel-street, on the southern and western sides by Brewers-green, and on the eastern side by Palmer's-passage ;
- H. An improvement of Parliament-street on the eastern side thereof, from its junction with Bridge-street to the northernmost pier of the entrance gate to Richmond-terrace from Whitehall ;
- I. A new street, commencing on the eastern side of Parliament-street, the centre of which new street will be sixty feet or thereabouts northwards from the centre of Derby-street, and terminating by a junction with the Thames Embankment, at a distance of three hundred and seventy-five feet, or thereabouts from the northern abutment wall of Westminster-bridge, measured along the authorised line of the Thames Embankment, all in the parish of Saint Margaret, Westminster ;
- J. A widening and improvement of Cannon-row, on the eastern side thereof, northward from the junction of Cannon-row with Manchester-buildings, to the northern termination of Cannon-row ;
- K. The improvement of the southern approaches to the Houses of Parliament, by the widening and improvement of Abingdon-street and of Old Palace-yard, in the parishes of Saint Margaret and Saint John the Evangelist, Westminster, or one of them ;
- L. A widening and improvement of the eastern side of Millbank-street from its junction with Abingdon-street, up to and including Dorset Wharf, on the eastern side of Millbank-street, all in the parishes of Saint Margaret and Saint John the Evangelist, Westminster, or one of them ;

- M. A widening and improvement of Millbank-street on the western side thereof, from Great College-street to Wood-street ;
- N. A widening and improvement of Great College-street on the southern side thereof, from Little College-street to Abingdon-street and the acquisition of all the property bounded northwardly by Great College-street, southwardly by Wood-street, eastward by Millbank-street, and westwardly by Little College-street ;
- O. An embankment on the left bank of the River Thames, in the parishes of Saint Margaret and Saint John the Evangelist, Westminster, or one of them, being a continuation in a southerly direction of the present embankment, in connection with the Houses of Parliament for a distance of five hundred feet or thereabouts, measured along the fore-shore of the River Thames, from the south-eastern corner of the Houses of Parliament ;

The new lines of street, embankment, improvements, and works, and the lands and houses to be taken under the powers of the intended Act are situate in, or pass from, in, through, or into the parishes of Saint Margaret and Saint John the Evangelist, Westminster, in the county of Middlesex, or one of them, and the fore-shore of the River Thames, in the same parishes ;

3. To authorise the Company in connection with the new streets, embankment, improvements, and works or any of them, and as part of the works, and within those parishes, or any of them, to make and maintain junctions and communications with any existing streets intersected or interfered with or contiguous to the lines of the intended new streets, embankment and improvements, or any of them, and to alter the lines or levels of any existing streets, roads, or ways, public or private, or the pavements thereof, for the purpose of connecting the same with the intended new streets, embankment, and improvements, or of crossing under or over the same, or otherwise, and to stop up either temporarily or permanently, and appropriate for the purposes of the works and for the erection of houses and buildings : - King-street, Boar's Head-yard, Little Boar's Head-yard, Gardener's-lane, Delahay-mews, Chapel-place, Cannon-row, Richmond-terrace-mews, Derby-street, Duke-street, Delahay-street, Little Abingdon-street, Abingdon-mews, and Abingdon-buildings, and any other streets and any courts, yards, squares, passages, alleys, thoroughfares, and places, within the limits of lateral deviation shown on the plans herein-after-mentioned, and to deviate from the lines and levels of the intended works, and to construct, alter, divert, and stop up sewers, drains, subways, pipes, telegraph wires, and works :

4. To authorise the purchase by the Company, compulsorily or by agreement, of the lands and houses, and of easements over or under lands and houses within the several parishes and places before-mentioned, and to authorise the Company to erect houses, shops, and buildings, and to convey or to grant leases of the same, and also to lease and sell lands acquired by the Company :

5. To make provision for the repair and maintenance by the Metropolitan Board of Works, or the Westminster District Board of Works, or other bodies, of streets, roadways, sewers, subways, and other works formed or interfered with by the Company :

6. To vary and extinguish rights or privileges connected with lands and houses acquired for the

purposes of the intended Act, and to confer, vary, and extinguish rights and privileges :

7. To authorise the Company, and the Commissioners of Her Majesty's Woods and Forests, and the Commissioners of Her Majesty's Works and Buildings and Land Revenues, and the Conservators of the River Thames, and the Metropolitan Board of Works, and the Westminster District Board of Works, and other bodies, to enter into and carry into effect contracts and agreements for any purposes authorised by the intended Act, including the following purposes, or any of them (that is to say) :—

The construction and maintenance of the proposed works, or any of them, or any parts thereof respectively, either jointly by the Company and the Metropolitan or the Westminster Board of Works, or solely by the said Boards of Works, or either of them, or solely by the Company under the direction of the Metropolitan Board of Works, or otherwise ;

The exercise by the Metropolitan or the Westminster Board of Works of all or any of the powers of the Company under the intended Act ;

The execution by the Company, either solely or jointly with the Metropolitan Board of Works, of any work, or any part of any work, authorised to be executed by the Metropolitan Board of Works :

8. To authorise the Metropolitan Board of Works, the Westminster Board of Works, and the Commissioners of Her Majesty's Works and Buildings and Land Revenues to contribute out of any funds or property now or hereafter belonging to them respectively, or under their respective control, towards the expense of executing any work authorised by the intended Act, and for this purpose to enable the said Board of Works to make rates or to increase rates on their respective districts :

9. To authorise the Company to raise moneys by rates on the owners or occupiers of houses or lands deriving benefit from the intended new streets, embankment, and improvements :

10. To authorise arrangements between the Company and Her Majesty's Government and any municipal, parochial, ecclesiastical, commercial, financial, and other bodies and persons :

11. The alteration and adaptation for the purposes of the intended Act of the Thames Embankment (north side) or any other work already made or hereafter to be made by the Metropolitan Board of Works or any part thereof :

12. To authorise the Company and the Metropolitan District Railway Company to enter into agreements as to the mode of carrying the roadway of the intended new street from Parliament-street to the Thames Embankment over the intended Metropolitan District Railway.

13. To incorporate with the intended Act "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Companies Clauses Act, 1863."

14. To alter, amend, or repeal all or some of the provisions of the following and other Acts relating to the Metropolitan Board of Works, viz. : 18 and 19 Vict., cap. 120 ; 19 and 20 Vict., cap. 112 ; 21 and 22 Vict., cap. 104 ; and 25 and 26 Vict., cap. 102 ; and of the several Acts relating to the Thames Conservancy, viz. : 20 and 21 Vict., cap. 147 ; and 27 and 28 Vict., cap. 113 ; and also "The Metropolitan District Railways Act, 1864 ;" "The Metropolitan Dis-

trict Railways Act Amendment Act, 1865 ;" and "The Thames Embankment Acts, 1862, 1863, and 1864."

15. And notice is hereby given, that on or before the 30th day of November, 1865, duplicate plans and sections describing the lines, situations, and levels of the intended new streets, embankment, improvements, and works, and the lands and houses in, upon, or through which they will be made, or which will be required for the purposes of the intended Act, together with a book of reference thereto, and a copy of this notice, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell-green in that county ; and with the Clerk of the Peace for the city and liberty of Westminster, at the Sessions House, Westminster ; and on or before the same day copies of those plans, sections, and books of reference, and a copy of this notice, will be deposited with the clerk of the Westminster District Board of Works, that district including the parishes of Saint Margaret and Saint John the Evangelist, Westminster, at his office in Great Smith-street, Westminster.

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 16th day of November, 1865.

Newbon, Evans, and Co., 28, Nicholas-lane,
Henry E. Brown, 4, Lincoln's-inn-fields,
Solicitors.

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

In Parliament.—Session 1866.

Castle Cary and Langport Railway.
(Incorporation of Company for making Railway from the Wilts, Somerset and Weymouth Railway at Castle Cary to the Yeovil Branch of the Bristol and Exeter Railway at Langport ; Powers to Great Western and Bristol and Exeter Railway Companies.)

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

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

A railway commencing by a junction with the Wilts Somerset and Weymouth Railway, in the parish of Ansford, otherwise Almsford, in the county of Somerset, at or near a point about 190 yards south-west of the passenger platform of the Castle Cary station on the said Wilts, Somerset, and Weymouth Railway, passing thence through or into the following parishes, extra-parochial, and other places, or some of them, that is to say : Ansford, otherwise Almsford, Castle Cary, Dummer, Clanville, Cockhill, Alford, Lovington, East Lydford, Podymore, Milton, Carry Rivell, Wheathill, North Barrow, South Barrow, Babcary, Stert, Higher Farringdon, otherwise Farrington, Lower Farringdon, otherwise Farrington, Cary Fitzpaine, Lytes Cary, West Camel Puddimore, otherwise Podymore, Milton, Charlton Adam, Charlton Mac-karell, Kingsdon, Catsgore, Northover, Somerton, Somerton Erle, Long Sutton, Knowle, Upton Pisbury, Pitney, Muchelney, Carry Rivell, Huish Episcopi, Langport, Langport Eastover, Langport Westover, and Drayton, all in the county of

Somerset; and terminating by a junction with the Yeovil Branch of the Bristol and Exeter Railway, in the said parish of Huish Episcopi, at or near the point at which the public road crosses the said railway, on the level thereof, immediately adjoining, and to the south of the Langport station.

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

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

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

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Great Western Railway Company, namely, the 5 and 6 William IV., cap. 107, the 26 and 27 Vict., caps. 113 and 198, the 27 and 28 Vict., cap. 306, and the 28 and 29 Vict., cap. 299, and of the several other Acts relating to the Bristol and Exeter Railway Company.

Duplicate plans and sections describing the

lines, situation, and levels of the proposed railway, and the lands, houses, and other property, in or through which it will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, in or through which the intended railway will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 13th day of November, 1865.

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

J. Batten, Yeovil, Solicitors for the Bill.

In Parliament.—Session 1866.

Hornsey Gas.

NOTICE is hereby given, that "The Hornsey Gas Company (Limited)" (hereinafter called "The Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill to confer upon the Company all necessary powers for lighting with gas the whole of the parish of Hornsey, in the county of Middlesex, and also the detached portion of the parish of Clerkenwell, in the said county, which adjoins to the said parish of Hornsey aforesaid, and lies to the eastward of Colney Hatch-lane, in the said county, and between the several parishes of Hornsey, Tottenham, or Tottenham High Cross, and Friern Barnet, all in the said county of Middlesex, except that part of the said parish of Hornsey as lies to the south-eastward of the Seven Sisters-road, which leads from Lower Holloway to Tottenham High Cross, both in the said county (the said Seven Sisters-road inclusive), and also excepting that part of the said parish of Hornsey as lies northward of a point 350 yards, or thereabouts, northward of Coppett's Farm, situate in Tatterdown-lane, in the said parish of Hornsey aforesaid, and the said Bill will seek to confer on the Company the following, or some of the following, among other powers, that is to say:

To augment and to fix and regulate the capital of the Company, and to fix and determine the amount thereof, in respect of which the Company shall be entitled to receive dividends.

To authorise the Company to raise additional money on mortgage or bond, and by the creation and issue of shares, with or without preference or priority in payment of dividend or other advantages, and to create and issue debenture stock bearing interest; and to authorise the Company during their tenancy thereof to maintain the existing gas, and other works, buildings, apparatus, and meters, situate, lying, and being near the Hornsey station of the Great Northern Railway, in the parish of Hornsey and

county aforesaid, and on the west side of the road leading out of Hornsey-lane, otherwise Turnpike-lane, and called Clarendon-road, containing by admeasurement 3 roods and 14 perches or thereabouts, and bounded on the north, west and south, by land and property of, and belonging to, the Great Northern Railway Company, and to improve or renew the same within or upon the site thereof hereinbefore described, or in some part or parts thereof respectively.

To enable the Company to erect and maintain new, additional, or substituted gas and other works, buildings, apparatus, and meters, upon the piece or parcel of land, or upon some part or parts thereof respectively situate, lying, and being in the said parish of Hornsey aforesaid, bounded on the north by the river or stream called the Moselle and the boundary of the said parish of Hornsey aforesaid, on the south by houses called Alma-cottages and Ebenezer-cottages respectively, situate in the Clarendon-road, the said Clarendon-road, and by a straight line to be drawn from the northernmost boundary of the said cottages, extending eastward to the western boundary of the field numbered 207 on the Ordnance map or Survey of the said parish of Hornsey aforesaid; on the east by the said field numbered 207, and on the west by the embankment (forming a portion of the main line of railway) and other works belonging to the Great Northern Railway Company, and for the purchase of any portion of which the Company have now entered or may hereafter enter into any agreement or agreements with the owner or owners thereof, and to improve, extend, enlarge, renew, and increase such works as shall from time to time be deemed necessary by the Company for the purpose of erecting gas holders, or gas meters, or other works thereon, and to authorise the Company, and all corporations and public bodies, commissioners, companies, or persons, to make and carry into effect contracts and agreements for the sale of any such lands, houses, and property upon such terms and conditions as they shall respectively think fit.

To define the limits within which the Company may supply gas.

To authorise the Company to manufacture, supply, and light with gas, produced from coal or other material, and to sell and dispose thereof, and of coal, coke, tar, and other residuum and products arising from such manufacture, and to make or convert tar, pitch, ammoniacal liquors, and any residuum, into dye-wares, or other materials, and to sell and deal in the same, and also to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within the parishes or 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, rivers, and other public passages and places, and also with any sewers, drains, and pipes, in, over, or under the same, and generally to carry on the business usually carried on by gas companies.

To authorise the Company 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 or other instrument or instruments under which the Company are at present acting, and to reincorporate the Company, and to change, if deemed expedient, the name of the Company.

To incorporate with the proposed Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Gas Works Clauses Act, 1847;" "The Acts for Regulating Measures used in Sales of Gas;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Companies Clauses Act, 1863;" and of any other Act which may be necessary or expedient so to incorporate.

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

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

Dated this 13th day of November, 1865.

Tatham and Sons, 11, Staple-inn, London,
W.C., Solicitors for the Bill.

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

Titanic Steel and Iron Company (Limited).

(Alteration of Articles of Association; Confirmation of the Creation of certain Shares, and Acts of General Meetings; Provision as to Division of Shares, &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 confirm and give effect to the resolutions of the general meetings of the Titanic Steel and Iron Company, Limited (ordinary and extraordinary), or any of them.

To confirm the creation of the additional capital of the Company, and the issue of the shares of £10 each.

To alter the quorum of general meetings of the Company.

To alter and amend the scale of voting at meetings of the Company.

To authorise the division of the existing shares of the Company into shares of a smaller nominal value.

To alter and amend the qualification of the Directors of the Company.

To make other provisions incidental to the meetings, qualifications, capital, and powers, of the Company.

To amend the Memorandum of Association and Articles of Association.

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

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

Dated this 10th day of November, 1865.

Burchells, 5, Broad Sanctuary, West-
minster, Solicitors for the Bill.

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

Clyde Navigation.

(Formation of streets, or roads of access, to and from Stobcross Dock and Springfield Quay, and other works—compulsory purchase of lands—powers to Clyde Trustees to raise additional money—repeal or alteration of provisions of "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and "The Caledonian Railway (Glasgow Harbour) Act, 1864," and powers of Caledonian, Edinburgh and Glasgow and North British Railway Companies thereunder—change of levels and gradients—lateral and vertical deviations of lines of railways—further powers to and provisions affecting the North British and Caledonian Railway Companies—contribution by these Companies to expense of construction of works—powers to them to raise additional money—arrangements with these Companies—amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session thereof, by the Trustees of the Clyde Navigation, in this Notice called "the trustees," for leave to bring in a Bill for all or some of the following objects and purposes:—

—To enable the trustees to form, make, and maintain the following streets or roads and other works, or some or one of such streets or roads and other works, or some part or parts thereof, with all necessary and proper appliances, approaches, bridges, communications, and other relative works and conveniences, that is to say—

1. To widen the diversion of the Pointhouse-road, authorized by the local and personal Act relating to the Clyde Navigation, 9th Vict., cap. 23, or the Act therein recited, such widening commencing at and from the south end of the eastern side of Sandyford-street, and terminating in the intended street of 40 feet in width, authorized to be formed by the 21st section of the Edinburgh and Glasgow Railway (Extensions) Act, 1864, at the street or road numl red 104 in the parish of barony of Glasgow, on the plans deposited with the Principal Sheriff-Clerk of the county of Lanark, in the month of November, 1863, for the purposes of the Edinburgh and Glasgow Railway (Extensions) Act, 1864, and leading from the north eastern end of the lands of Stobcross to the Pointhouse-road, nearly opposite to Messrs. Barclay and Curle's patent slip, at a point on that road or street 146 yards or thereabouts to the south eastward of the south eastward corner of Stobcross House.

2. A road or street commencing by a junction with Kelvinhaugh-street, at a point on the south eastern side of that street, 56 yards, or thereabouts to the north westward of the south westward corner of St. Vincent-crescent, continuing thence in a southwardly direction, and terminating by a junction with the widening firstly before described of the said authorized diversion of the Pointhouse-road, at a point on the march or boundary dividing the lands of Stobcross and Over Newton, and which point is 363 yards or thereabouts to the eastward of the south east corner of Sandyford-street, and all necessary works connected therewith.

3. A street or road commencing at the termination of the proposed widening, firstly hereinbefore described, of the said authorized diversion of the Pointhouse-road at a point 146 yards or thereabouts to the south eastward of the south eastward corner of Stobcross House, and terminating by a junction with the west side of Finnieston-street, at a point 34 yards or thereabouts to the south of the intersection of

Finnieston-street and Stobcross-street, and all necessary works connected therewith.

4. A street or road commencing on the eastern side of Finnieston-street, at a point 27 yards or thereabouts south of the intersection of Finnieston-street and Stobcross-street, and terminating by a junction with Stobcross-street, at a point in that street opposite the southern end of Grace-street, and all necessary works connected therewith.

All which streets, roads, and other works on the north side of the River Clyde, are, or will be, situated in the barony parish of Glasgow and county of Lanark.

5. A street or road on the south side of the River Clyde, commencing at a point on the north side of the Paisley-road, opposite the north end of Pollok-street, thence proceeding in a northerly direction, and terminating by a junction with the Springfield-quay, at a point near the west end of the Springfield-shed, belonging to the trustees, and all necessary works connected therewith; which street or road, and other works are, or will be, situated in the parish of Govan, and county of Renfrew.

To authorize the trustees to purchase, take, and acquire, by compulsion or otherwise, lands, houses, heritages, and other property, for the purposes of the said several streets or roads, and other works, hereinbefore mentioned, or some of them, and of the said Bill, which several lands, houses, heritages, and other property and works before mentioned, are, or will be, situated in the barony parish of Glasgow, in the county of Lanark, and in the parish of Govan, in the county of Renfrew respectively.

To confer on the trustees all necessary and proper powers for effecting the foresaid or the following objects, or some of them, that is to say—

For power to deviate in the formation or construction of the said proposed streets or roads and other works laterally from the lines and vertically from the levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans and sections, and provided by the said Bill.

For power to make such openings in, and alterations of, the lines, stations, and works of the Edinburgh and Glasgow Railway, and of the Caledonian Railway, authorized by the Edinburgh and Glasgow Railway (Extensions) Act, 1864, or by the Caledonian Railway (Glasgow Harbour) Act, 1864, as well during the construction as after the completion of the said lines of railway, stations, and works, as may be necessary for any of the purposes of the Bill.

To occupy, use, cross, pass under or over, or alter, stop up, and divert, so far as may be necessary, for the purposes of making, maintaining, and using the said intended streets, roads, communications, and other works, or any of the works and conveniences connected therewith, and for the purposes of the Bill, either temporarily or permanently, any turnpike or other roads, streets, highways, paths, passages, bridges, sewers, telegraphic apparatus, gas, water, and other pipes, railways, and tramways, within the parishes aforesaid.

To empower the trustees, and the owners of, and other parties interested in the lands, houses, heritages, and other property required for the several purposes aforesaid, and any other bodies, companies, corporations, commissioners, trustees, and other person or persons, holding under entail, or other legal disability, to contract and agree with each other for the acquisition by the trustees of such lands, houses, heritages, and

other property, absolutely or by way of feu, lease in perpetuity, or otherwise, for such price, annual feu-duty, ground-annual, or rent charge, or for such other consideration, mortgage, or bond of the trustees, as may be fixed or agreed on as the value of such lands, houses, heritages, and other property, and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and other rights and privileges, and restrictions or prohibitions, which may affect or be affected by the construction, maintenance, or use of the said proposed streets, roads, or communications, and other works, or by the interference with any streets, lanes, courts, passages, or thoroughfares, and to execute all agreements, conveyances, contracts of feu and of ground-annual, mortgages, bonds, and other deeds necessary for these purposes.

It is also intended by the Bill to authorize and require the Caledonian Railway Company, and that Company and the Edinburgh and Glasgow Railway Company, or the North British Railway Company, as in right and place of the said Edinburgh and Glasgow Railway Company (hereinafter in this Notice called the Companies), or one or more of them, to relinquish and abandon, or otherwise to authorize the relinquishment, and abandonment of the lands, grounds, and heritages required for the said roads or streets, and other works, in so far as they are situate, or pass through any lands or heritages belonging to the Companies, or either of them. Farther, to authorize and require the Companies, or either of them, to make such lateral and vertical deviations, and to alter the levels and gradients of such parts of their lines of railway as may be necessary to permit of the said streets, roads, accesses, or other works, being formed in a proper and convenient manner, or to empower the trustees to make such deviations, or to alter such levels and gradients.

To repeal, annul, alter, or vary "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and "The Caledonian Railway (Glasgow Harbour) Act, 1864," and the several agreements set forth in the schedules to those Acts respectively, or so much of these Acts and agreements as relates to the railways, tramways, station or stations, and other works, as authorized by these Acts respectively, and also all or any contracts, agreements, and other deeds or instruments which in any way relate to these railways, tramways, station or stations, and other works, and to the lands, houses, and property authorized to be purchased for the purposes thereof, and to vary or extinguish all existing rights and privileges which would in any way prevent or hinder the purposes of the said Bill being fully effected, and to confer other rights and privileges.

To authorize and empower the trustees to sell and dispose of the lands, houses, heritages, and other property already or hereafter to be acquired by them, and which may not be wanted for the purposes of their undertaking, or of the said Bill, on such terms, and subject to such stipulations, and at such time or times, and at such price or for such consideration as the trustees may fix, or as may be provided for in the said Bill.

To authorize and empower the trustees to erect and maintain sheds, warehouses, and conveniences connected therewith, on any portion of the lands now belonging to them, or any lands which they may hereafter acquire, and to levy rates and rents in respect thereof.

To authorize and require the Companies, or one or more of them, to defray the whole or a portion of the expense of the construction and

maintenance of the said several intended roads or streets and other works and lands and other property required for the formation thereof, out of their existing funds, and any moneys which they have still power to raise, and if need be, to authorize and require the Companies, or either of them, to raise money for the several purposes aforesaid, by the creation of shares or stock in their respective undertakings, and either with or without any preference or priority in the payment of dividend, or other privileges attached thereto, over all or any of the existing obligations, preference, and ordinary capital, of the said respective Companies, and also respectively, if necessary, to alter their existing tolls or rates, or to raise money by borrowing, and by the issue of debenture stock, and by such other means as may be considered expedient, or shall be provided by the Bill, and to vary and postpone all existing rights and privileges, to give effect to any such preference or priority as aforesaid, and also to reduce, vary, or alter the powers already conferred on the Companies with respect to the raising of capital or the creation of shares.

To enable the trustees on the one hand, and the Companies or either of them, on the other hand, to enter into, and carry into effect contracts and agreements with reference to any of the objects and purposes of the Bill, and with reference to the acquisition of lands, or of any rights in lands, for the purposes of the works to be authorized by the said intended Bill, the construction, maintenance, and use of the said works—the portion of the expense thereof to be defrayed by the Companies, and other matters relating thereto, and to confirm any contracts or agreements already entered into, or which may hereafter be entered into with reference to the matters aforesaid.

To enable the trustees to borrow on the security of their present and future works, lands, and property, and of the tolls, rates, duties, and charges which they are already authorized to levy, or which they may be authorized to levy under the powers of the said Bill, additional money for the purposes of the said works and conveniences, purchase of lands, houses, heritages, and other property, to be acquired and taken under the said Bill, and for the other purposes of their undertaking.

To abolish and extinguish and free and relieve the trustees from any prohibition, or restriction, or other provision against the erection of warehouses and other works which may be contained in the title deeds of the trustees, or the title deeds of the proprietors of the Stobcross estate, or of the Companies or either of them, or in the title deeds of any other party or parties whatever, and to make such provision otherwise as may not preclude the trustees from erecting on the grounds now belonging to them, or which may hereafter be acquired by them, all such sheds, warehouses, and other works and conveniences as they may consider expedient.

To authorize the trustees to levy tolls, rates, and duties, to alter and vary the tolls, rates, and duties now leviable by them in respect of their undertaking, or some of them, and to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish all rights, franchises, exemptions, restrictions, prohibitions, rates, and privileges which would in any manner impede or interfere with the purposes and objects of the said Bill, or any of them, and to confer, vary or extinguish other powers, rights, rates, and privileges.

To incorporate with the Bill all or some of the powers and provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" and "The Railways Clauses Act, 1863;" and of any other Acts which it may be necessary to incorporate therewith, and to insert in the said Bill all other powers and provisions necessary for effecting all or any of the objects of this Notice, or which may be comprised in the Bill.

To alter, amend, enlarge or repeal, so far as necessary for the purposes of the Bill, the following local and personal Acts of Parliament, viz.:

The following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them, viz.:—9 and 10 Vict., cap. 333; 11 and 12 Vict., cap. 160; 12 and 13 Vict., cap. 39; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 21 and 22 Vict., caps. 64; 24 and 25 Vict., caps. 84 and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., cap. 237; 27 and 28 Vict., caps. 81, 271, and 279; 28 and 29 Vict., caps. 200, 217, and 328; and any other Acts relating to the Edinburgh and Glasgow Railway Company, also the several Acts following or some of them, relating to the North British Railway Company, viz.:—14 and 15 Vic., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vict., caps. 194, 213, and 226; 27 and 28 Vict., caps. 84 and 100; and 28 and 29 Vict., caps. 125, 152, 202, 206, 213, and 309, and any other Acts relating to the North British Railway Company; also the several Acts following, or some of them, relating to the Caledonian Railway Company, viz.:—"The Caledonian Railway Act, 1845;" and the several other Acts relating to the Caledonian Railway Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, and the 28th and 29th years of the reign of Her present Majesty, and any other Acts relating to the Caledonian Railway Company; also the Acts following, or some of them, relating to the Clyde Navigation, viz.:—"The Clyde Navigation Consolidation Act, 1858;" and the provisions unrepealed of the Acts referred to in the schedule of that Act; and "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864;" and any other Acts relating to the Clyde Navigation; also "The Glasgow Police Act, 1862."

And notice is hereby further given, that duplicate plans and sections describing the lines, situations, and levels of the said proposed new streets or roads, and other works, 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 several objects, 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 Edinburgh Gazette, will be deposited for public inspection, on or before the 30th day of November, 1865, in the office of the Principal Sheriff-Clerk for the county of Lanark, at his office at Glasgow, and in the office of the Principal Sheriff-Clerk of the county of Renfrew, at his office in Paisley, and a copy of the said plans, sections, and book of reference, together with a copy of the said Notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection with the schoolmasters, or if there be no schoolmasters, with the session-clerks of the barony parish of Glasgow and Govan respectively, at the usual places of abode of such schoolmasters or session-clerks, and also with the town clerks of the royal burgh of Glasgow, at their office in Glasgow.

And notice is hereby lastly given, that, on or before the 23rd day of December, 1865, printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1865.

A. Turner, Town Clerk of Glasgow, and Secretary to the Clyde Navigation Trustees, Glasgow, Solicitor for the Bill.

Simson and Wakeford, 22, Abingdon-street, Westminster, Parliamentary Agents.

North British Railway.

(New Works and Additional Powers.)

(New Railways and Works and Additional Lands in the counties of Dumbarton, Lanark, Linlithgow, Edinburgh, the city of Edinburgh, Roxburgh, Fife, Clackmannan, and Perth; Deviations and Extension of time for the compulsory purchase of Lands and Construction of Works; Extinction of Separate Interests of Shareholders and Holders of Mortgages of Fife and Kinross Railway Company; Provision as to the Wansbeck Preference Shares; Arrangement with the Midland Railway Company for Joint Goods Station at Carlisle; Arrangement with the Corporation of Edinburgh with respect to Markets and Station Improvements; Extension of time for the sale of Superfluous Lands; Additional Capital; Amendment of Acts; and other purposes.)

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

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

A railway or siding, hereinafter referred to as Railway No. 1, commencing in the parish of Kirkintilloch, in the county of Dumbarton, by a junction with the North British (late Edinburgh and Glasgow) Railway, at or near a point fifty yards, or thereabouts, measuring in an easterly direction along said railway, from the bridge at Campsie Junction Station carrying said railway over the road leading from Kirkintilloch to Auchinloch, and terminating in the parish of Cadder, in the

county of Lanark, by a junction with the Garngabber Branch of the North British (late Edinburgh and Glasgow) Railway at a point 460 yards, or thereabouts, measured along said branch in a north-westerly direction, from opposite the mile-post on the North British (late Monkland and Kirkintilloch) Railway, indicating the distance to be one and a-half miles from Kirkintilloch; which railway will pass from, through, or into, or be situate within the parish of Kirkintilloch, in the county of Dumbarton, and the parish of Cadder, in the county of Lanark.

A railway or siding, hereinafter referred to as Railway No. 2, in continuation of the existing siding, which passes through the goods shed to the loading bank at Linlithgow Station, and commencing at the termination thereof, in the parish of Linlithgow, in the county of Linlithgow, forty yards, or thereabouts, in a westerly direction from the westmost end of the said goods shed, passing thence in a line with the said existing siding, and parallel with and adjoining the North British (late Edinburgh and Glasgow) Railway, on the south side thereof, and terminating in the said parish and county by a junction with the Company's existing siding, known as Lawrie's Siding, at a point on said siding 385 yards, or thereabouts, measuring along the said railway to the westward of the south-west corner of the Company's booking-office at Linlithgow Station; which intended railway or siding will be wholly situated in the parish of Linlithgow, royal burgh of Linlithgow, and county of Linlithgow.

A railway or siding, hereinafter referred to as Railway No. 3, commencing by a junction with the North British (late Edinburgh and Glasgow) Railway, at or near a point forty-eight yards, or thereabouts, to the westward of the south-west corner of the Company's booking-office at Linlithgow Station, in the parish of Linlithgow, in the county of Linlithgow, and passing thence parallel with and adjoining the said railway, on the north side thereof, and terminating in the said parish and county, by a junction with the same railway, at or near a point 385 yards, or thereabouts, westward from the said booking-office; which railway or siding will be wholly situated in the parish of Linlithgow, and royal burgh of Linlithgow, and county of Linlithgow.

A branch railway, hereinafter referred to as Railway No. 4, commencing by a junction with the main line of the North British Railway, on the west side thereof, at or near a point about 400 yards northwards from the booking-office at St. Boswell's Station of the said railway, in the parish of Melrose and county of Roxburgh, and terminating by a junction with the said main line, in the parish of Melrose and county foresaid, at or near a point about 280 yards southwards from the said booking office, which branch railway and relative works will be wholly situate in the parishes of Melrose and St. Boswell's, or one of them, and county of Roxburgh.

A branch railway, hereinafter referred to as Railway No. 5, commencing by a junction with the main line of the North British Railway, at or near a point in the parish of Melrose foresaid, about 400 yards northwards from the booking-office of the St.

Boswell's Station, and terminating at a point in the said parish of Melrose, in a field belonging to the North British Railway Company, immediately to the east of St. Boswell's Station, such point being distant about ninety-three yards in an easterly direction from the said booking-office of that station; and which branch railway and relative works will be wholly situate in the parish of Melrose and county of Roxburgh.

And it is proposed by the said intended Act to authorize a deviation or new line of railway in lieu of part of Railway No. 11, authorized by the "North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863," and which deviation is hereinafter called the "Glenfarg Deviation," commencing in the parish of Abernethy, in the county of Fife, by a junction with the said Railway No. 11, in a field or inclosure belonging to the Earl of Mansfield, numbered 1.1, in the said parish, on the plans deposited with reference to the said Act, and therein referred to, and situated to the south-east of Old Fargie Cottages, and terminating in the parish of Dron, in the county of Perth, by a junction with the said Railway No. 11, in a field or inclosure belonging to John Beatson Bell, numbered 28 in the parish of Dron on the said deposited plans, and situated to the south-east of Glenfarg Cottage; which diversion and works will be situate in the parishes of Abernethy and Arngask, in the county of Fife, the parish of Abernethy, in the county of Perth, and the parish of Dron, in the county of Perth, or some or one of them.

And to authorize the abandonment and relinquishment of so much of the said Railway No. 11 as is situated between the aforesaid two points of junction, and as will be rendered unnecessary by the said proposed deviation.

To empower the Company, and the lord provost, magistrates, and town council of the city of Edinburgh (hereinafter called the Corporation of Edinburgh), to enter into agreements and arrangements for the transfer by the Corporation of Edinburgh of the fruit and vegetable market of the said city, and the whole lands and buildings connected therewith, to the Company, or otherwise to vest the same in the Company, for the enlargement of their station at Edinburgh, and for providing by the Company of a new or substituted market in lieu of the said fruit and vegetable market, upon lands belonging to the Company adjoining to Princes-street and Waverley Bridge, in the parish of St. Andrew, of the said city of Edinburgh; and for all other purposes incident to and necessary for carrying into effect the aforesaid objects, and to confirm any agreement or agreements between the Company and the Corporation of Edinburgh, having reference to the aforesaid substitution of a new market for the present fruit and vegetable market; to enable the Company to convey to the said Corporation of Edinburgh so much of the foresaid lands of the Company at Edinburgh as is situate between Princes-street and a line drawn from east to west through the said lands forty-eight yards, or thereby, northward of the north wall of Canal-street, and parallel to that street, excepting so much thereof as is necessary for the formation of a footpath or road of twenty feet in breadth along the eastern boundary of the said lands, to lead from Princes-street to the railway station, and to the said proposed new or substituted market, or some part or parts of the said lands, and with and under such reservations and obligations as have been or may be agreed upon, or as may be provided by the said Act.

To authorize the alteration and widening of so

much of the street or road called Waverley Bridge, as lies between a point in the parish of St. Andrew, and city and county of Edinburgh, and county of the city of Edinburgh, where the said road or street joins Princes-street of the said city, and a point on the said street or road in the High Church parish of Edinburgh, in the line of the north wall of the street called Canal-street, at the junction with the said street or road, and also the altering and widening of so much of the said street or road as lies between the point therein last mentioned, and a point in the said High Church parish, where the said street or road joins Market-street of the said city, or some part or parts thereof; and which alterations and widening are wholly situated in the parish of St. Andrew, and High Church parish, in the city and county of Edinburgh, and county of the city of Edinburgh.

To authorize the diversion and alteration of so much of the road or street called Market-street, in the city of Edinburgh, as lies betwixt a point in the High Church parish aforesaid, where the road to the Middle Market joins Market-street, and a point in the said High Church parish where Market-street joins the street called Low Market-street; such last-mentioned point being on a line with the west side of the stair which leads from the Fish Market to Low Market-street; and which diversion and alteration will be wholly situate in the said High Church parish and city and county of Edinburgh, and county of the city of Edinburgh; and to make provision for the enlargement of the Fish Market upon the north-west thereof:

To empower the Company, for the purpose of improving the railway approaches to the station at Edinburgh, from the east, and giving increased tidng and standage accommodation, to arch or otherwise span and cover over such portions as are not already crossed over and occupied by the railway works of the Company, of the street or road called Leith Wynd, between its junction with the street called Old Physic Gardens, in the parishes of Trinity College and Canongate, in the city and county of Edinburgh, and the northmost archway now carrying the railways of the Company over the said street or road, in the said parishes of Trinity College and Canongate; and which arching or covering over the said street or road, and other relative works aforesaid, will be wholly situate in the said parishes of Trinity College and Canongate, and city and county of Edinburgh, and county of the city of Edinburgh.

To empower the Company to stop up and discontinue as a public thoroughfare, and to appropriate to the uses of the Company so much of the public street or road, situate in the parish of Linlithgow, Royal burgh of Linlithgow, and county of Linlithgow, called Easter Wynd or St. Michael's Well Wynd, as lies between a point on the said wynd on the north side of the North British (late Edinburgh and Glasgow) Railway at Linlithgow, eleven yards or thereabouts to the west of the west abutment of the bridge carrying the said railway over the said wynd, and a point in said wynd opposite to the north-west corner of the United Presbyterian Church, and fifty yards or thereabouts, measured southwards along said wynd, from the south boundary wall of the said railway:

To authorize the formation of two ventilating shafts or eyes in the tunnel upon the line of the North British (late Edinburgh and Glasgow) Railway between Haymarket station and West Princes-street-gardens, in the city of Edinburgh, upon lands belonging to the Company, and one of which shafts or eyes will be situated upon the

north-west side of St. Cuthbert's-lane, sixty-nine yards or thereabouts north-east from Torphichen-street, and the other of the said shafts or eyes will adjoin the building line of the east side of Thomas-street, about fifty-six yards southwards of the south building line of Torphichen-street, all in the parish of St. Cuthbert's, and city and county of Edinburgh, and county of the city of Edinburgh.

To empower the Company to acquire, by compulsion or agreement, lands, houses, and property in the several parishes and royal burghs aforesaid, for all or any of the purposes aforesaid:

And also the lands, houses, or property for additional siding and station accommodation hereinafter described or referred to, that is to say—

Certain lands, houses, and property, situate in the parish of South Leith, in the county of Edinburgh and county of the city of Edinburgh, lying on the east side of the street called Leith-walk, and extending along said street from the west end of the road called Lovers-lane, at the point where the said road joins Leith-walk, in a north-easterly direction 100 yards or thereabouts, bounded on the south by so much of the Lovers-lane as extends from the said point of junction of the Lovers-lane with Leith-walk, to a point 310 yards or thereabouts, measured along said lane, and a line drawn from the last-mentioned point to a point on the west side of the Easter-road, eighty yards to the north of the north-east corner of the house belonging to the Governors of the George Heriot's Hospital, and occupied by John Wilson; on the east by so much of the Easter-road as lies between the last-mentioned point and the point where said road is crossed by the centre line of Railway No. 1, of the authorized North British (Edinburgh, Dunfermline, and Perth) Railway, as shown upon the deposited plans of the said railway, and referred to in the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1862; and on the north by the said centre line of said railway, as shown upon the said deposited plans.

Certain lands in the parish of Saint Cuthbert's, and county of Edinburgh, and county of the city of Edinburgh, forming a strip of ground extending along the south-east side of the Leith branch of the North British (late Edinburgh, Perth, and Dundee) Railway, near to Bonnington station, for a distance of 120 yards or thereabouts, measuring in a south-westerly direction from the west wall of the offices of Bonnington Brae House, belonging to and occupied by John Junner, fourteen yards or thereabouts at its greatest width, and situate between the said branch and the Water of Leith.

A house or building in the parish of St. Andrew, and in the city and county of Edinburgh, and county of the city of Edinburgh, situated on the south side, and bearing the number eight of Princes-street, in the said city, and commonly called Kennedy's or Graham's Hotel.

Certain lands and property situate in the parish of Corstorphine, in the county of Edinburgh, consisting of (first) a strip of land parallel with and adjoining the north side of the Company's station at Corstorphine, and already enclosed by a stone wall on the north and north-west sides, twenty-three yards or thereabouts at its greatest width, and extending in an easterly direction along said wall,

from the road leading from Corstorphine village to the turnpike road from Edinburgh to East Calder, 180 yards or thereabouts; and (second) strip of land on the south side of said station, bounded on the south and west by the said road, and extending from the bridge carrying the said railway over the last-mentioned road in an easterly direction, sixty yards or thereabouts.

Certain lands, houses, and property situate in the parish of Currie, in the county of Edinburgh, forming a strip of ground parallel with and adjoining the south side of the Company's property at Gogar Goods station, and already enclosed on the south side by a stone wall, twenty-eight yards or thereby at its greatest width, and extending along the said wall in a westerly direction, ninety yards or thereby from the fence wall on the west side of the road leading to said goods station.

Certain lands and houses in the parish of Kirkliston, in the county Linlithgow, adjoining the railway and station of the Company at Broomhouse, on the north-east side thereof; bounded on the north-east and east by the public road leading from Broomhouse station to Broomhouse farmhouses, and on the west by the railway and station of the Company.

Certain lands and property situate in the parish of Livingston, in the county of Linlithgow, forming a strip of ground parallel to, and adjoining the south-side of the Edinburgh and Bathgate Railway and station at Livingston, bounded on the north and west by said railway and station, on the south and east by a line drawn in a north-easterly direction from a point measured along the road leading to the said station 60 yards or thereabouts south from the south-east corner of the station-house, to a point on said railway 200 yards or thereabouts east from the east end of the station-house.

Certain lands and property situate in the parishes of Maryhill and Springburne, and partly in the royal burgh of Glasgow, in the county of Lanark, adjoining the railway and workshops of the Company at Cowlares station, bounded on the east and partly on the north by the said railway and workshops, on the south by a line drawn from the Company's fence opposite the pointsman's box at the south end of Cowlares station, in a westerly direction through the plantation belonging to Miss Marion Gourlay, at the north side of Cowlares House, for a distance of 220 yards or thereabouts from said box to a point at or near the north-west corner of said plantation, on the west by a line drawn from the last-mentioned point in a northerly direction to a point at the north corner of a triangular shaped plantation belonging to Captain John Campbell, which plantation adjoins the west end of the culvert carrying the North British (late Edinburgh and Glasgow) Railway over the Possil Burn, on the north by a line drawn from the last-mentioned point along the north-east boundary of said plantation till it joins the Company's fence at or near the same end of the said culvert; and also a certain strip of land situated in the said parish of Springburn, and royal burgh of Glasgow and county foresaid, parallel with and adjoining the east side of the railway and station buildings of the Company, twenty-two yards or thereby in width, and extending from the pointsman's box on the east side, and at the south end of

the said station in a north-easterly direction to a point on the Company's boundary fence at or near the east corner of the reservoir at Cowlares station, belonging to the Company, and measuring 225 yards or thereabouts in length.

Certain lands and property situate in the parish of Dumbarton, royal burgh of Dumbarton, in the county of Dumbarton, adjoining Dumbarton passenger station on the south side thereof, bounded on the north, east, and west by the road leading from College-street and Church-street respectively, to said station, and extending westwards along the said road for seventy yards or thereabouts, from a point on the said road thirteen yards from the gate at the junction of the said road with Church-street, and measuring ten yards or thereabouts at its greatest width.

And for enabling the Company more effectually to carry out the obligations undertaken by them under "The Perth General Station Act, 1865."

Certain enclosed grounds extending to 4 acres, and 8-10ths of an acre in area or thereby, partly occupied by railway works, in the East Church parish of Perth, and royal burgh and county of Perth, held by the Company on lease from Sir Thomas Moncrieffe, Bart., and adjoining the east side of the Caledonian (late Scottish Central) Railway, for a distance of 355 yards measuring southwards from a point five yards to the south of the southern abutment of the bridge which carries the Scottish Central Railway over Craigie Burn.

And also the lands hereinafter mentioned for the purpose of erecting gate-keepers' lodges at level crossings of the railway.

Certain lands in the parish of Dunfermline and county of Fife, where the Charleston branch of the North British Railway crosses the road leading to the Charleston foundry and the iron mill, and upon the east side of said branch and the south side of the said road so crossed.

Certain lands in the last-mentioned parish and county where the last-mentioned branch crosses the road leading to Charleston from the Queensferry turnpike, and upon the south side of the said branch and west side of the road so crossed.

Certain lands in the parish of Leuchars and county of Fife where the North British (late Edinburgh, Perth, and Dundee) Railway crosses the Seggiehill-road, and upon the north side of the railway and east side of the road so crossed.

Certain lands in the parish of Cults and county of Fife where the last-mentioned railway crosses the road leading to Cults Mill from Springfield, and upon the north side of the said railway and the west side of the road so crossed.

Certain lands in the parish of Collessie and county of Fife where the last-mentioned railway crosses the road leading from Pitlessie to the turnpike road from Cupar to Collessie, and upon the north side of the railway and west side of the road so crossed.

Certain lands in the parish of Alloa and county of Clackmannan where the North British (late Alva) Railway crosses the road leading from the Tullibody-road to Menstrie Mill, and upon the north-east side of the said railway and south-west side of the road so crossed.

To vary and extinguish all existing rights and privileges connected with any lands, houses, or property proposed to be purchased or appro-

appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such purchases, or any of them, and to confer other rights and privileges.

To deviate in constructing the said intended railways and works from the line or lines and levels delineated on the plans and sections, to be deposited as after mentioned, to such extent as will be defined on the said plans, or be provided for in the said Act.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike or other roads, highways, tramways, railways, canals, rivers, and streams, pipes, and works of every description within or adjoining to the foresaid parishes and other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To authorize the Company to levy tolls, rates, duties, and charges for or in respect of the said railways and works, or for any other purposes, and to alter existing tolls, rates, duties, and charges, and to grant exemptions from the payment of such tolls, rates, duties, and charges.

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

To provide for the extinction of the Fife and Kinross Railway Company as a separate body corporate for the winding-up of its affairs, and the other purposes provided for in "The Edinburgh, Perth, and Dundee, Fife and Kinross (Amalgamation Act), 1862," and for the incorporation of the holders of Fife and Kinross ordinary shares or stock, and of Fife and Kinross preference shares or stock, in the Company, with the other shareholders of the Company, and for altering, regulating, and fixing the preferences and priorities of the said shareholders respectively in the capital of the Company; the conversion of the Fife and Kinross ordinary shares or stock into Edinburgh, Perth, and Dundee ordinary stock of the Company; to alter, fix, and regulate the rate of interest or dividend on the Fife and Kinross preference shares or stock; and to authorize the Company to guarantee a fixed or graduated dividend upon the said shares or stock, with such preference or priority as may be fixed by the said Act; to impose on the Company, or otherwise, to provide for the payment out of their general funds of the principal and interest of the Fife and Kinross mortgage debt; to enable the Company to exercise the powers vested in the Fife and Kinross Railway Company for the raising of money by the creation and issue of shares, or by loan on mortgage, in so far as unexercised; to provide for the discharge of the liabilities affecting the Fife and Kinross Railway; to dispense with the keeping of separate accounts of the capital and revenue of the Fife and Kinross Railway; to extinguish the lien of the holders of the Fife and Kinross shares or stock and mortgages over the Fife and Kinross Railway, and every other separate right and interest reserved or competent to them under the last recited Act, or under "The North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863," or otherwise:

To enable the Company (now amalgamated with the Wansbeck Railway Company) to alter, fix, and regulate the rate of dividend authorized to be guaranteed on the new shares of the Wansbeck Railway Company under "The North British

Railway (Wansbeck Railway and Finance) Act, 1863," or otherwise to cancel the said new shares of the Wansbeck Railway Company so authorized to be raised, and to issue other shares of the Company in lieu thereof with or without any preference, priority, or guarantee in payment of dividends, and to regulate and fix the preferences or priorities of the holders of such shares in the capital of the Company:

To empower the Company and the Midland Railway Company to enter into agreements with reference to the construction, use, management, and maintenance of the goods station which the Company propose to construct upon land which they are authorized to acquire at Carlisle, upon the west side of the river Caldew, and between the Caldew Bridge and Nelson Bridge over the said river, and to make provision for the future management, government, working and use of the station so to be established; and to confirm any agreement or agreements entered into, or to be entered into, between the Company and the Midland Railway Company, with reference to the joint ownership or joint interest of the said two Companies in, and the management, working, and use of, such station; and to enable the Company to grant and convey to the Midland Railway Company a joint interest in the said station, and to enable the Midland Railway Company to acquire and to apply their funds in or towards acquiring such joint interest, upon such terms and conditions as may be agreed upon between the said two Companies, or as may be provided for in the said Act, subject to such alterations as Parliament may require:

To extend the time limited by "The North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863," for the purchase by compulsion of the lands, houses, and buildings, or some of them, required for the purposes of the undertaking by that Act authorized; and also to extend the time now limited for the construction and completion of the railways and works by that Act authorized:

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

And for the purposes aforesaid, it is intended, if need be, to alter, amend, and extend or repeal all or some of the powers and provisions of the several Acts following, or some of them, that is to say, Acts relating to the North British Railway Company:—14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., 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. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the

North British Railway Company:—57 Geo. III., cap. 66; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict., caps. 81, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 116, 118, 127, and 160; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., 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 188; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; and 28 and 29 Vict. caps. 200, 213, 217, 328, and 356; and all other Acts relating to the Edinburgh and Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company:—9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; and the several Acts therein recited so far as not repealed thereby; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201; and all other Acts, if any, relating to the Monkland Railways Company. The Caledonian Railway Act, 1845; and the several other Acts relating to the Caledonian Railway Company passed in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and twenty-eighth and twenty-ninth years of the reign of Her present Majesty. Acts relating to the Scottish Central Railway Company, now amalgamated with the Caledonian Railway Company, namely, 22 and 23 Vict., cap. 83; 26 and 27 Vict., caps. 149 and 223; 27 and 28 Vict., caps. 100, 214, and 292; 28 and 29 Vict., caps. 133 and 134; and all other Acts, if any, relating to that Company. Acts relating to the Midland Railway Company:—7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 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; 28 and 29 Vict., caps. 98, 178, 327, 335, 359; and all other Acts (if any) relating to the Midland Railway Company. The Act 9 and 10 Vict., cap. 204, and the several other Acts relating to the London and North Western Railway Company, passed respectively in the several sessions of Parliament held in the 8th and 9th years of the reign of Her present Majesty, and in every subsequent year; the Acts 7 Vict., cap. 37; 8 and 9 Vict., cap. 83; 9 and 10 Vict., cap. 257; 12 and 13 Vict., cap. 87; 20 and 21 Vict., cap. 161; 21 and 22 Vict., cap. 128; 22 and 23 Vict., cap. 124; and 24 and 25 Vict., cap. 166; and any other Acts relating to the Lancaster and Carlisle Railway Company. The Carlisle Citadel Station Act, 1861; "The Scot-

tish North Eastern Railway Act, 1863," and the several Acts therein recited. "The Alyth Railway Act, 1864," and the several Acts therein recited. "The Scottish North Eastern and Perth Almond Valley and Methven Railway Act, 1864," and the several Acts therein recited. "The Denburn Valley Railway Act, 1864," and the several Acts therein recited. "The Scottish North Eastern Railway (Newtyle and Meikle Junction) Act, 1864," and "The Scottish North Eastern Railway (Dundee and Forfar) Act, 1864," "The Scottish North Eastern Purchase of Carmyllie Railway Act, 1865," and all other Acts relating to the Scottish North Eastern Railway. Acts relating to the Inverness and Perth Junction Railway Company, namely, 24 and 25 Vict., cap. 186; 26 Vict., caps. 58 and 61; and the Act 28 and 29 Vict., cap. 168, incorporating the Highland Railway Company; and all other Acts, if any, relating to that Company. Acts relating to Perth General Railway Station:—28 and 29 Vict., caps. 252 and 253. Acts relating to the Fife and Kinross Railway:—18 and 19 Vict., cap. 127; 20 and 21 Vict., cap. 129; 21 and 22 Vict. cap. 65; and 25 and 26 Vict., cap. 181; and all other Acts relating to the Fife and Kinross Railway Company. "The Alva Railway Act, 1861;" "The Wansbeck Railway Act, 1859;" "The Leslie Railway Act, 1857." Acts relating to the royal burgh or city of Edinburgh:—The Acts 3 Geo. IV., cap. 91; 7 and 8 Geo. IV., cap. 76; 1 and 2 Will. IV., cap. 45; 1 and 2 Vict., cap. 55; and 4 Vict., cap. 15, and all other Acts relating to the royal burgh or city of Edinburgh.

And notice is hereby also given, that a plan and section in duplicate, relating to each of the said railways and works; a plan showing the lands and buildings respectively, which may be taken under the compulsory powers of the intended Act; a book of reference to each such plan, and, in the case of a railway, a published map, with the line of railway delineated thereon; showing its general course and direction, will be deposited as follows, that is to say, as regards Railway No. 1, with the principal Sheriff Clerk of the county of Dumbar-ton, at his office at Dumbar-ton; and with the principal Sheriff Clerk of the county of Lanark, at his offices at Glasgow, Airdrie, Hamilton, and Lanark, respectively; as regards Railways No. 2, and No. 3, respectively, and all other works, lands, and buildings, in the county of Linlithgow, with the principal Sheriff Clerk of the county of Linlithgow, at his office in Linlithgow; as regards the Glenfarg deviation, with the principal Sheriff Clerk of the county of Fife, at his offices at Dunfermline and Cupar respectively; and with the principal Sheriff Clerk of the county of Perth, at his offices at Perth and Dunblane respectively; as regards all works, lands, and buildings, in the county of the city of Edinburgh only, or partly in the county of the city of Edinburgh, and partly in the county of Edinburgh, with the principal Sheriff Clerk of the county of Edinburgh, and the principal Sheriff Clerk of the county of the city of Edinburgh, at their respective offices at Edinburgh; as regards Railway No. 4, and Railway No. 5, with the principal Sheriff Clerk of the county of Roxburgh, at his office at Jedburgh; as regards all other works, lands, and buildings in the county of Edinburgh only, with the principal Sheriff Clerk of the county of Edinburgh, at his said office; as regards all other works, lands, and buildings in the counties of Lanark, Dumbar-ton, Perth, and Fife, with the principal Sheriff Clerks of those counties respectively, at their respective offices hereinbefore mentioned; and as regards all works, lands, and buildings in the county of Clackmannan, with the principal Sheriff Clerk of that county, at his office in Alloa; and that copies

of so much of the plans, sections, and books of reference as relates to any parish or extra-parochial place, in or through which the said intended works are proposed to be made; or lands or buildings are situate, will be deposited, in the case of a parish, with the schoolmaster, or if there be no schoolmaster, then with the Session Clerk of such parish, or in the case of an extra-parochial place, of some parish adjoining thereto, at the usual place of abode, of such schoolmaster or Session Clerk; and that so much of the plans, sections, and books of reference as relates to the Royal burghs of Edinburgh, Linlithgow, Glasgow, Dumbar-ton, or Perth, will be deposited with the town clerk of the said Royal burgh to which the same so relates, at his office in Edinburgh, Linlithgow, Glasgow, Dumbar-ton, or Perth, as the case may be; and that all such deposits will be made before the 1st day of December, 1865, and will be accompanied by a copy of this notice; and 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, 1865.

Dated this 11th day of November, 1865.

Adam Johnstone, Edinburgh, Solicitor for the said Company.

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

City of Glasgow Improvements and New Streets.

(Constitution of Trustees or Commissioners; Construction of New, and Widening and Altering of Existing Streets; Powers to Maintain and Regulate, and when Completed, to Transfer Streets to Board of Police of Glasgow, to be Maintained as Public Streets, within the meaning of "The Glasgow Police Act, 1862;" Power to Purchase Lands and Houses by Compulsion and otherwise; and to pull down existing Houses, and to erect Houses and Buildings, and to effect Improvements within various Districts of the Municipality of Glasgow; Public Parks; Power to Sell and Lease Lands and Houses; to Build, Maintain, Let, and Sell Houses for the Use and Accommodation of the Labouring Classes; Power to Corporation of Glasgow and Commissioners or Trustees, or either of them, to levy Rates and Assessments, and to Borrow Money and Apply Funds; Alteration of Rates and Assessments; Arrangements between Corporation and Board of Police of Glasgow, and North British, Caledonian, and City of Glasgow Union Railway Companies, or one or more of them, and Commissioners or Trustees; Powers to above-named Railway Companies, or one or more of them, to Subscribe to Expense of Works, and to Sell, Purchase, and Exchange Lands, and to modify and alter their Works; Power to Commissioners or Trustees to make Bye-laws; Amendment of Acts, and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof, by the Lord Provost, Magistrates, and Council of the City of Glasgow (in this Notice called the Corporation) for leave to bring in a Bill for the following, or some, or one, of the following, among other objects, powers and purposes, that is to say:

To constitute and incorporate the corporation a board of commissioners or trustees, or to constitute and incorporate a board of commissioners or trustees, in this notice hereinafter called "The Commissioners or Trustees," for the purposes of

the Bill, and of carrying the purposes of the said Bill into execution, and to exercise the powers thereof within the city and royal burgh of Glasgow and the parishes following, viz.: The city parish, the barony parish, the parish of St. Paul or Outer High parish, the parish of Laurieston, the parishes of Gorbals, Govan, Springburn, Calton, St. James, St. Mary, St. Andrew, Blackfriars, St. David, St. John, St. Luke, and Chalmers,—all in the county of Lanark, or within such smaller limits as may be prescribed by the Bill, and to regulate the election or appointment of such commissioners or trustees, and to prescribe their rights, duties, and powers.

To confer on the said commissioners or trustees all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:

NEW STREETS.

To make the following new streets, viz. —

(1). A new street commencing from and out of the North-eastern termination of James-street, Greenhead, and terminating on the west side of Green-street-lane, at a point ninety-five yards, or thereby, measuring north-eastward in a straight line from the commencement of said street.

(1a). A new street commencing from and out of Green-street-lane, at a point immediately opposite the termination of the new street last above described, and terminating in Main-street, Bridgeton, opposite to the place at which the said street unites with Dalmar-nock-road.

(2). A new street commencing from and out of Dalmar-nock-road at or near the junction thereof with Main-street, Bridgeton, and terminating in London-road, at a point in said road seventy-three yards or thereby eastward from the southwestern corner of said road at its junction with Canning-street.

(3). A new street commencing from and out of the northern termination of Sister-street, and terminating in Park-lane, at a point fifty-three yards, or thereby, northwards from the commencement of said new street.

(4). A new street commencing from and out of Canning-street, at a point twenty-two yards, or thereby, north-eastward from the north-eastern corner of Greenhead Church, and terminating in the south side of Mackechnie-street, at a point fifty yards, or thereby, west of the junction of said street with Park-lane.

(5). A new street commencing from and out of the north side of Mackechnie-street, at a point forty yards, or thereby, west of the junction of said street with Park-lane, and terminating in Little-street, opposite the south end of Marlborough-street.

All the foregoing streets and places being in the parish of Calton, in the city of Glasgow, and county of Lanark:

(6). A new street commencing from and out of the north side of Great Hamilton-street, at a point at or nearly opposite to its junction with Morris-place, and terminating in the south side of Kirk-street, at a point ninety yards, or thereby, east of the junction of Kirk-street with Well-street.

(7). A new street commencing from and out of the north side of Kirk-street, at a point ninety-one yards, or thereby, east of the junction of Kirk-street with Main-street, and terminating in the south side of King-street, opposite the south end of Claythorn-street.

(8). A new street commencing from and out of the northern termination of Risk-street, and

terminating in the south side of Kirk-street, at a point eighty-three yards, or thereby, west of the junction of Kirk-street with Green-street.

(9). A new street commencing from and out of Main-street, at a point eighty-one yards, or thereby, north of the junction of Main-street with Kirk-street, and terminating at the west termination of Union-place.

All the streets and places in Nos. 6, 7, 8, and 9, being in the city parish, parish of Calton, and quoad sacra parishes of St. Luke and St. James, and royal burgh of Glasgow, and county of Lanark.

(10). A new street commencing from and out of the north side of Great Hamilton-street, in the city parish, and quoad sacra parish of St. James and royal burgh of Glasgow, opposite the north end of Somerville-place, and terminating at the south side of New-street, in the barony parish and quoad sacra parish of St. Luke, at a point seventy-six yards, or thereby, westward from the junction of New-street with Well-street.

(11). A new street commencing from and out of the north side of New-street in the barony parish and quoad sacra parish of St. Luke, at a point seventy-three yards, or thereby, west of the junction of New-street with Main-street, and terminating at Calton-mouth, in the city parish and quoad sacra parish of St. James, and royal burgh of Glasgow, at a point in Calton-mouth thirteen yards, or thereby, south-east of the south corner of the junction of Gallowgate-street with Calton-mouth.

(12). A new street commencing from and out of the west side of Main-street, in the parish of Calton and quoad sacra parish of St. Luke, at a point eighty-one yards, or thereby, north of the junction of Main-street with New-street, and terminating in the east side of Kent-street, in the city parish and quoad sacra parish of St. James, and royal burgh of Glasgow, at a point sixty-three yards, or thereby, south of the eastern junction of Kent-street with Gallowgate-street.

(13). A new street commencing from and out of the north side of Gallowgate-street, in the city parish and quoad sacra parish of St. John and royal burgh of Glasgow, opposite the north end of South St. Mungo-street, and terminating in the south side of Græme-street, in the same parishes and royal burgh, at a point thirty-eight yards, or thereby, west of the junction of Græme-street with East Campbell-street.

(14). A new street commencing from and out of Græme Street, at a point in Græme-street twenty yards, or thereby, east of the north-east corner of Great Dovehill, in the city parish and quoad sacra parishes of St. John and St. James and royal burgh of Glasgow, and terminating in the east side of High-street, in the city parish and quoad sacra parishes of Blackfriars and said royal burgh, opposite to the east end of Bell-street.

(15). A new street commencing from and out of the north side of Gallowgate-street, in the city parish and quoad sacra parish of St. James and royal burgh of Glasgow, opposite the north end of Charlotte-street, and terminating at a point in the new street immediately before described, in the city parish and quoad sacra parish of St. James and said royal burgh, one hundred and five yards, or thereby, west of the north-west corner of Great Dovehill.

(16). A new street commencing from and out of the north-west corner of St. Andrew-square, in the city parish, and quoad sacra parish of St. Andrew and royal burgh of Glasgow, and terminating in the south side of London-street, in the same parishes and royal burgh, at or near a point

immediately to the east of St. James's Free Church.

(17). A new street commencing from and out of the north side of London-street, in the city parish, and quoad sacra parish of St. Andrew and royal burgh of Glasgow, at a point seventeen yards, or thereby, east of St. Andrew's-lane, and terminating by a junction with the proposed street, No. 14, above described, in the city parish and quoad sacra parish of Blackfriars and said royal burgh, at or near a point in a building belonging to David Minto, and in the occupation of Luke Turner, and which is 175 yards, or thereby, measuring in a straight line from the commencement of the proposed new street now described.

(18). A new street commencing from and out of the north side of Gallowgate-street in the city parish, and quoad sacra parish of Blackfriars and royal burgh of Glasgow, at a point seventy-five yards, or thereby, east of the junction of Gallowgate Street with High Street, and terminating on the south side of Old Vennel in said parishes and royal burgh, at a point seventy-five yards or thereby, east of the junction of said Old Vennel with High-street.

(18a). A new street commencing from and out of the south side of Blackfriars-street, in the city parish, and quoad sacra parish of Blackfriars and royal burgh of Glasgow, at a point immediately adjoining the western boundary of the school known as Murdoch's School, and terminating in the north side of the Old Vennel, in the same parishes and royal burgh, at a point seventy-five yards or thereby, east of the junction of Old Vennel with High-street.

(19). A new street commencing from and out of the west side of Saltmarket-street, in the city parish, and quoad sacra parish of St. Mary and royal burgh of Glasgow, at the junction of said street with Princes-street, and terminating in the east side of King-street, in said parishes and royal burgh, at a point forty yards or thereby, north of the junction of said street with Millar's-place.

(20). A new street commencing from and out of the south side of Trongate, in the city parish, and quoad sacra parish of St. Mary and royal burgh of Glasgow, at a point twenty-three yards or thereby, east of the Tron Steeple, and terminating at a point in a piece of vacant ground ninety-six yards or thereby, southward, measuring in a straight line from the commencement of the proposed new road now described, in said parishes and royal burgh.

(21). A new street commencing from and out of the north side of Trongate, in the city parish, and quoad sacra parishes of St. David and St. Paul, or Outer High parish and royal burgh of Glasgow, at the junction of Nelson-street with Trongate, and terminating on the south side of Bell-street, in said parishes and royal burgh, opposite the junction of Bell-street with South Albion-street.

(22). A new street commencing from and out of the north side of Bell-street, in the city parish, and quoad sacra parish of St. Paul, or Outer High parish and royal burgh of Glasgow, at a point fifty-four yards or thereabouts, west of the junction of Bell-street with High-street, and terminating in the south side of Stirling-street, in said parishes and royal burgh, at a point sixty-three yards or thereby, west of the junction of Stirling-street with High-street.

(23). A new street commencing from and out of the north side of Stirling-street, in the city parish, and quoad sacra parish of St. Paul, or Outer High parish and royal burgh of Glasgow,

at a point sixty-four yards or thereby, west of the junction of Stirling-street with the west side of High-street, and terminating at the junction of College-street with Shuttle-street, in the same parishes and royal burgh.

(24) A new street, commencing from and out of the east end of Canon-street, in the city parish, and quoad sacra parishes of St. David and St. Paul, or Outer High parish and royal burgh of Glasgow, at a point ten yards or thereby, east of the north end of South Albion-street, and terminating in the west side of High-street, in the city parish, and quoad sacra parish of Outer High or St. Paul and said royal burgh, at or near a point twenty-eight yards or thereby, south of the junction of High-street with the south side of College-street.

(25) A new street, commencing from and out of the north side of New Vennel, in the city parish, and quoad sacra parish of Blackfriars and royal burgh of Glasgow, at a point one hundred and five yards or thereby, east of the east side of High-street, and terminating in the south side of Havannah-street, in said parishes and royal burgh, at a point ninety-one yards or thereby, west of the south-west corner of South Pettigrew-street.

(25a) A new street, commencing from and out of the north side of Havannah-street, at or near a point immediately opposite the termination of the street last above described, in the city parish, and quoad sacra parish of Blackfriars and royal burgh of Glasgow, and terminating in the south side of Duke-street, in said parishes and royal burgh, immediately opposite the south end of Burrell's-lane.

(26) A new street, commencing from and out of the north side of New Vennel, in the city parish, and quoad sacra parish of Blackfriars and royal burgh of Glasgow, at a point two hundred yards or thereby, east of the east side of High-street, and terminating in the south side of Havannah-street, in the same parishes and royal burgh, immediately opposite the south end of South Pettigrew-street.

(27) A new street, commencing from and out of the north side of the New Vennel, in the city parish, and quoad sacra parish of Blackfriars, and royal burgh of Glasgow, at a point forty-five yards or thereby, west of the Molendinar Burn, and terminating in the south side of Havannah-street, in said parishes and royal burgh, at a point forty-five yards or thereby, west of the Molendinar Burn.

(27a) A new street, commencing from and out of the north side of Havannah-street, in the city parish, and quoad sacra parish of Blackfriars and royal burgh of Glasgow, at a point immediately opposite the termination of the new street last above described, and terminating in the south side of Duke-street, in said parishes and royal burgh, at a point seventy-three yards or thereby east of the east side of South Pettigrew-street.

(28) A new street, commencing from and out of the north-east side of Drygate, in the city parish and royal burgh of Glasgow, immediately opposite the northern end of John Knox-street, and terminating at the junction of Drygate-lane with Infirmaries-square, in said parish and royal burgh, at or near a point twenty-five yards or thereby, south of the barony church.

(29) A new street, commencing from and out of the west side of St. Niman-street, at a point immediately opposite the western end of Govan-street, in the parish of Govan, and terminating in the east side of Muirhead-street, in the parish of Gorbals, at a point forty-six yards or thereby,

north of the junction of Muirhead-street, with the north side of Rutherglen-loan.

(30) A new street, commencing from and out of the west side of Muirhead-street, in the parish of Gorbals, at a point immediately opposite the termination of the proposed street last above described, and terminating in the east side of Main-street, in said parish, at a point forty-six yards or thereby, north of the junction of Main-street with the north side of Rutherglen-loan.

(31) A new street, commencing from and out of the west side of Main-street, in the parish of Gorbals, immediately opposite the termination of the street last above described, and terminating at the east end of Norfolk-street, in said parish.

(32) A new street, commencing from and out of the west side of Hospital-street, in the parish of Gorbals, and parish of Govan, at or near the junction of said street with Rutherglen-loan, and terminating in the east side of Main-street, in the parish of Gorbals, at a point eight yards or thereby, south of the south side of Rutherglen-loan.

(33) A new street, commencing from and out of the east side of Nicholson-street, in the parish of Govan, at a point immediately opposite the east end of Oxford-street, and terminating in the west side of Buchan-street, in the parish of Gorbals, at a point immediately opposite the west end of Kirk-street.

(34) A new street, commencing from and out of the south end of South Cumberland-street, in the parish of Calton, and terminating in the north-east side of Greenhead-street, in the city parish, and quoad sacra parish of St. James, and royal burgh of Glasgow, at a point sixty-five yards or thereby, east of the south-east corner of the public washing-house of Glasgow-green.

(34a) A new street, commencing from and out of the west side of North Frederick-street, in the city parish and quoad sacra parish of St. David, and royal burgh of Glasgow, at a point immediately opposite the west end of Little Hamilton-street, and terminating in the east side of North Hanover-street, in the same parishes and royal burgh, at a point fifty-two yards or thereby, north of the north side of Frederick-lane.

All the streets and places from No. 10 to 34a, both inclusive, being in the city of Glasgow and county of Lanark.

WIDENING, ALTERING, IMPROVING, and DIVERTING EXISTING STREETS.

To widen, alter, improve, and divert the following streets, or some of them, viz:

(35) An existing street or road called Main-street, in the parish of Gorbals, from its junction with Adelphi-street, in the said parish, to its junction with Greenside-street and Bedford-lane, in the said parish.

(36) An existing street or road called Kirk-street, in the parish of Gorbals, from its junction with Main-street, in the said parish, to its junction with Buchan-street, in said parish.

(37) An existing street or road called Buchan-street, in the parish of Gorbals, from its junction with Clyde-terrace, in said parish, to its junction with Malta-street, in said parish.

(38) An existing street or road called Salt-market-street, in the city parish and quoad sacra parishes of St. Andrew, St. Mary, and St. James, and royal burgh of Glasgow, from its junction with Steel-street, to its junction with London-street, in the city parish, and quoad sacra parishes of St. Andrew, St. James, and St. Mary, and said royal burgh.

(39) An existing street or road called Low

Green-street, including the lane or passage leading therefrom into St. Andrew's-square, in the city parish and quoad sacra parish of St. Andrew, and royal burgh of Glasgow, from its junction with the lane on the north side of St. Andrew's Episcopal Chapel, to the junction of said first-mentioned lane with St. Andrew's-square, in said parishes and royal burgh.

(40) An existing street or road called Gallowgate-street, in the city parish and quoad sacra parishes of Blackfriars, St. James, St. Andrew, and St. John, from its junction with East Campbell-street, in the city parish and quoad sacra parishes of St. John and St. James, and royal burgh of Glasgow, to a point forty yards or thereby, east of its junction with High-street, in the city parish and quoad sacra parishes of St. Andrew and Blackfriars, and said royal burgh.

(41) An existing street or road called South Albion-street, in the city parish and quoad sacra parish of St. David, and royal burgh of Glasgow, from its junction with Bell-street, in said parishes and royal burgh to its junction with Stirling-square, in said parishes.

(42) An existing street or road called High-street, in the city parish and quoad sacra parish of St. Paul, or Outer High parish and royal burgh of Glasgow, from its junction with Duke-street and George-street, to its junction with the north side of Drygate-street, in the said parishes and royal burgh.

(42a) An existing street or road called Kirk-street, in the city parish and royal burgh of Glasgow, from its junction with the north side of Drygate-street to its junction with Castle-street, in the same parish and royal burgh.

(43) An existing street or road called John Knox-street, in the city parish and parish of Springburn, and royal burgh of Glasgow, from its junction with Duke-street, to its junction with Drygate-street, in the city parish and said royal burgh.

(44) An existing street or road called Park-lane, in the parish of Calton, from its junction with George-street, in said parish to its junction with Little-street and Thompson's-lane, in said parish.

(45) An existing street or road called Calton Mouth, in the city parish and quoad sacra parish of Chalmers, and royal burgh of Glasgow, at its junction with Gallowgate, in said parishes.

All the foregoing streets and places, from No. 35 inclusive, being, in the city of Glasgow and county of Lanark.

To enable the commissioners or trustees to purchase, take, and acquire, by compulsion or otherwise, lands, houses, and other property, for all or any of the aforesaid purposes, and also to enable the commissioners or trustees to purchase and take, by compulsion or otherwise, for effecting the improvements hereinafter specified, and for the other purposes of the said Bill, the lands, houses, and other property following, or some of them, that is to say,

(A) Certain lands, houses, and other property, situate, and lying between, and in an area bounded by a line commencing at the north-eastern termination of James-street, in the parish of Calton, running thence in a north-easterly direction, and in a line with the north building-line of said street for one hundred and eighteen feet; or thereby, to a point in a line with the western boundary of Bridgeton Green, thirty-seven feet, or thereby, south of the southern boundary thereof thence running northwards and along the western boundary of said green till it reaches the Camlachie Burn, thence eastwards along said burn to a point ninety feet or thereby east

of the east building-line of Landressy-street thence in a north-easterly direction, along the west boundary of the property entering from Hamilton's-court, for one hundred and thirty feet, or thereby, thence eastwards, until it meets the northern gable of the tenement forming Nos. 156, 158, and 160 of Canning-street; thence along said gable to the west building-line of Canning-street; thence southwards along the said building-line of Canning-street and Main-street to the east end of the south gable of the tenement forming No. 24 of Main-street; thence westward along and in a line with said gable to the western boundary of the back property of the tenement forming Nos. 32, 34, 36, and 38 of Main-street; thence southwards along said western boundary for eighty feet, or thereby, thence westward along the southern boundary of the area of ground forming No. 12 of Green-street-lane, thence westward, in a straight line, across said-lane, to the southern gable of the tenement forming No. 13 of said lane; thence westward along said gable and the south boundary wall of the area of ground on which said tenement is built, to the western boundary thereof; thence southward along the east boundary of the properties forming Nos. 50 and 52 of Green-street, and in line therewith, to the north building-line of Green-street; thence westwards along the north building-line of Green-street to the western end of said street; thence in a northerly direction for seventy-six feet, or thereby, till it meets a prolongation of the south building-line of James-street; thence westward along said prolongation till it meets said south building-line, and thence northward until it reaches the point from which it started.

(B) Certain lands, houses, and other property, in the parish of Calton, situate and lying between, and in an area bounded on the north, by the London-road, for two hundred and seventy-five feet, or thereby, measuring along the building-line of said road, from the east corner of Canning-street at its junction with London-road; on the west by Canning-street, from its junction with London-road, to its junction with Dalmarnock-road; on the south, by the north side of Dalmarnock-road, for one hundred and twenty feet; and on the south-east by the Camlachie Burn, all in the parish of Calton.

(C) Certain lands, houses, and other property, in the parish of Calton, situate and lying between, and in an area bounded by a line commencing at a point in Canning-street at the intersection of the east building-line of West-street with the north building-line of Canning-street, running northwards along the east building-line of West-street to a point at the north-west boundary of the Cotton Mill, on the east side of said street, 137 feet, or thereby, west of the west end of Graham's-court; thence eastwards, along the northern boundary of said Cotton Mill to Graham's-court; thence northwards along the west end of said court to the north building-line thereof; thence eastwards along the said building-line to the east building-line of Sister-street; thence southward along said building-line to the north building-line of Orr-street; thence eastward along said building-line to the west building-line of Park-lane; thence northward along said building-line, to the south building-line of Mackechnie-street; thence westward along the said building-line to a point 250 feet, or thereby, west of Park-lane; thence southward, to the northern boundary of the area of ground occupied by the Broomyard Cotton Mill and appurtenances, at a point forty-three feet west of the west building-line of West-street; thence east

ward along said boundary to the said building-line; and thence southward along said building-line to the north building-line of Canning-street; and thence eastwards to the point from which it commenced—all in the parish of Calton.

(D.) Certain lands, houses, and other property, in the parish of Calton, situate and lying between, and in an area bounded by Park-lane on the east, by Mackechan's-street on the south, by the properties forming Nos. 50 and 52, Little-street on the west, and by Little-street on the north.

(E.) Certain lands, houses, and other property, in the city parish, Calton parish, and quoad sacra parishes of St. James and St. Luke, and royal burgh of Glasgow, situate and lying between, and in an area bounded by a line commencing in Great Hamilton-street, at the western boundary of St. Luke's Free Church, in the city parish, quoad sacra parish of St. James, and royal burgh of Glasgow, proceeding in a north-easterly direction along and in a line with the said boundary till it reaches the north building-line of Alston's-lane; thence eastward along said building-line to the west building-line of Risk-street; thence northward along the said building-line to the north end of Risk-street; thence eastward along the north end of Risk-street to the east building-line of said street; thence southward along said line to a point thereof in line with the south building-line of Thomson's-lane; thence eastward to the west end of said lane; thence northward along the said end to the north building-line of said lane; thence eastward along said building-line to the east boundary of the tenement forming No. 24 of said lane; thence northward to a point in the south building-line of Kirk-street, where the western boundary of the tenement forming Nos. 23 and 25 of said street intersects the said building-line; thence westward along the said building-line to a point where the east boundary of a lane or passage forming No. 83 of said street intersects the said building-line; thence southward in a curved line to a point in the north building-line of Great Hamilton-street, where the eastern boundary of the tenement forming Nos. 103 and 105 of said street intersects the said building-line and thence in a south-easterly direction to the point from which it commenced in the same parishes and royal burgh.

(F.) Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing in Kirk-street at the boundary between the tenements forming respectively Nos. 68 and 70 of Kirk-street, in the parish of Calton and quoad sacra parish of St. Luke, running thence in a northerly direction, and in a line with said boundary for one hundred and thirty-four feet or thereby; thence in a westerly direction to the boundary between the properties forming Nos. 18 and 20 of Main-street, at the east building-line thereof, in the same parishes; thence in a northerly direction along the building-line of the said street to the southern boundary of the area of ground on which St. Luke's Church is built; thence eastward along the said boundary; thence northward along the east boundary of said area of ground for forty-two feet or thereby; thence eastward for one hundred and forty-five feet or thereby to a point one hundred and ten feet or thereby south of the south building-line of King-street; thence northward for sixty-eight feet or thereby; thence westward for twenty-four feet or thereby to a point in a line with the boundary between the properties forming Nos. 60 and 62 of King-street; thence northward along said boundary line to the south building-line of King-street; thence eastward

along said building-line to the east boundary of the tenement forming No. 102 of said street; thence southward along said boundary and along the boundary of the rope-walk there for one hundred and twenty-five feet or thereby; thence eastward for ninety-two feet or thereby to a point sixty-seven feet or thereby north of the west end of the north building-line of Union-place; thence in a southerly direction to the west end of said north building-line; thence along the west end of said Union-place and the western boundary of the tenement forming No. 13 thereof, to the southern boundary of said tenement; thence westward in a line with said southern boundary for fifteen feet or thereby; thence southward for fifty-two feet or thereby to a point one hundred and seventy-eight feet or thereby north of the north building-line of Kirk-street, on the western boundary of the cross or passage forming No. 30 of said street; thence westward for eighty-three feet or thereby to a point one hundred and ninety feet or thereby from the north building-line of Kirk-street, and in a line with the eastern boundary of the tenement forming No. 42 of said street; thence southward in a line with said eastern boundary to the said north building-line of Kirk-street, and thence westward to the point from which it commenced—all in the said parish of Calton and quoad sacra parish of St. Luke.

(G.) Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing in Great Hamilton-street, in the city parish, and quoad sacra parish of St. James, and royal burgh of Glasgow, at the western boundary of the area of ground on which Gillespie United Presbyterian Church stands, running thence westwards along the north building-line of Great Hamilton-street, to the eastern boundary of the tenement forming No. 35 of said street; thence northward along the east boundary of said tenement and property connected therewith to the south building-line of New-street, at a point where the eastern boundary of the tenement forming No. 51 thereof intersects said building-line; thence eastward along said building-line to the eastern boundary of the tenement forming No. 31 of said street; thence southward along said boundary, and the east boundary of the property connected with said tenement, till it meets the northern boundary of the area of ground on which Gillespie United Presbyterian Church stands; and thence southward and westward along the westward and northward boundary of said area to the point from which it commenced.

(H.) Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing in New-street, in the parish of Calton and quoad sacra parish of St. Luke, at the east boundary of the tenement forming No. 22 of said street running thence northward in a line with said boundary for one hundred and twenty-three feet or thereby, to a point in an old water-course, now a sewer, ninety feet or thereby west of the west building-line of Main-street, and in a line with the southern boundary of the tenement forming No. 25 of said street; thence eastward along said boundary to the said west building-line of said street; thence northwards along said building-line to the south building-line of Calton-mouth; thence westward and northward along said building-line, until it meets the south building-line of Gallowgate-street; thence westwards along said building-line to the west boundary of the tenement forming No. 270 of said street; thence southward along said boundary to the south boundary of the back property of the tenement forming No. 266 of

said street; thence westward along said boundary for sixteen feet or thereby; thence southward for thirty-seven feet or thereby, to a point fifty feet or thereby, east of the east building-line of Gibson-street, and in a line with the boundary between the tenements forming Nos. 11 and 15 of said street; thence westward across said street to the point in the west building-line thereof where the north boundary of the tenement forming No. 14 of said street intersects said west building-line; thence westwards along said boundary and the north boundary-line of the properties to the west of said tenements to the north boundary of the tenement forming No. 15 of Calton-entry till it intersects the east building-line of said Calton-entry; thence across said Calton-entry to the west building-line thereof to a point one hundred and twenty feet or thereby, measuring in a straight line, south from the point where the said west building-line of said entry intersects the north building-line of Gallowgate-street; thence northward along said building-line to a point forty-seven feet or thereby, south of the foresaid point of intersection; thence westward and northward along the north and east boundary of the tenement forming No. 3 of Kent-street, to a point where it intersects the east building-line of said street; thence southward to the northern boundary of the tenement forming No. 25 of said street; thence eastward and southward along the north and east boundaries of the back property of said tenement, and of the tenement forming No. 35 of Kent-street, and the tenements forming Nos. 1, 5, 7, and 9 of Russell-street, to the eastern boundary of the tenement forming No. 9 of Russell-street, to the point where it intersects the north building-line of said street; thence eastward along said building-line to the point where it intersects the west building-line of Calton-entry; thence eastward to a point where the east building-line of Calton-entry intersects the north building-line of New-street; and thence to the point from which it commenced.

(I). Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing at a point where the north building-line of Gallowgate intersects the west building-line of East Campbell-street; thence northward along the said building-line to the south boundary of the area on which East Campbell-street Free Church stands; thence westward along said boundary, and northward and westward along said boundary; and thence northward in a line with the western boundary of the area of ground on which East Campbell-street United Presbyterian Church stands, until it meets the southern boundary of what was formerly known as the Saracen Foundry, now vacant ground; thence eastward and northward along the north and west boundary of the said last-mentioned ground to the point where the north boundary of said ground intersects the west building-line of East Campbell-street; thence northward along said building-line till it meets the south building-line of Gracie-street; thence westward along said south building-line, crossing Great Dovehill, to the south-east corner of the south building-line of the Old Vennel; thence along said south building-line, crossing Little Dovehill and Spoutmouth, until it meets the east building-line of High-street; thence southward along said line till it intersects the north building-line of Macpherson-street; thence eastward along said building-line for one hundred and three feet or thereby; thence across said street to the western boundary of the tenement forming No. 14 thereof; thence southward along said boundary

to the south boundary of said tenement; thence eastward for twenty-five feet or thereby, to a wall dividing an area; thence southward along the western boundary of the property entering from the close No. 29, Gallowgate, to a point where the same intersects the north building-line of Gallowgate-street; thence eastward along said building-line to the point from which it commenced, said lands, houses, and others, being in the city parish and quoad sacra parishes of St. John, St. James, and Blackfriars, and royal burgh of Glasgow.

(K). Certain lands, houses, and other property, situate and lying between and in an area, bounded by London-street on the south, and St. Andrew-lane on the west, Gallowgate-street on the north, and Charlotte-street on the east, all in the city parish and quoad sacra parish of St. Andrew, and royal burgh of Glasgow.

(L). Certain lands, houses, and other property, situate and lying between and in an area, bounded by London-street on the south, Gallowgate on the north, St. Andrew-lane on the east, and a line commencing at the south building-line of London-street, at the point where the western boundary of the tenement forming No. 27 thereof intersects said street, and running northward along said boundary, until it meets the west boundary of the tenement forming No. 28, of Gallowgate-street, and proceeding along said boundary till it meets the south building-line of Gallowgate-street, on the north, all in the city parish and quoad sacra parish of St. Andrew, and royal burgh of Glasgow.

(M). Certain lands, houses, and other property, situate and lying between and in an area, bounded by a line commencing at a point in the north building-line of the Old Vennel, where the west boundary of the Regent-place United Presbyterian School intersects the same; running thence northward along said boundary till it meets the south boundary of the area of ground occupied by Murdoch's School; thence along said north boundary and the west boundary thereof, to the south building-line of Blackfriars-street; thence westward along said building-line to the east building-line of High-street; thence southward along said building-line to the north building-line of the Old Vennel; thence along said north building-line to the point at which it commenced, all in the city parish and quoad sacra parish of Blackfriars, and royal burgh of Glasgow.

(N). Certain lands, houses, and other property, situate and lying between and in an area, bounded by High-street on the east, Nelson-street on the west, Stirling-street on the north, and Bell-street on the south, all in the city parish and quoad sacra parish of St. Paul, or Outer High parish and royal burgh of Glasgow.

(O). Certain lands, houses, and other property, situate and lying between and in an area, bounded by Nelson-street on the east, South Albion-street on the west, Stirling-square on the north, and Bell-street on the south, all in the city parish and quoad sacra parish of St. David, and royal burgh of Glasgow.

(P). Certain lands, houses, and other property, situate and lying between and in an area, bounded by Bell-street on the north, Nelson-street on the west, by the north building-line of Tron-gate up to the eastern boundary of the Tontine-buildings, and thereafter by the northern boundary of the tenements forming Nos. 5, 7, and 9, of High-street, and a continuation of said line to said eastern boundary on the south, and by the said east boundary of the Tontine-buildings, and the west building-line of High-street

on the east, all in the city parish and quoad sacra parish of St. Paul, or Outer High and royal burgh of Glasgow.

(Q). Certain lands, houses, and other property, situate and lying between and in an area, bounded by a line commencing at a point where the west building-line of Nelson-street intersects the south building-line of Bell-street; running thence westward along the said south building-line of Bell-street, to the western boundary of the tenement forming No. 61 of said street; thence southward in a line with said boundary for ninety-four feet, or thereby in a line, or nearly in a line, with said boundary till it meets the north boundary of the property forming Antigua-place; thence westward, southward, and eastward along said boundary to the west building-line of Nelson-street; thence along the said west building-line till it meets the south building-line of Antigua-place, thence along said building-line to the west building-line of said Antigua-place; thence along said building-line to the north building-line thereof; thence along said north building-line till it meets the west building-line of Nelson-street; thence along said west building-line to the point at which it commenced, all in the city parish and quoad sacra parish of St. David, and royal burgh of Glasgow.

(R). Certain lands, houses, and other property situate and lying between and in an area, bounded by Trongate on the north, Miller's place on the south, Saltmarket-street on the east, and King-street on the west, all in the city parish and quoad sacra parish of St. Mary, and royal burgh of Glasgow.

(S). Certain lands, houses, and other property, situate and lying between and in an area bounded on the east by Saltmarket-street, on the north partly by Miller's place and partly by property belonging to the Incorporation of Fleshers in Glasgow, on the west by the said property, and on the south by Bridgegate, all in the city parish and quoad sacra parish of St. Mary, and royal burgh of Glasgow.

(T). Certain lands, houses, and other property, situate and lying between and in an area, bounded on the west by Saltmarket-street, on the south by St. Andrew-street, on the east partly by London-lane, partly by the properties in said lane, belonging to and occupied by James Eadie and William Spencer, and partly by the east boundary of the tenement forming Nos. 16 and 18 of London-street, and on the north partly by London-street, partly by the back properties of the tenement forming No. 24 of said street, and partly by the foresaid properties belonging to and occupied by James Eadie and William Spencer, all in the city parish and quoad sacra parish of St. Andrew, and royal burgh of Glasgow.

(U). Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing on the north side of St. Andrew-street, at the point where the eastern building-line of London-lane intersects the same, running thence northwards along said building-line, and eastward along the building-line of the lane over the Molendinar Burn to a point in said building-line immediately opposite the east building-line of St. James's Free Church; thence northward and along said building-line to the south building-line of London-street; thence eastward along said south building-line to the eastern boundary of the tenement forming No. 86 of said street; thence southward along said eastern boundary, and the eastern boundary of the tenement forming No. 11 of Charlotte-lane to the south side of said lane;

thence along said south side to the eastern boundary of the tenement forming No. 12 of said lane; thence along said eastern boundary to the north side of St. Andrew-square; thence westward along said square to the western boundary thereof; thence southward along said western boundary to the north line of St. Andrew-street; and thence westward along said north line to the point from which it commenced—all in the city parish and quoad sacra parishes of St. Andrew, and royal burgh of Glasgow.

(Ua). Certain tenements or vaults, situate and lying under and beneath a portion of the street called London-street, and entering from St. Andrew's lane, belonging to it, in the town of Glasgow, all in the city parish and quoad sacra parish of St. Andrew, and royal burgh of Glasgow.

(V). Certain lands, houses, and other property, situate and lying between and in an area, bounded on the west by Saltmarket-street, on the north by St. Andrew-street, on the east by Low Green-street, and the continuation thereof into London-street, over the Molendinar Burn, and on the south by Steel-street; all in the city parish and quoad sacra parish of St. Andrew, and royal burgh of Glasgow.

(W). Certain lands, houses, and other property situate and lying between and in an area bounded by a line commencing on the south side of St. Andrew-street, at the eastern junction of Low Green-street therewith, running thence eastward along the south side of St. Andrew-street to the west side of St. Andrew's square; thence southward along said west side to the south side of said square; thence eastward along said south side to the boundary between the properties forming Nos. 44 and 46 of said square; thence southward along said boundary, and the boundary between the properties forming Nos. 45 and 46 of Dyer's lane to a point forty-three feet, or thereby, south of the south side of said lane; thence eastward and southward along the boundary of a property formerly occupied as a Methodist chapel, now a warehouse to the east boundary of said property, to a point where it meets the north side of the lanes forming the north boundary of St. Andrew's Episcopal Chapel; thence westward along the north side of said lane to the east side of Low Green-street; thence northward along said east side, and the continuation thereof, to the point at which it commenced, all in the city parish and quoad sacra parish of St. Andrew, and royal burgh of Glasgow.

(X). Certain lands, houses, and other property, situate and lying between and in an area bounded on the north by Gallowgate, on the south and west by Calton Mouth, and King-street, and on the east by the property forming Nos. 316 and 318 and 320 of Gallowgate, and the property forming Nos. 23 and 25 of King-street, all in the city parish and quoad sacra parish of Chalmers, and the royal burgh of Glasgow.

(Y). Certain lands, houses, and other property, situate and lying between and in an area bounded on the north by College-street, on the west and north-west partly by Shuttle-street, and partly by Canon-street, on the west partly by South Albion-street, and partly by Stirling-square, and on the south partly by Stirling-square and by Stirling-street, and on the east by High-street, all in the city parish and quoad sacra parish of St. Paul, or Outer High, and royal burgh of Glasgow.

(Z). Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing in the north side of Canon-street at a point where the west boundary of the tenement forming No. 33 of that street intersects

the north side thereof, running thence eastward along said north side to the west side of Shuttle-street; thence northward along said west side to the south side of College-street; thence westward along said south side to the boundary between the properties forming Nos. 39 and 41 of said street; thence southward along said boundary to the southern boundary of said properties; thence westward along said southern boundary and the south boundary of the properties forming Nos. 47 and 51 of said street to the west boundary of said last-mentioned properties; thence southward for eighty feet or thereby along the boundary of candleworks occupied by Messrs. David Shaw and Co., thence westward for sixty-four feet or thereby to the eastern boundary of a piece of vacant ground belonging to the magistrates of Glasgow; and thence southward to the point from which it commenced—all in the city parish and quoad sacra parish of St. David, and royal burgh of Glasgow.

(A1). Certain lands, houses, and other property, situate and lying between and in an area bounded by Nicholas-street on the north, College-street on the south, Shuttle-street on the west, and High-street on the east—all in the city parish and quoad sacra parish of St. Paul, or Outer High and royal burgh of Glasgow.

(B1). Certain lands, houses, and other property, situate and lying between and in an area bounded by Havannah-street on the north, New Vennel on the south, High-street on the west, and the Burn-side on the east—all in the city parish and quoad sacra parish of Blackfriars, and royal burgh of Glasgow.

(C1). Certain lands, houses, and other property situate and lying between and in an area bounded on the north partly by Duke-street, and partly by the property occupied by the Roman Catholic chapel there; on the south by Havannah-street; on the west by the area on which the Duke-street United Presbyterian church is built; and on the east partly by the said Roman Catholic chapel, and partly by the Kirk-open—all in the city parish and quoad sacra parish of Blackfriars and royal burgh of Glasgow.

(D1). Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing in the south side of Duke-street, at its junction with Pettigrew-street; running eastwards along said south side for two hundred and sixty feet or thereby, running thence southward for one hundred and seventeen feet or thereby, till it meets the boundary between the ground occupied by Alexander's School, and the properties on the north-east side of Hatter's-close; thence south-eastward till it meets the Molendinar Burn; thence south-westward along said burn to the north parapet of the bridge crossing the same at the east end of Havannah-street; thence westward along the north side of said street, to the east side of South Pettigrew-street; thence northward along said east side to the point from which it commenced—all in the city parish and quoad sacra parish of Blackfriars, and royal burgh of Glasgow.

(E1). Certain lands, houses, and other property, situate and lying between and in an area bounded on the north-east by Drygate; on the south by Duke-street; on the west by the north prison of Glasgow; and upon the east by John Knox-street—all in the city parish and royal burgh of Glasgow and parish of Springburn.

(F1). Certain lands, houses, and other property, situate and lying between and in an area bounded upon the north partly by the Barony Church, partly by Church-lane, and partly by the Bridge of Sighs, on the west and south-west by

Drygate-lane and Drygate, on the south-east by the south-eastern boundary of the properties forming Nos. 109, 111, and 113, of Drygate, and on the east partly by the Molendinar Burn; and partly by the road leading from Ladywell-street to the Cathedral church, all in the city parish and royal burgh of Glasgow.

(G1). Certain lands, houses, and other property situate and lying between and in an area bounded on the north-west by the centre of Kirk-street, on the north-east by Infirmary-square or the square or place in front of the Barony church, on the east by Drygate-lane, and a continuation thereof to the south side of Drygate-street, and on the south by the south line of Drygate-street, all in the city parish and royal burgh of Glasgow.

(H1). Certain lands, houses, and other property situate and lying between and in an area bounded by a line commencing at the west side of High-street, where it meets the north line of George-street; running thence north-eastward along said west side of High-street, till it reaches the south side of Rotten-row; thence westward along said south side to the eastern boundary of the properties forming Nos. 25, 29, 31, and 37 of Rotten-row; thence southward for 110 feet or thereby, along said boundary, thence westward along the southern boundary of said property, and the property belonging to the Lock Hospital, forming No. 41 of Rotten-row; thence southward for sixty-feet or thereby, to the southern boundary of the properties entering from the lane or passage forming No. 47 of Rotten-row; thence westward along the southern boundary of the said property to the eastern boundary of the property belonging to the Reformatory School; thence southward and westward along the eastern and southern boundary thereof; to the western boundary thereof; thence westward, and nearly in a line therewith, to a point in the western boundary of property belonging to the trustees of William Thomas; thence southward along the east boundary of properties entering from Galloway's-court, and on the east side thereof, to the north side of George-street, at a point 25 feet or thereby, east of the east side of said court; thence along the north side of George-street, to the point at which it commenced—all in the city parish, and quoad sacra parish of St. Paul or Outer High and royal burgh of Glasgow.

(K1). Certain lands, houses, and other property, situate and lying between and in an area bounded on the north-west by the centre of High-street, on the north by Drygate, upon the east, south, and south-east partly by the North Prison of Glasgow, partly by a back tenement and washing-green entering from No 41, Duke-street, and partly by the south boundary of property forming Nos. 16, 18, 20, and 22, of Burrell's-lane, and upon the west by Burrell's-lane—all in the city parish, and royal burgh of Glasgow.

(L1). Certain lands, houses, and other property, situate and lying between and in an area bounded by High-street on the north-west, Duke-street on the south, and Burrell's-lane on the east—all in the city parish, and royal burgh of Glasgow.

(M1). Certain lands, houses, and other property, situate and lying between and in an area bounded by a line commencing on the east side of Portugal-street at its junction with the north side of Bedford-lane, in the parish of Gorbals; running thence eastward along the said north side of said lane, and the north side of Greenside-street to the western boundary of the Gorbals Youth's School; thence northward along said western boundary to the northern boundary

thereof; thence eastward along said northern boundary, and in a line therewith, to the west boundary of the back tenement of the properties forming Nos. 74 and 76 of Hospital-street; thence southward along said boundary to the northern boundary of said property; thence eastward to the west side of Hospital-street; thence northward along said west side to the south side of Govan-street; thence westward along said south side to the west side of St. Ninian-street; thence along said west side to the south side of Adelphi-street; thence westward along said south side, and the south side of Clyde-terrace, to the east side of Buchan-street; thence southward along said east side for one hundred and eighty feet or thereby; thence westward and across Buchan-street to and along the northern boundary of property forming No. 16 of said street, to the west side of a lane or passage at the back of property forming No. 13 of Nicholson-street; thence northward and westward along said lane or passage to the northern boundary of said property; thence westward along said boundary to the east side of Nicholson-street; thence southward along said east side to the northern boundary of the Congregational Chapel in said street, thence eastward along said northern boundary, in a straight line, for one hundred and three feet or thereby; thence southward, in a straight line, to the junction of Malta-street with the east side of Portugal-street; thence southward along said east side to the point from which it commenced in said parish of Gorbals.

(N 1). Certain lands, houses, and other property situate and lying between and in an area bounded on the north partly by Bridgegate-street; on the south by East Clyde-street; on the west by the property known as Park's-place; and on the east by Guildry-court property, all in the city parish and quoad sacra parish of St. James, and royal burgh of Glasgow.

(O 1). Certain lands, houses, and other property, situate and lying between and in an area bounded on the north partly by the Night Asylum, partly by Dempster-street, and partly by the property of Glen's Free School; on the south by Frederick-lane; on the west by North Hanover-street; and upon the east partly by North Frederick-street and partly by Dempster-street, all in the city parish and quoad sacra parish of St. David, and royal burgh of Glasgow.

(P 1). Certain lands, houses, and other property, situate and lying between, and in an area, bounded by a line beginning at the south-east corner of Cumberland-street, in the parish of Calton, running thence southward for eighty-six feet or thereby, to the boundary between the city parish and the parish of Calton, thence eastward along said boundary for fifty-five feet or thereby; thence southward for one hundred and eighteen feet or thereby; thence south-westward for forty-five feet or thereby, to the junction of Greenhead-street, with the north side of the bridge over the Camlachie-burn at No. 21, Greenhead-street; thence westward and northward along the line of Greenhead-street and William-street to the boundary of properties forming 23 and 25 of William-street; thence eastward to the point from which it commenced in said parish.

(Q 1). Certain lands, houses, and other property, situate and lying between, and in an area bounded on the north partly by the College-open, partly by the churchyard of Blackfriars and the schoolhouse connected with the church of Blackfriars, and partly by a passage leading thereto; on the west partly by High-street, and partly by said schoolhouse; on the south by Blackfriars-

street; and on the east partly by the said schoolhouse, and partly by the green of the College of Glasgow, now belonging to the City of Glasgow Union Railway Company, or the College of Glasgow, all in the city parish and quoad sacra parish of Blackfriars and royal burgh of Glasgow.

And all streets, roads, passages, and thoroughfares lying within the limits hereinbefore described, and to extinguish all rights of passage or thoroughfare through or along the same.

To vest in the commissioners or trustees, for the purposes of the Bill, the lands, houses, and other property so purchased, taken, or acquired.

To authorise the commissioners or trustees to sell and dispose of, or to pull down, all or any of the houses and buildings on the lands to be purchased, taken, or acquired by them; and to rearrange and lay out the ground or solum which so cleared, and to authorise the commissioners or trustees to erect houses and buildings in the line of, and adjoining the said new and improved streets, and on the lands and property to be purchased, taken or acquired as aforesaid, or any part thereof, and to let or lease the said houses and buildings when erected, or to sell and dispose thereof at such rents, price or prices, consideration or considerations, as they may think fit; or to sell and dispose in such lot or lots as they may think proper, of such sites, and the lands or property to be purchased as aforesaid, or any part or parts thereof, either by way of absolute sale, or by way of feu, lease in perpetuity, or ground annual, subject to such stipulations and conditions as they may think fit, as to the character and uses of the buildings to be erected thereon, and otherwise.

To authorise the erection, maintenance, and regulation of houses and other buildings for the residence or occupation of workmen, artisans, and other labouring classes, and to empower the commissioners or trustees to let the same on such terms and conditions as they think fit, or to sell and dispose of the same when built for such price or prices, consideration or considerations, as they think fit.

To authorise, in connection with the aforesaid new streets, widening, and improvements, and as part of the works, and within the parishes and places of the making and maintaining junctions and communications with any existing streets and thoroughfares which may be intersected or interfered with, or be contiguous to the lines of the intended new streets, widenings, and improvements, or any of them.

To authorise the widening, crossing, diversion, alteration, in line or levels, and the stopping up and appropriation, and use for the purposes of the said intended new streets, and improved streets, or any of them, and other improvements, and for the other objects of the Bill, either temporarily or permanently, of the following streets, squares, lanes, courts, yards, passages, and thoroughfares, or any of them, or any part or parts thereof (that is to say):—

That portion of Drygate-street lying between Drygate-lane and Kirk-street; that portion of High-street lying between Duke-street and Rotten-row; Meuse-lane, Hatter's-close, the Broad-close, Greyfriars-wynd, Wallace-court, Antigua-place; East Nile-street, M'Pherson-street, Spoutmouth, Little Dovehill, Great Dovehill, Saracen's-lane; Calton-entry, from No. 15 thereof to Russell-street; Cross Gibson-street, Gibson-street, from No. 15 thereof to Cross Gibson-street; Deacon's-lane, Deacon's-close, Brickfield-open, St. Andrew's-lane, Charlotte-lane, from No. 11 thereof to St. Andrew's-lane; Jaic, over the Molendinar-burn, from the east building line of

St. James's Free Church to St. Andrew's-lane; Low Green-street, and continuation thereof from Steel-street to St. Andrew-street, Dyer's-lane; Gallowgate-street from East Campbell-street to forty yards east of High-street; Richmond-lane, Alston's-lane, Laigh Kirk-close, Sugar House-close; Commercial-court, Prince's-street; Main-street, between Adelphi-street and Bedford-lane; Moncrieff-street, Chapel-close; Malta-street, between Portugal-street and Main-street; Canon-street, east of South Albion-street; Shuttle-street, south of College-street; and all other public streets, squares, courts, yards, lanes, passages, and thoroughfares which may be intersected or interfered with, or which may be within the limits of deviation to be defined on the plans hereinafter mentioned; to authorise deviations from the lines and levels of the intended new streets and other works, and to authorise all such sewerage, drainage, and other works as may be necessary or expedient, or incident to the formation of the said new streets and other works.

To authorise the commissioners or trustees to take and acquire that portion of the turnpike-road called Rutherglan Loan, lying between Hospital-street, in the parishes of Gorbals and Govan, and Main-street, in the parish of Gorbals, and to close and shut up the same as a turnpike, and to free and relieve the trustees of the Glasgow, Muirkirk, and Cambuslang Turnpike Trust, acting under the local and personal Act 5 and 6 Vic. cap. 112, intituled, "An Act for Maintaining and Improving certain Roads in the Counties of Lanark, Ayr, and Renfrew; for Maintaining a Bridge over the River Clyde at Dalmarnock, and for other purposes connected therewith" from any future obligation to maintain and repair the same, and to exclude from their trust the said portion of road above described.

To amend, alter, or repeal the said local and personal Act, 5 and 6 Vic. cap. 112, in so far as necessary for the purposes before specified, and to alter or vary the tolls, rates, or duties now leviable in respect of the said road.

And notice is hereby given that the said several new streets, widenings, and other works proposed to be made as aforesaid, and works connected therewith, and the lands, houses, and property which may be taken for the purposes thereof, and for the other objects of the Bill, and the said several streets, squares, lanes, courts, yards, passages, and thoroughfares proposed to be stopped up, or appropriated, or interfered with as aforesaid; and the property which may be taken or interfered with for improvements and the other purposes before specified, and by the Bill, will be, and are, situated in the parishes or other places following, or some or one of them, that is to say, the city and royal burgh of Glasgow, and the parishes following, viz.: The city parish; the barony parish, the parish of St. Paul or Outer High parish, the parish of Laurieston, the parishes of Gorbals, Govan, Springburn, Calton, St. James, St. Mary, St. Andrew, Blackfriars, St. David, St. John, St. Luke, and Chalmers, all in the county of Lanark.

The extent of the lands, houses, and other property proposed to be taken as aforesaid will also be shown and described on the plans to be deposited as hereinafter mentioned.

To purchase compulsorily and otherwise, for the several purposes aforesaid, and for all or any of the purposes of the said Bill, and under the powers and provisions to be therein contained, all or any of the lands, houses, and other property in the said several parishes, and places, and city, and royal burgh aforesaid.

To enable the commissioners or trustees, from

time to time, to purchase, by agreement, any lands, houses, or other property, or any estate or interest in any lands, houses, or other property, within or beyond the limits of the said city and royal burgh, for the formation of a public park, in the north-eastern portion of the said city and royal burgh, and to make and form a public park and playground, and places of recreation, on the lands, houses, and property so to be purchased and acquired; and when the same are formed and completed, to authorise the commissioners or trustees to transfer and make over the said park to the magistrates and council of the city of Glasgow; and to authorise and require the said magistrates and council thereafter to keep up and maintain the said park, on the same terms as they are bound to maintain the public parks of the said city under "The Glasgow Public Parks Act, 1859;" and to make some or all the provisions, powers, and privileges contained in the said Act applicable to the park, playground, and places of recreation, to be purchased and formed under the said Bill.

To enable and empower the said commissioners or trustees, and the owners of, and other parties interested in, the lands, houses, and other property required for the several purposes aforesaid, or any of them, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under legal disability or not, to contract and agree with each other for the acquisition by the trustees or commissioners of such lands, houses, and other property absolutely, or by way of feu, lease in perpetuity, contract of ground annual 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 purchase, commutation, or extinction of any duties, customs, or other payments, and rights, and privileges which may affect, or be effected, by the construction, maintenance, or use of the said proposed streets, improvements, and other works, or by the stopping up of the streets, lanes, courts, passages, or thoroughfares aforesaid; and to execute all agreements, contracts, conveyances, contracts of feu, and of ground annual, leases, and other deeds necessary for these purposes.

To modify certain of the provisions of the "Lands' Clauses Consolidation (Scotland) Act, 1845," and the "Railways Clauses Consolidation (Scotland) Act, 1845," or either of them, with respect to taking portions of property, and with regard to liability to rates, assessments, and taxes, and with respect to claims for compensation, and to provide other modes for settling such claims, and to make provisions for preventing frivolous claims, and otherwise.

To make provision for the repair, maintenance, sewerage regulation, and lighting of the new streets, widenings, and improvements, and other matters incident thereto; and to authorise, so soon as each of the said new streets, widenings, and improvements are completed, the commissioners or trustees to transfer and make over the same to the Board of Police of Glasgow; and to authorise and require the said board to take over and maintain the same as public streets, within the meaning of "The Glasgow Police Act, 1862;" and to authorise the Board of Police to apply to such purposes the statute labour assessment, or any other rates and assessment leviable, or to be levied by them, under "The Glasgow Police Act, 1862," and to enable the said Board of Police to levy rates and assessments.

To authorise the commissioners or trustees to levy special rates or assessments, on and from the owners, lessees, or occupiers, or either of

them, of all lands, houses, and heritages within the limits of the said city and royal burgh, or any part thereof, for carrying into effect the several objects of the Bill.

To alter rates, assessments, tolls, and duties, and to confer, vary, and extinguish exemptions from rates, assessments, tolls, and duties.

To authorise and empower the commissioners or trustees, and the North British, the Caledonian, and the City of Glasgow Union Railway Companies, hereinafter in this notice called the Companies, or any two or more of them (the commissioners or trustees being one), to enter into agreements, contracts, and arrangements as to the purchase or exchange by, or sale to, either of the contracting parties of any property which either of them now hold or may hereafter bargain, the subscription or contribution by the companies, or any one or more of them, to the expense of the construction of any of the works to be authorised by the Bill, the modification or alteration of any of the works authorised to be executed by the companies, or any one or more of them, and to confirm any contracts or agreements already made, or hereafter to be made, between the companies, or any one or more of them, and the commissioners or trustees.

To authorise the companies, or any one or more of them, to contribute to the expense of the construction of any of the streets, roads, or other works, or the carrying into effect any of the improvements to be authorised by the Bill, out of their existing funds, and any moneys which they have still power to raise, and, if need be, to authorise the companies, or either of them, to raise money for that purpose by the creation of shares or stocks in their respective undertakings, and either with or without any preference or priority in the payment of dividends, or other privileges attached thereto, over all or any of the existing obligations, preferences, and ordinary capital of the said respective companies, or to raise money by borrowing, and by the issue of debenture stock, and by such other means as may be considered expedient, or shall be provided by the Bill.

To authorise the commissioners or trustees to borrow money for the purposes of the said Bill, or any of them, on the credit and security of the rates and assessments to be authorised by the Bill, and on bonds, mortgages, or security of the lands, houses, and property so proposed to be purchased, and on any houses or buildings to be erected and built by them, or any of them, or of the rents or property issuing or arising out of, or from any lands, houses, and property from time to time in the possession of, or belonging to, the said commissioners or trustees, or from any interest therein, or by cash credit, or by any of those means; and to enable the commissioners or trustees to provide a sinking fund for the gradual extinction of the bonds, mortgages, and other debts to be incurred by them in the execution of the powers of the Bill.

To amend or repeal, so far as may be necessary, for carrying into effect the several purposes of the said Bill, the following local and personal Acts of Parliament, viz.:—"The Glasgow Public Parks Act, 1859," "The Glasgow Police Act, 1862."

The following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them, viz.: 9 and 10 Vic. cap. 333; 11 and 12 Vic. cap. 160; 12 and 13 Vic. cap. 39; 15 Vic. cap. 109; 16 and 17 Vic. cap. 151; 18 and 19 Vic. caps. 158 and 190; 21 and 22 Vic. cap. 64; 24 and 25 Vic. caps. 84 and 248; 25 and 26 Vic. caps. 135 and 138; 26 and 27 Vic. cap. 237; 27 and 28

Vic. caps. 81, 271, and 279; 28 and 29 Vic. caps. 200, 217, and 328; and any other Acts relating to the Edinburgh and Glasgow Railway Company. Also the several Acts following, or some of them, relating to the North British Railway Company, viz.: 14 and 15 Vic. cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vic. cap. 152; 18 and 19 Vic. cap. 127; 19 and 20 Vic. cap. 98; 20 and 21 Vic. caps. 91, 124, and 129; 21 and 22 Vic. caps. 65, 109, and 145; 22 and 23 Vic. caps. 14, 24, 83, and 96; 23 and 24 Vic. caps. 140, 145, 159, and 195; 24 and 25 Vic. caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vic. caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vic. caps. 194, 213, and 226; 27 and 28 Vic. caps. 84 and 100; and 28 and 29 Vic. caps. 125, 152, 202, 206, 213, and 309; and any other Acts relating to the North British Railway Company; also the several Acts following, or some of them, relating to the Caledonian Railway Company, viz.: "The Caledonian 'Railway' Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, and the 28th and 29th years of the reign of her present Majesty, and any other Acts relating to the Caledonian Railway Company. Also, the following Acts relating to the City of Glasgow Union Railway Company, viz.: "City of Glasgow Union Railway Act, 1864," and also the Local and Personal Act following, viz.: 28 and 29 Vic. caps. 48 and 328, and any other Acts relating to the said City of Glasgow Union Railway Company. Also the Public General Statute, 1 and 2 William IV., cap. 43, intituled, "An Act for amending and making more effectual the Laws concerning Turnpike Roads in Scotland."

And it is intended, by the said bill, to incorporate therewith, and to make applicable for the purposes thereof, all, or some of the powers and provisions of

The Lands' Clauses Consolidation (Scotland) Act, 1845.

The Commissioners' Clauses Act, 1847.

The Lands' Clauses Consolidation Acts Amendment Act, 1860.

The Railways' Clauses Consolidation (Scotland) Act, 1845.

And notice is hereby further given that duplicate plans, showing the lands, houses, and property which may be required to be compulsorily purchased, taken, or acquired for the purposes and under the authority of the said Bill, and also duplicate plans and sections, describing the lines, situations, and levels of the said intended new streets, widenings, and other works, and the lands, houses, and other property in or through which the same are intended to be made, and within the limits of deviation as defined in the said plans, 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 Edinburgh Gazette will be deposited for public inspection on or before the 30th day of November, 1865, in the office of the principal sheriff clerk for the county of Lanark, at his office at Glasgow, and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before specified, and to the royal burgh

of Glasgow respectively, together with a copy of the said notice as published in the "Edinburgh Gazette," will, on or before the 30th day of November, 1865, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each of the said parishes respectively, at the usual place of abode of such schoolmaster or session clerk; and also with the town clerks of the said royal burgh of Glasgow, at their office in Glasgow.

And notice is hereby lastly given, that on or before the twenty-third day of December, 1865, printed copies of the said Bill, as proposed to be introduced into parliament, will be deposited in the Private Bill-office of the House of Commons.

Dated this 15th day of November, 1865.

Alexander Munro, S.S.C., Town Clerk,

Glasgow;

Simson and Wakeford, 22, Abingdon-street, Westminster. Parliamentary Agents.

Penzance Promenade Pier.

(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 Foreign Plantations, on or before the 23rd day of December, 1865, by the promoters of the Penzance Promenade 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 at Penzance, with all proper works, approaches, and other conveniences connected therewith, for the embarking and landing of passengers and merchandise, and for other purposes, commencing at a point on the Quay-wall on the Parade opposite to the Queen's Hotel in the town and chapelry or borough of Penzance, in the parish of Madron, in the county of Cornwall, and extending from such point seawards a distance of 1,000 feet or thereabouts in a direction south-east by south (with lateral limits of deviation extending a distance of 10 chains on each side of the said proposed pier throughout the whole length thereof), which pier, jetty, landing-place, works, and approaches, will be wholly situate within or abut upon the town and chapelry or borough of Penzance, in the said parish of Madron.

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, and 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 Company's Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The

and 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 county of Cornwall, at his office in Bodmin, in the said county, and at the Custom-house at Penzance aforesaid, and at the offices of the Board of Trade, Whitehall, London.

And notice is hereby further given that on and after the 23rd 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 for the Promoters, as under-mentioned.

Dated this 15th day of November, 1865.

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

Dawlish Pier.

(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 Foreign Plantations, on or before the 23rd day of December, 1865, by the promoters of the Dawlish 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 sea wall distant about 80 feet westward of the western end of the platform of the Dawlish Railway Station, and extending from such point into the sea in a southerly direction a distance of 800 feet, or thereabouts, which pier, jetty, landing place, works, and approaches, will be wholly situate in the parish of Dawlish, in the county of Devon.

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 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 part of "The Company's Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "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 county of

Devon, at his office, in the city of Exeter, and at the Custom-house, at Teignmouth, in that county; 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 for the promoters, as undermentioned.

Dated this 14th November, 1865.

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

Plymouth Promenade Pier.

(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 Foreign Plantations, on or before the 23rd day of December, 1865, by the promoters of the Plymouth Promenade 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 and maintain a promenade pier, jetty, and landing-place, with all proper works, approaches, and other conveniences connected therewith, for the embarking and landing of passengers, and for other purposes, commencing at or near a point on the face of the cliffs forming the southern boundary of the Hoe, about twelve feet above Trinity high-water mark on the beach or foreshore, and opposite to and due south of the flag-staff at or near the Camera Obscura situate on the Hoe, and in the parish of Saint Andrews, in the borough of Plymouth, in the county of Devon, and extending from such point seawards into Plymouth Sound, in a southerly direction, a distance of eight hundred feet, or thereabouts (with limits of deviation laterally extending one hundred feet on each side of the proposed pier as above described, throughout the whole length thereof). Also to construct and maintain on the Hoe two approach roads to the proposed pier, one commencing at a point one hundred and fifty feet east of that part of the Lower-road leading from the Tidal Basin to the Citadel, which is opposite to, and due south of, the said flag-staff; and the other, commencing three hundred feet west of the last-mentioned proposed point of commencement, and both of which approach roads will terminate at or near the point of commencement of the said proposed pier, as above described, which pier, jetty, landing-place, roads, works, and approaches will be wholly situate upon or near the Hoe, and in or about upon the said parish of Saint Andrews, in the said town and borough of Plymouth.

To purchase, take on lease, or otherwise acquire the lands and 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 other rights and privileges.

To incorporate with the said Provisional Order the whole or parts of "The Companies Clauses Consolidation Act, 1845;" "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 county of Devon, at his office, in the city of Exeter, and at the Custom House, at Plymouth, in that county, and at the respective offices of the Admiralty and 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 16th day of November, 1865.

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

West Cowes Pier.

(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 Foreign Plantations, on or before the 23rd day of December, 1865, by the promoters of the West Cowes 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 abutting upon the back of Gloucester House, in High-street, West Cowes, in the parish of Northwood, in the Isle of Wight, and county of Southampton; and extending from such point of commencement into the sea, in a north-easterly direction, a distance of 350 feet or thereabouts, which pier, jetty, landing-place, works, and approaches, will be wholly situate in or about upon West Cowes aforesaid, in the said parish of Northwood.

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 monies 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 county of Southampton, at his office in the city of Winchester; and at the Custom-house at West Cowes, in the Isle of Wight and county of Southampton; 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 15th day of November, 1865.

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

Newlyn Pier and Harbour.

(Application for Provisional Order for Powers to construct a Pier and Harbour and to levy Tolls, Dues, &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 Foreign Plantations, on or before the 23rd day of December, 1865, by the promoters of the Newlyn Pier and Harbour 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 Companies Act, 1862," the following, or some of the following, among other powers:

To construct a pier, jetty, quay, and landing-places 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 Green Rock, immediately adjoining the north-east end of the boat-house or fish-cellar in the occupation of Robert James, in Newlyn, in the parish of Paul, in the county of Cornwall, and extending seawards in a direction east north-east 1,250 feet or thereabouts, and thence in a direction north north-east 250 feet or thereabouts, which pier, jetty, quay, landing-place, works, and approaches will be wholly situate in or abut upon Newlyn, in the said parish of Paul.

To construct and maintain a harbour at Newlyn aforesaid, within the limits following, that is to say:

An imaginary line commencing at a point 100 yards south of the Green Rock aforesaid and running out seawards parallel with the said intended pier in a direction east north-east to a point 100 yards beyond the seaward termination of the said proposed pier as above described, thence in a north-westerly direction to the Larri-

gan Rocks, in the parish of Madron, and to the road leading from Penzance to Newlyn, in the said parish of Madron, thence along the south-east side of the said road in a southerly direction to Tolcarn, in the said parish of Madron, and thence along the land line to the causeway leading to the said boat-house or fish-cellar above-described, thence along the extreme south side of the said causeway leading to the Green Rock, thence along the land line in a southerly direction and terminating at the said point 100 yards south of the Green Rock aforesaid, which harbour will be situate within or abut upon all or some of the parishes or places of Newlyn, Tolcarn, Paul, Madron, and Penzance, all in the county of Cornwall.

To construct in connection with the said proposed pier and harbour, quays, wharves, jetties, landing places, approaches, warehouses, offices, sheds, weighing machines, and other works and conveniences.

To purchase, take on lease, or otherwise acquire all lands, buildings, ways, waters, easements, piers, jetties, landing places, and hereditaments necessary for or liable to interfere with the construction of the said pier, harbour, and other works, and the approaches thereto.

To borrow on mortgage or bond any monies which may be required for the purposes of the said provisional order.

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

To incorporate with the said provisional order the whole or parts of the Companies Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Act Amendment Act, 1860, and the Harbours, Docks, and Piers Clauses Act, 1847, or some of them.

And notice is hereby further given, that on or before the 30th day of November, 1865, proper plans and sections of the proposed pier, harbour, 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 of Cornwall, at his office at Bodmin, in the said county; at the Custom House at Penzance, in the said county, 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 to all persons applying for the same, at the price of one shilling each, at the offices of the parliamentary agents for the promoters as under mentioned.

Dated this 15th day of November, 1865.

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

In Parliament—Session 1866.

Colnbrook Railways.

(Incorporation of Company; Construction of Railways between Staines, on the London and South Western Railway, Colnbrook, and West Drayton, on the Great Western Railway; Use of the Staines and West Drayton Railway Stations; Working Traffic and other Arrangements with the London and South Western and the Great Western Railway Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company, herein called "The Company," [and to confer on such Company all or some of the following powers (that is to say):

To make and maintain the following railways, or some of them, with all necessary and proper stations, sidings, works, and conveniences (that is to say):—

Railway No. 1, commencing by a junction with the Great Western Railway, at or near a point on that railway in the parish of Hillingdon, in the county of Middlesex, 154 yards, or thereabouts, west of the 13½ mile post, on that railway from London, and terminating on the north side of the turnpike road known as the Bath Road at Colnbrook, at or near a point in the parish of Stanwell, in the county of Middlesex, in the said road, 17 chains, or thereabouts, east of the turnpike gate near Poyle Mill, and passing through or into all or some of the several parishes or places of Hillingdon, Iver, West Drayton, Thorney, Richings, Stanwell, and Colnbrook, in the county of Middlesex, and Iver, Colnbrook, Horton, and Langley, in the county of Buckingham.

Railway No. 2, commencing by a junction with the last-mentioned intended railway, at the proposed termination thereof as above described, and terminating by a junction with the Windsor branch of the London and South-Western Railway, at a point on Staines Moor, in the parish of Staines, in the county of Middlesex, where such branch railway passes underneath a bridge, such bridge being 43 chains, or thereabouts, north-west of the railway bridge over the turnpike road in Staines, leading from Staines Bridge to East Bedford, such intended railway passing through or into all or some of the parishes or places of Stanwell, Colnbrook, Poyle, Langford, Staines Moor, and Staines, all in the county of Middlesex.

Railway No. 3, commencing by a junction with the Uxbridge branch of the Great Western Railway, at or near a point in the said parish of Hillingdon, 5½ chains north of the 13½ mile post, measured along that railway, and terminating by a junction with the said intended Railway No. 1, in a meadow called Thorney Moor, situate in the parish of Iver, in the county of Buckingham, belonging to Christopher Tower, Esquire, and occupied by Edward Lovejoy, at or near a point on the north bank of the stream or river which forms part of the backwater or River Colne, and about 66 yards east of the weir, and about 209 yards south of the centre of the east pier of the railway bridge over the said stream or river adjoining such meadow, such intended railway passing through or into all or some of the said parishes or places of Hillingdon, West Drayton and Iver, and also into Cowley, in the said county of Middlesex.

To make lateral and vertical deviations from the lines and levels of the intended railways as shown upon the plans and sections hereinafter mentioned, within the limits to be prescribed by the said Act.

To purchase by compulsion and agreement lands and buildings in the several parishes and places aforesaid, for the purposes of the intended railways.

And in the said intended Act, powers will be taken to stop up, alter, or divert for the purposes of the undertaking, temporarily or permanently, all, or any roads, highways, railways, tramways, rivers, streams, canals, watercourses and navigations, bridges, telegraphic wires or apparatus, or other works, and to vary or extinguish all

rights and privileges connected therewith, and to confer other rights and privileges, and to levy tolls, rates, and duties, and also to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to enable the Company to use the Staines station, and all buildings and conveniences connected therewith of the London and South-Western Railway Company, and the West Drayton station, and all buildings and conveniences connected therewith of the Great Western Railway Company, or either of them, jointly with those Companies or either of them, or to have the separate use of a portion of such stations or either of them, and the booking and other offices, buildings, works, water and other conveniences connected therewith, and to run into, through, over, and use with engines, carriages, and waggons, the said stations and conveniences, and those portions of the Great Western and London and South-Western Railways, or either of them, which may intervene between the said several proposed points of junction and the said stations, upon such terms and conditions as may be mutually agreed upon between the Company and the London and South-Western Railway Company and the Great Western Railway Company, respectively, or either of them, or, failing agreement, as may be settled by arbitration or otherwise, as may be provided for by the intended Act; and in the said intended Act powers will be applied for to authorise the Company and the London and South-Western Railway Company, and Great Western Railway Company respectively, or either of them, to make and carry into effect agreements with respect to such stations and conveniences, and to enable the Company on the one hand, and the London and South-Western Railway Company and the Great Western Railway Company, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance by the last mentioned Companies, or one of them, of the said intended railways and works, or some or one of them, or some part thereof, and the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, upon such terms as may be agreed upon or prescribed by the intended Act; and also for facilitating the forwarding, conveyance, transmission, accommodation and interchange of the traffic of the respective Companies parties to such agreement, and for dividing and apportioning the receipts arising therefrom, and to authorise the appointment of a joint committee for carrying into effect any such agreements as aforesaid, and to confirm any agreement already, or which previously to the passing of the Bill, may be made touching any of the matters aforesaid.

And with the said intended Act will be incorporated "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and the said intended Act will amend, enlarge, or repeal, all or some of the powers and provisions of the following Acts, that is to say, local and personal, 4th and 5th William 4th, cap. 88, 18th and 19th Vic., cap. 188, and other Acts relating to the London and South-Western Railway Company, and the 5th and 6th William 4th, cap. 107, 24th Vic. cap. 37, "The Great Western Railway (West-Midland Amalgamation) Act, 1863," "The Great Western Railway Act,

1864," and other Acts relating to the Great Western Railway Company.

On or before the 30th day of November instant, plans and sections in duplicate of the intended railways and the lands to be taken under the compulsory powers of the Act, 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, and a published map, with the lines of railway delineated thereon, showing their general course and direction, will, with a copy of this notice, as published in the London Gazette, be deposited with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, in the said county, and with the Clerk of the Peace for the county of Buckingham, at his office, at Aylesbury, in such county; and so much of the said plans, sections, and book of reference as relate to any parish or extra-parochial place in which any part of the railways or any lands to be taken be situate, together with a copy of the said Gazette notice, will, on or before the 30th of November instant, be deposited with the parish clerk of each such parish, at his residence, and, in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence.

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 next.

Dated this 8th day of November, 1865.

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

In Parliament—Session 1866.

Worksop and Doncaster Railway.

(Incorporation of Company; Construction of Railway from Worksop to Doncaster; Use of the Worksop Station of the Manchester, Sheffield, and Lincolnshire Railway Company, and of the Doncaster Station of the Great Northern Railway Company; Running Powers over portions of those Companies' Railways, and of the Railway of the South Yorkshire Railway and River Dun Company; Working, Traffic, and other Agreements with the Manchester, Sheffield, and Lincolnshire, the South Yorkshire, the Midland, and the Great Northern Railway Companies; Amendment of Acts; Purchase Lands; Levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company (herein called "The Company"), and to enable the Company to make and maintain the railways following, or one of them, with all necessary and proper stations, sidings, works, and conveniences connected therewith, that is to say:

Railway No. 1, a railway commencing in the parish of Worksop, in the county of Nottingham, by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point on that railway situate 176 yards, or thereabouts, east of the centre of the bridge which carries the said railway over the turnpike road leading from Worksop to Attercliffe, in the county of York, and passing through and into the several parishes, townships, or places of Worksop, Haggonfield (otherwise Hogginfield), Gateford, Carlton-in-Lindrick, South Carlton, North Carlton, Wigthorp, Wallingwells, Blyth, Hodsack (otherwise Hodsack), Hodsack Woodhouse (otherwise Hodsack Woodhouse), Oldcoates (otherwise Oldcotes Styrrup), and Har-

worth, in the county of Nottingham; and Sandbeck Maltby, Yews (otherwise Ewes), Firbeck, Bagley, Bagley Green, Tickhill, Stancill with Wellingley and Wilsick, Wadworth, Edlington, Alverley, Loversall, Balby with Hexthorpe, Warmsworth, and Doncaster, in the county of York, or some of them, and terminating in the parish of Doncaster, in the county of York, by a junction with the South Yorkshire Railway, at a point on that railway situate 220 yards, or thereabouts, south-west of the point or place where the said South Yorkshire Railway crosses, on the level, the road or highway leading from Balby to Hexthorpe.

Railway No. 2, a railway situate wholly in the parish of Worksop aforesaid, and commencing by a junction with railway No. 1, in a field called Tom Croft, abutting on the north side of Ramoth-lane, and situate in the township of Gateford, in the parish of Worksop, and belonging to John Vesséy Machin, Esq., and in the occupation of Messrs. William and Henry Hodgkinson, or one of them, and passing through the several parishes, townships, and places of Worksop, Haggonfield (otherwise Hagginfield), Shireoaks, and Gateford, in the said county of Nottingham, or some of them, and terminating in Tranker Wood, where such wood abuts on the north-eastern side of the highway leading from Worksop and Whitwell to Gateford by a junction with the proposed and authorised line of the Midland Railway from Mansfield to Worksop, and which wood belongs to, and is in the occupation of the devisees in trust of the late Duke of Newcastle, and is numbered 59 on the deposited plan of the said last-mentioned railway.

And it is proposed by the intended Act to confer powers upon the Company of lateral and vertical deviation from the lines and levels of the railways, as shown upon the plan and section hereinafter mentioned, within the limits to be shown upon the deposited plans, and for the purchase by compulsion of lands and buildings in the several parishes, townships, and places aforesaid, or some of them.

And also for the purchase by agreement of other lands and buildings, for the purposes of the intended railways or undertaking, and to stop up, alter, or divert, temporarily or permanently, all or any roads, highways, railways, tramways, rivers, streams, canals, water-courses, and navigations, bridges, telegraphic wires or apparatus, erections or works of any description, which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the intended Act; and to vary or extinguish all rights and privileges connected with the lands and buildings to be purchased, or with any road, way, water, or work as hereinbefore described to be stopped up, altered, or diverted as aforesaid, or which would or might in any way prevent or interfere with the carrying into effect the objects of the intended Act, or any of them, and to confer other rights and privileges, and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and also to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the intended Act to enable the Company to use the Worksop station and conveniences of the Manchester, Sheffield, and Lincolnshire Railway Company, and the Doncaster station and conveniences of the Great Northern Railway Company, jointly with each of those companies respectively, or to have the separate use of a portion of each of such stations respectively, and the booking and other offices, buildings, works, and conveniences connected therewith.

upon such terms and conditions as may be mutually agreed upon between the Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, and the Great Northern Railway Company respectively, or failing agreement, as may be settled by arbitration or otherwise, as may be prescribed or provided for by the intended Act; and to authorise the Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, and the Great Northern Railway Company respectively, to make and carry into effect agreements with respect to each of such stations respectively.

To enable the Company and any other company or persons lawfully using the railways of the Company, or any part thereof, to run over and use with their own or any other engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed on, or be settled by arbitration, or defined by the Bill, so much of the railway of the Manchester, Sheffield, and Lincolnshire Railway Company as lies between the point of junction therewith of the intended railway No. 4 and the Worksop station thereof, and so much of the railways of the Great Northern Railway Company, and of the South Yorkshire Railway and River Dun Company respectively, as lies between the point of junction therewith of the intended railway No. 1, and the Doncaster station thereof, together with all watering places, warehouses, landing places, sidings, and works belonging to or connected with such railways respectively.

To enable the Company on the one hand, and the Manchester, Sheffield, and Lincolnshire Railway Company, the South Yorkshire Railway and River Dun Company, the Midland Railway Company, and the Great Northern Railway Company, or any or either of them on the other hand from time to time to enter into agreements with respect to the working, use, management, and maintenance by the last-mentioned companies, or some or one of them, of the intended railways and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways upon such terms as may be agreed upon or prescribed by the intended Act, and also for facilitating the forwarding, conveyance, transmission, accommodation, and interchange of the traffic of the respective companies parties to such agreement, and for dividing and apportioning the receipts arising therefrom, and to authorise the appointment of joint committees for carrying into effect any such agreements as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The intended Act will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" the "Land Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railway Clauses Act, 1863." And it will alter, amend, enlarge, or repeal the powers and provisions of the 12 and 13 Vic., cap. 81, and all the other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the 10 and 11 Vic., cap. 291, and all other Acts relating to the South Yorkshire Railway and River Dun Company; the 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the Great Northern Railway Act, 1846, 9 and 10 Vic., cap. 71, and all other

No. 23042.

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Acts relating to the Great Northern Railway Company.

And notice is hereby further given, that a plan and section in duplicate of the intended railways and works, showing the lands and houses to be taken under the compulsory powers of the Act, and a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers, of such lands and houses, and a published map with the line of railways delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Nottingham, at his office at Newark, and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and that so much of the said plan, section, and book of reference as relate to any parish or extra-parochial place in which any part of the railway, or any land or houses to be taken under the compulsory powers of the intended Act are or may be situated, will be deposited with the parish-clerk of each such parish at his residence, and, in the case of any extra-parochial places, with the parish-clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice, as published in the London Gazette.

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 next.

Dated this 12th day of November, 1865.

Newton and Jones, Retford, and Henry Sweet Hodding, Worksop, Solicitors for the Bill.

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

West Somerset Railway Company.

Notice of Application to the Board of Trade for Authority to raise Additional Capital.

THE West Somerset Railway Company intend to apply to the Board of Trade for a Certificate under the Railway Companies Powers Act, 1864, to authorise them to raise additional capital, partly by the issue of new shares or new stock, either ordinary or preference, or partly ordinary, and partly preference; and partly by borrowing on mortgage, and with power to create and issue debenture stock.

Copies of the draft Certificate as proposed by the Company, will be supplied at the offices of the Company, at No. 6, Victoria-street, Westminster, to all applicants, at the price of sixpence each.

All persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting this application, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall, London, on or before the 1st day of January next succeeding the date of this advertisement.

Dated this 17th day of November, 1865.

Radcliffe and Davies, 20, Craven-street, Strand, Solicitors for the Company.
Beadon and Sweet, Taunton.

Middlesbrough, Stockton, and Billingham
Railways.

(Incorporation of Company for making Railways between the North-Eastern Railways at Middlesbrough and the West Hartlepool or North-Eastern Railways at Stockton, and near Billingham; Powers to Purchase Lands and Houses Compulsorily; to Raise Capital; Levy Tolls and Rates; Amendment of Acts; and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company by the name of the Middlesbrough, Stockton, and Billingham Junction Railway Company, hereinafter called "the Company," or by such other name as shall be deemed expedient, and to authorize such Company to make and maintain the several railways, with all necessary stations, bridges, works, and conveniences connected therewith, and approaches thereto, following, that is to say:—

1. A railway (hereinafter called Railway No. 1) commencing in the township of Linthorpe and parish of Middlesbrough, in the North Riding of the county of York, by a junction with the Middlesbrough dock branch of the Stockton and Darlington line of the North-Eastern Railway Company, at a point about 200 yards west of the centre of the bridge called West bridge, which carries that branch over the road or street in Middlesbrough called Boundary-road, 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: Linthorpe and Middlesbrough, in the said North Riding, and thence over the river Tees, by a swing bridge, into the townships of Billingham, Norton, and Stockton-upon-Tees, in the county of Durham, and terminating in the township and parish of Stockton-upon-Tees, in the said county of Durham, by a junction with the Stockton branch of the West Hartlepool line of the North-Eastern Railway Company, at a point about 86 yards south-east of the centre of the highway called Portrack-lane, where the same crosses the said Stockton branch on the level.

2. A railway (hereinafter called Railway No. 2) commencing in the township and parish of Billingham, in the said county of Durham, by a junction with the Railway No. 1, at a point at low-water mark on the west side of the river Tees at right angles with a point distant about 780 yards (measuring along the high-water line) northward of the centre of Billingham Beck, where the same enters the river Tees, on the line of high-water, thence passing from, through, into, and in the said township and parish of Billingham and the township of Cowpen, in the said county of Durham, and terminating in the township of Cowpen and parish of Billingham aforesaid, by a junction with the railway of the North-Eastern Railway Company from West Hartlepool to Ferry-hill, at a point about 100 yards south-west of the centre of the highway leading from Wolveston to Cowpen, where the same crosses that railway on the level.

3. A railway (herein called Railway No. 3) commencing in the township and parish of Stockton-upon-Tees aforesaid, by a junction with Railway No. 1, at a point in a field called Portrack-marsh, belonging to and in the occupation of Robert Page Page, Esq., distant about 150 yards north of the centre of the stone bridge near the village of Portrack, over the Lustring Beck, thence passing from, through, into, and in the several parishes and townships of Stockton-upon-

Tees and Billingham aforesaid, and terminating in the said township and parish of Billingham by a junction with Railway No. 2, at a point in a field called Marsh-hill, belonging to the Ecclesiastical Commissioners for England; and in the occupation of Thomas Bamlet, distant about 224 yards due east from the extreme north end of an old green lane leading from Billingham past or near to Billingham water-mill into the said field called Marsh-hill.

4. A railway (hereinafter called Railway No. 4) situate wholly in the said township and parish of Billingham, commencing by a junction with Railway No. 2, at a point in the public footpath through a field called Almond Nook, belonging to and in the occupation of Robert Chilton, distant about 130 yards from the eastern fence of that field, and terminating by a junction with the Port Clarence branch of the West Hartlepool line of the North-Eastern Railway Company, at a point distant about 640 yards east of the centre of the road from Billingham to Belasis Hall, where the same road crosses that branch on the level.

5. A railway (herein called Railway No. 5) situate wholly in the township and parish of Billingham, commencing by a junction with Railway No. 2, at a point in the public footpath through a field called Almond Nook, belonging to and in the occupation of Robert Chilton, distant about 130 yards from the eastern fence of that field, and terminating by a junction with the said Port Clarence branch, at a point distant about 250 yards west of the centre of the said road from Billingham to Belasis Hall, where that road crosses the said branch on the level.

6. All necessary stations, sidings, booking-offices, communications, approaches, roads, works, and other conveniences connected with the said intended railways, or any of them, in the several parishes, townships, extra-parochial, and other places before mentioned, or some of them.

And it is intended by the said Bill to confer upon the Company power for all or some of the objects and purposes following; that is to say:—

To deviate in constructing the proposed railways, bridge, and works from the lines and levels laid down on the plans and sections thereof to be deposited as hereinafter mentioned.

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, stop up, or interfere with for the purposes of the Act, or any of them, and to appropriate the sites thereof respectively, to the use of the Company and purposes of their undertaking; and to purchase by compulsion or otherwise all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter mentioned; and any other lands and houses which may be required for the purposes of the said intended railways, bridge, and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with those purposes respectively, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To levy tolls, rates, and duties for or in respect

of the use of the said proposed railways and works, and to alter tolls, rates, and duties, and to confer, vary, or alter any such exemptions from the payment of such tolls, rates, and duties as may be thought expedient.

To authorize and regulate the proposed junctions with the lines of the North-Eastern Railway Company, and the construction of any works in and upon property belonging to the North-Eastern Railway Company, or any other railway company, in the several parishes, townships, and extra-parochial, or other places aforesaid, and to acquire land and other rights and interests at such junctions.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking, and to incorporate with the said Bill all or any part of the several Acts of Parliament following, that is to say:—"The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Arbitration Act, 1859;" and any other Acts or parts of Acts; and any other powers and provisions necessary for the purposes of the said Bill.

To enable the Company and the North-Eastern Railway Company to enter into agreements with respect to the use, by the Company of the stations, sidings, watering-places, railway offices, works, and conveniences of the North-Eastern Railway Company, at or near the aforesaid junction of the said intended railways with the said several branches of that Company, and with respect to the construction, maintenance, and use of joint or separate stations, sidings, and necessary works connected therewith, at or near the junctions of the said intended lines with the said several branch lines of the North-Eastern Railway, and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively, and as to the maintenance and use of the junctions of the said intended railways with the said several branch lines of the North-Eastern Railway, upon payment of such tolls, rates, and charges, or upon such other terms and conditions as may be agreed upon, or as shall be ascertained by arbitration, upon the application of any or either of the Companies desiring such reference, or otherwise, as shall be provided for by the said Bill, 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 enable the Company and the North-Eastern Railway Company to enter into agreements with respect to the maintenance and management of the railways to be authorized by the said Bill, or any of them, with respect to the use and working of the said railways, and the conveyance of traffic thereon, and the providing rolling stock for the same, and with respect to the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic.

To authorize the Company to run over and use with engines and carriages for the conveyance of passengers, animals, minerals, goods, and other traffic, the following portions of railways, and also to use the following stations and conveniences connected therewith, that is to say:

So much of the said Middlesbrough Dock branch of the Stockton and Darlington line of the

North-Eastern Railway Company as lies between the hereinbefore-described junction of Railway No. 1, with that branch, and the passenger station, dock, sidings, wharves, goods station, and coal depot of the North-Eastern Railway Company at Middlesbrough aforesaid, and also the said stations, docks, sidings, wharves, and coal depot. So much of the railway of the North-Eastern Company from West Hartlepool to Ferry Hill as lies between the junction hereinbefore described of Railway No. 2 with that branch, and the Cowpon station thereon, including the whole of that station. So much of the Port Clarence branch of the West Hartlepool line of the North-Eastern Railway Company as lies between the junction hereinbefore described of Railway No. 4 with that branch, and the station, wharves, and ironworks inclusive, of the North-Eastern Railway Company, situate at Port Clarence, and so much of the said Port Clarence branch as lies between the junction hereinbefore described of Railway No. 5 therewith, and the junction of that branch with the railway of the North-Eastern Company from West Hartlepool to Ferry Hill, together with the portion of that railway from that junction to and including the Billingham station on that railway, together with the railway offices, junctions, sidings, water, watering-places, conveniences, and works of the North-Eastern Railway Company at the before-mentioned several stations.

And also, if necessary, to alter and limit the tolls, rates, and charges now authorized to be taken on or for the use of the said portions of railways, and railway and stations and conveniences respectively so to be run over and used, and to enable the Company to carry traffic over the said portions of railways and railway, and to charge and recover tolls, rates, and charges in respect thereof, and for the conveyance of traffic thereon, and for the use of the said stations respectively, and to confer, vary, alter, or extinguish exemptions from such tolls, rates, and charges.

And it is intended by the said Bill, in case of difference between the Company and the North-Eastern Railway Company as to the terms on which the portions of those respective railways and railway and the said stations thereon shall be run over and used under the several powers hereinbefore mentioned, or any of them, or in case of refusal or failure on the part of either of the said Companies to treat for such user as aforesaid, to provide for ascertaining and determining, by compulsory arbitration or otherwise, the tolls, rates, and charges which in any of the cases aforesaid shall be paid by the Company exercising such power to the Company whose railway and stations and conveniences shall be so run over and used as aforesaid.

And it is intended by the said Bill to take powers to compel and authorize the North-Eastern Railway Company to book through, receive, and forward over their railways and over all other railways worked or used by them all passengers, goods, minerals, and other traffic to and from the said intended railways, and to afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from their line of railway and other railways worked or used by them, and in like manner to compel and authorize the said intended Company to book through, receive, and forward over the said intended railways, all passengers, goods, minerals, animals, and other traffic to and from the North-Eastern Railway, or to and from any railways worked or used by them, and to afford all necessary facilities for the passage and transmission of

such traffic upon, on, or along and from the said intended railway, and to enable either of the said Companies to charge tolls, rates, and charges in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, or to provide for the ascertaining and determining the same by arbitration, upon the application of the said intended Company, or of the North-Eastern Railway Company, or otherwise, as the same shall be provided for in the said Bill, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges.

And it is also proposed by the said Bill to authorize the North-eastern Railway Company to subscribe and hold shares in the Company, and to apply for that purpose any moneys which they have raised or are authorized to raise under their other Acts of Parliament; and to raise by the creation of new shares or stock, and by borrowing further sums of money for the purposes of the said intended Act, and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over, or *pari passu* with, all or any other classes or class of shares or stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Bill.

And it is intended by the said Bill to vary or extinguish all rights and privileges which would in any manner interfere with the objects of the said Bill, or such contracts or arrangements as aforesaid, and to confer, vary, or extinguish other rights privileges, and exemptions.

And it is also proposed by the said intended Bill 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 Middlesbrough Improvement Act, 1841;" "The Middlesbrough Improvement Act, 1856;" "The Middlesbrough Improvement Act, 1858;" "The Tees Conservancy and Stockton Dock Act, 1852;" "The Tees Conservancy Act, 1854;" "The Tees Conservancy Act, 1858;" "The Tees Conservancy Act, 1863;" the 15 and 16 Vic. cap. 18, relating to the borough of Stockton; "The Stockton and Middlesbrough Road Act, 1856," and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorized by the said intended Bill, and to confer other powers in lieu thereof, and in addition thereto.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed railways, bridge, and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of each of the said proposed lines of railway; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the North Riding

of the county of York, at his office at Northallerton, in the said North Riding; and 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 and works are intended to be made; and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and as regards any extra-parochial place with the clerk of some adjoining parish, at his place of abode.

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 15th day of November, 1865.

John S. Peacock, Solicitor, Middlesbrough.
Durnford and Co., Parliamentary Agents
39, Parliament-street.

In Parliament—Session, 1866.

The London, Bucks, and Gloucestershire Junction Railway.

(Railways from the London and North Western Railway, near Bicester, to the Aylesbury and Buckingham Railway, near Waddesdon; from the last mentioned Railway at Aylesbury to Pinner; from Pinner to Hendon; Powers over London and North Western, Midland, Aylesbury and Buckingham, the Great Western, and the Midland and South Western Junction Railways.)

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

Railway No. 1.—A railway commencing by a junction with the Oxford, Winslow, and Bletchley branch of the London and North Western Railway, in the parish of Charlton in the county of Oxford, at or near the post on the said Railway denoting sixty-nine and three-quarter miles from London, and terminating in the parish of Waddesdon, in the county of Buckingham, by a junction with the authorised line of the Aylesbury and Buckingham Railway, in a field in the said parish of Waddesdon, numbered 25 on the plans deposited at the office of the Clerk of the Peace or Buckinghamshire, in the month of November, 1859, with relation to the Aylesbury and Buckingham Railway Act, 1860. And the said railway will pass through or into Weston-on-the-Green, Oddington, Charlton, otherwise Charlton-upon-Ot Moor, Fencot, Moorcot, Merton, otherwise Martin, Chesterton, Chesterton Parva, Launton, Bicester, Wendlebury, Ambrosden, Nether Arcott, Over Arcott, Blackthorn and Piddington, or some of them, all in the county of Oxford, Ludgarshall, Marsh Gibbon, Edgcott, Grendon Underwood, Wootton Underwood, Wescot, otherwise Wescott, Upper, otherwise, Over Winchendon, Boarstall, Ashendon, Dorton, Brill, Pitchcott, Quainton, otherwise Quainton Mallett, Wormstone and Waddesdon, or some of them, all in the county of Buckingham.

Railway No. 2.—A railway commencing in the

parish of Aylesbury, in the county of Buckingham, by a junction with the railway, whether of the Great Western Railway Company, or of the Aylesbury and Buckingham Railway Company, or of both those Companies, at about forty-four yards from and to the south-east of the passenger station at Aylesbury attached to or intended for the said two railways, and terminating in the parish of Pinner, in the county of Middlesex, in a field bounded on the north and east sides thereof by Pinner-grove; on the south by, and adjoining, Canon Farm House and out-buildings; and on the west by the road leading from Pinner to the said Canon Farm House; and the said railway will pass through or into Aylesbury, Walton, Hartwell, Stone, Bishopstone, South Warp, Bedgrove, Stoke Mandaville, Northlee, Nashlee, Turwick, Weston Turville, Halton, Ellesborough, Wendover, Wendover Dean, Little Hampden, Hampden, St. Leonard's, Lee, Great Missenden, Little Missenden, Chesham Bois, Kingshill, Amersham, Chalfont St. Giles, Chalfont St. Peter, Hedgerley, Fulmer, and Denham, or some of them, all in the county of Buckingham; Rickmansworth, Maple Cross, West Hyde, Pinchfield, or some or one of them, all in the county of Herts; Harefield, Ickenham, Ruislip, Northolt, Eastcot, Harrow-on-the-hill, Willesden, and Pinner, all in the county of Middlesex.

Railway No. 3.—A railway commencing in the parish of Pinner aforesaid, by a junction with Railway No. 2, at the termination thereof, and terminating in the parish of Hendon, in the county of Middlesex, by a junction with the authorised line of the Midland Railway (Extension to London), in the fields numbered 46 and 47, or one of them, on the plans deposited at the office of the Clerk of the Peace for Middlesex, in the month of November, 1862, with relation to the "Midland Railway (Extension to London) Act, 1863," and the said railway will pass through or into Pinner, Eastcot, Harrow-on-the-hill, Kingsbury, Willesden, and Hendon, all in the county of Middlesex.

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

The Bill will enable the Company, and all persons lawfully working or using their railway, to run over, work, and use, with their clerks, officers, and servants, and their engines and carriages, and for the purposes of their traffic, the railways or portions of railway following, that is to say:

So much of the London and North Western Railway as lies between the point of Junction therewith, proposed by the Bill, in the parish of Charlton, in the county of Oxford, and Yarnton and Oxford, and so much of the London and North Western Railway as lies between the Junction therewith of the Aylesbury and Buckingham Railway at or near Middle Claydon and Banbury.

The undertaking of the Aylesbury and Buckingham Railway Company.

So much of the Great Western Railway at Aylesbury as is necessary to maintain a communication between the Aylesbury and Buckingham Railway, and the Railway No. 2 hereinbefore described.

So much of the authorised Midland Railway (Extension to London) as lies between the point of Junction therewith proposed by the Bill, in the parish of Hendon, and the terminus of the said railway in the parish of St. Pancras, in Middlesex.

The undertaking of the Midland and South Western Junction Railway Company.

Together also, in all the said cases, with such lines of railway sidings and junctions as are necessary for an uninterrupted communication between the railways proposed by the Bill and the said railways and portions of railway respectively.

Together with all stations, booking-offices, warehouses, watering-places, sidings, works, and conveniences connected therewith respectively, upon such terms and conditions, and upon payment of such tolls and other considerations as shall be agreed on, or, in default of agreement, be settled by arbitration, or as shall be defined by the Bill; and the Bill may, for that purpose, vary the tolls authorised to be taken by the said London and North Western, the Midland, the Aylesbury and Buckingham, and the Midland and South Western Junction Railway Companies; and in that respect alter the Acts relating to them.

And the Bill will enable the Company on the one hand, and the London and North Western, and the Midland Railway Companies, or one of them, on the other hand (notwithstanding anything contained in "The Great Western and West Midland Railway Act, 1863," or in Schedule B to the same Act), from time to time to enter into agreements with respect to the management, use, working, and maintenance of the said intended railways, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said undertaking, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, and with respect to the conduct, regulation, and management, and the transmission, forwarding, and delivery of traffic, upon the respective railways of the said Companies; and with respect to the tolls and charges, or other payments for or in respect of such traffic; and with respect to the apportionment between and amongst the contracting Companies, of tolls and charges received in respect of such traffic.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 5 and 6 William IV., cap. 107, and of the said Act 26 and 27 Vict., cap. 113, and of any other Acts relating to the Great Western Railway Company; of the 7 and 8 Vict., cap. 18, and of any other Acts relating to the Midland Railway Company; the 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North Western Railway Company, "The Midland and South Western Junction Railway Act, 1864;" and the 23 and 24 Vict., cap. 192, and any other Acts relating to the Aylesbury and Buckingham Railway Company.

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

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

Dated this 7th day of November, 1865,

Johnston, Farquhar, and Leech, 4, Old Palace-yard, Westminster, Solicitors for the Bill.

Roach River Fishery.

(Incorporation of Company; Maintenance of Oyster Fishery; Construction of Oyster Beds; Tanks or Reservoirs, and Waterways; Exclusive Right of Depositing and Dredging for Oysters; Purchase of Lands, Rights, and other Privileges.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company"), and to confer on such Company all or some of the following powers (that is to say):—

1. To acquire the exclusive right of depositing, breeding, dredging, and fishing for oysters in that part of the River Roach which is covered by water at low neap tide, and is situate within the parishes or places of Foulness, Great Wakering, Little Wakering, Barling, Paglesham, Great Stambridge, Little Stambridge, Canewdon, and Eastwood, and places adjacent, all in the county of Essex, which is comprised within the following limits or boundaries (that is to say):

Within a line drawn at the junction of the River Roach with the River Crouch as shown by the beacons at present 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 Rev. 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 or 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 a southerly direction to the posts on the shore marking the eastern or north-eastern boundary of the said oyster laying, of the said Mr. Browning; thence extending down the south side of the River Roach, along the Potten shore to Potters 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. Gilson 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, tanks, beds, or reservoirs, for the storage of oysters, and a cut, or water way, connected therewith, and it is intended to divert into such cut or water way, beds, or reservoirs, the waters flowing from the River Roach.

3. To make, construct, maintain, and provide dams, embankments, sea walls, buildings, workshops, stores, sheds, wharves, lay-byes, locks, sluices, gates, flood-gates, openings, cranes, and other apparatus necessary or convenient for any of the purposes aforesaid.

4. To purchase and take by compulsion, and also by agreement, lands, houses, hereditaments, tolls, rights, franchises, and privileges.

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

And it is intended to incorporate with the intended Act, wholly or in part, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Companies Clauses Act, 1863," or some or one of such Acts.

And notice is hereby given, that on or before the 30th November instant, plans delineating the lands intended to be taken compulsorily, and plans and sections of the proposed tanks, beds, reservoirs, 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 books of reference as relates to the parish in which the said works will be made, and in which the land intended to be taken compulsorily is situate, together with a copy of the Gazette notice, will be deposited for public inspection with the parish clerk of 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 10th day of November, 1865.

J. Henry Johnson, 47, Lincoln's-inn-fields, London, W.C.

In Parliament—Session 1866.

Hull, West Yorkshire, and Lancashire Railway. (Incorporation of Company to make a Railway to join the Hull and Doncaster Branch Railway of the North Eastern Railway Company to make Junction Lines and Tramways, at or near Hull; Diversion and Stopping-up of Streets; New Streets; Compulsory Purchase of Lands; Tolls; Powers to run over and use portions of existing and authorised Railways and Works of the North Eastern, South Yorkshire, Great Northern, Lancashire, and Yorkshire Railway Companies, and of the Aire and Calder Canal Company, and of the Dock Company at Kingston-upon-Hull, and the Hull South Bridge Company; Working Arrangements; Traffic Facilities; Powers of Subscription to the South Yorkshire, Great Northern, Lancashire, and Yorkshire, the Midland, the Manchester, Sheffield, and Lincolnshire, and the Great Eastern Railway Companies, and the Corporation of Kingston-upon-Hull; Amendment of Acts, and other purposes).

NOTICE is hereby given that application is intended to be made to Parliament in the next session thereof, for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to confer on such Company the followings, or some of the following, among other powers:

To make, maintain, and work the following railways, or some of them, with all necessary stations, works, approaches, sidings, and conveniences connected therewith.

A railway (No. 1) commencing at or near the north-west corner of Manor House-street, at the point of junction with Kingston-street, in the parish of Holy Trinity in the town and county of the town of Kingston-upon-Hull, passing thence through or into the several parishes, townships, and extra-parochial or other places following, or some of them, namely, Holy Trinity aforesaid, and Dairy-Coates, Hessle, East Ella, Anlaby, West Ella, Kirk Ella, Willerby, Wolfreton, Swanland, Cottingham, Haltemprice, Waudby, North Ferriby, Melton, Welton, Elloughton, Elloughton-with-Brough, Brantingham, Thorpe-Brantingham, Ellerker, South Cave, Everthorpe, Drewton, Drewton-cum-Everthorpe, North Cave, Gaville, Portington, Market-Weighton Canal, New Village, River Bridge, Harthill, Linton, Eaxton, Kilpin, Saltmarsh, Skelton, Howden, Newland, Greenoak, Bennetland Hive, Wallingfen, Gilbertdike, New Gilbertdike, Balkholme, Sandholme, Yokefleet, Cheapside, Scalby, Newton, Staddlethorpe, Blacktoft, Bellasize, Clementhorpe, Eastington, in the East Riding of the county of York; and terminating by a junction with the firstly described railway authorised by "The North Eastern Railway Company's (Hull and Doncaster Branch) Act, 1863," at or near a point marked 6 mile 6 furlongs from the junction of that railway with the Hull and Selby Railway at Staddlethorpe station, on the plans referred to in that Act as deposited with the Clerk of the Peace for the East Riding of the county of York; such point being in a field marked No. 13 on such plan, and is situate in the township of Bellasize, in the parish of Eastington, in the East Riding of the county of York.

A railway (No. 2) commencing at or near the point of junction at Great Thoraton-street, Walker-street, and Jane-street, in the parish

of Holy Trinity aforesaid, and passing thence through or into the parish of Holy Trinity aforesaid, and the parishes, townships, or places of North Ferriby, Kirk Ella, West Ella, Willerby, Swanland, and Hessle, or some of them, in the East Riding of the county of York, and terminating in the said parish of Hessle by a junction with the hereinbefore described intended railway (No. 1) in a field belonging to John Whitaker Bean, Esquire, and in the occupation of John Alfred Petty Jackson, bounded on the south by an occupation road, and situate 550 yards, or thereabouts, to the south of the Hull and Kirk Ella turnpike road, and three hundred and ninety yards, or thereabouts, to the east of Common East Road or Third Lane.

A railway (No. 3) commencing by a junction with the hereinbefore described intended railway (No. 2) in a field in the parish of North Ferriby aforesaid, belonging to John Ringrose, Esquire, and in the occupation of Richard Wetherill, and bounded by Chalk-lane on the east and the Bridlington branch of the Hull and Selby Railway Company on the west, and situate 390 yards, or thereabouts, to the south of the said Hull and Kirk Ella turnpike road, and thence passing through or into the said several parishes, townships, or places of North Ferriby, Swanland, Willerby, West Ella, and Kirk Ella, or some of them, and terminating by a junction with the North Eastern Hull Passenger Branch Railway, at or near a point on that railway 390 yards, or thereabouts, in a south-westwardly direction from the level crossing of that railway over the said Hull and Kirk Ella turnpike road.

A railway (No. 4) to be wholly situate in the hamlet of Dairy-coates, in the said parishes of North Ferriby and Kirk Ella, or one of them, commencing by a junction with the first hereinbefore described proposed railway (No. 1) in or near the brick and tile yard belonging to Mr. Joseph Kemp Firth, and situate on the north side of the Hull and Selby Railway at or near the point of junction of that railway with the Bridlington branch thereof, and terminating by a junction with the Hull and Selby Railway at or near and to the south of Dairy-coates Lodge, and 725 yards, or thereabouts, to the east of the said junction of the Hull and Selby and Bridlington Branch Railways.

A railway (No. 5) commencing by a junction with the first hereinbefore described proposed railway (No. 1) at or near the point of junction therewith of the hereinbefore described proposed railway (No. 4) in the said brick and tile field of the said Joseph Kemp Firth, and passing thence through or into the said parishes, townships or places of Dairy-coates, North Ferriby, Kirk Ella, Holy Trinity, or some of them, and terminating in the last mentioned parish by a junction with the authorised railway of the Hull Dock Company at Kingston-upon-Hull (hereinafter called "the Dock Company"), to be constructed in connection with the Western Dock, under "The Hull Docks Act, 1861," at or near to the west end of such dock, as defined upon the deposited plans referred to in that Act as deposited with the Clerk of the Peace for the East Riding of the county of York.

To take powers to stop up and extinguish all rights of way, or other rights, in or over Jane-street, and so much of Cogan-street as lies south

of the junction of that street with Lister-street and Kingston street; so much of English-street as extends 155 yards, or thereabouts, from the east end of such street, also 100 yards, or thereabouts, of Campbell-street, lying to the south of a point in such street 190 yards, or thereabouts, south from the Anlaby-road, 120 yards, or thereabouts, of Day-street, lying to the south of a point in that street 150 yards, or thereabouts, south from the Anlaby-road, and so much of Goodwin-street, as extends 150 yards, or thereabouts, south from the junction of that street with Jane-street, and to vest such streets, or the portions thereof so to be stopped up, in and appropriate the same for the purposes of the Company, and in lieu of such streets, or the portions thereof so to be stopped up, or some of them, to make and construct a new street commencing at the westernmost point of the portion of English-street so to be stopped up, and thence in a north-easterly direction to and terminating at the present south junction of Cogan-street and Lister-street, and also new streets to the north and south of the intended railway (No. 2); the north street commencing at the northernmost point of the portion of Campbell-street, so to be stopped up, and thence direct eastwardly over Day-street to and terminating at the west side of Great Thornton-street, and the south street commencing at the southernmost point of the portion of Campbell-street, so to be stopped up, and thence direct eastwardly over Day-street, to and terminating at the west side of Walker-street, and also to widen Great Thornton-street, at and near the north-east corner thereof, from a point 60 yards, or thereabouts, to the east of such corner, to a point 100 yards, or thereabouts, to the south-east of such corner, and to purchase, compulsorily or by agreement, lands for making and widening such streets, all which several streets hereinbefore mentioned are situate in the parish of Holy Trinity aforesaid.

To enable the Company, with the consent of the Hull Local Board of Health, and subject to such regulations and restrictions as such Board may approve, to lay down, maintain and use railways and tramways on and along any streets, roads, quays and ways in the borough of Kingston-upon-Hull, communicating with or between the stations and railways of the Company, with any tramways or railways belonging to the Dock Company, Hull South Bridge Company, or any railway Company having, or which may hereafter have, stations or railways at Hull.

To purchase lands, houses and other property, compulsorily or by agreement, for the purposes of the intended railways, tramways and works, to levy tolls and charges in respect thereof, and of the use of the said several railways, tramways, and works hereinbefore mentioned, and to confer exemptions from the payment thereof, to make junctions with and across the said several railways, and to cross, alter and divert streets, roads, tramways, navigations, rivers, canals, water-courses, streams, pipes, drains and sewers, bridges, railways and tramways, and to vary and extinguish existing rights and privileges so far as may be necessary in carrying into effect any of the objects of the Bill.

To enable the Company and all Companies and persons lawfully using their railways and their respective officers and servants, to pass over and use with engines and carriages so much of the railways of the Hull and Selby Railway Company as lies north-eastwardly of the junction therewith of the hereinbefore described intended Railway No. 4, and so much of the railways of the North Eastern Railway as lies north-eastwardly of the junction therewith of the hereinbefore de-

scribed intended Railway No. 3, the Victoria or East Dock Branch of the North Eastern Railway Company, in or near Hull, the authorised Western Dock Railway of the Dock Company at Kingston-upon-Hull, and the railways of the North Eastern Railway Company authorised by "The North Eastern Railway Company's (Hull and Doncaster Branch) Act, 1863," and so much of the existing or authorised railways of the South Yorkshire Railway Company as lies north and east of Doncaster, and between the point of junction of those railways with the railway first authorised by the last mentioned Act and the western termination of the Great Northern Railway at or near Doncaster, and of such portion of the South Yorkshire Railway, and also so much of the Great Northern Railway as lies between the junction therewith of the South Yorkshire Railway, north of Doncaster, and the junction of the Great Northern Railway with the portion of the South Yorkshire Railway south and west of Doncaster, and the whole of the last mentioned portion of the South Yorkshire Railway, and also so much of the railway of the Lancashire and Yorkshire Railway at or near the point of junction therewith of the railway thirdly authorised by the last mentioned Act as will enable the Company, and all other Companies and persons aforesaid, to pass with engines and carriages of every description from and to the said railway so thirdly authorised, on, to, and from the Lancashire and Yorkshire Railway at the said point of junction, and from and to the said point of junction to and from the termination of the Lancashire and Yorkshire Railway, in or near the town of Goole, and also the railway of the undertakers of the navigation of the rivers Aire and Calder at Goole, and to use the stations, station-yards, booking-offices, warehouses, watering-places, water, sidings, branches, quays, wharfs, basins, cranes, platforms, conveniences and accommodations of the said several Companies respectively at Hull, Goole and Doncaster, and intermediate places belonging to or connected with their said respective railways so to be run over or used as aforesaid, for the carriage of passengers, animals, goods and other traffic, and otherwise as may be provided by the said intended Act, upon such terms and conditions, pecuniary or otherwise, as may be agreed upon between the Company and the respective Companies whose railways, stations or conveniences are so to be used, as aforesaid, or as may be defined in the Bill, or in case of difference be settled by arbitration; and to enable the Company to levy and take tolls, rates and charges in respect of traffic carried over the before mentioned railways; and to alter the tolls, rates and charges of the before mentioned Companies, or any or either of them, and to create exemptions from the payment of such tolls, rates and charges, and to confer other rights and privileges.

To enable the Company and such other Companies and persons as aforesaid to use the tramways or railways and turn-tables of the Dock Company or the North Eastern Railway Company at or connected with the existing or future docks at Kingston-upon-Hull, and also the tramways and works of the Hull South Bridge Company, in like manner as the same may from time to time be used by such Companies respectively, on such terms as may be agreed and defined by the said Bill, or, in case of difference, be settled by arbitration.

To authorise and require the Dock Company to assign and appoint on the quays or wharves of their docks or basins sufficient and convenient quays, landing-places, wharves and other conveniences for loading or discharging into or from

barges or lighters and other vessels cargo destined for or delivered from the said railways, and to authorise the Company and such other Companies and persons as aforesaid to use such quays, landing-places, wharves, and other conveniences, and to lay down and use tramways to and along the same; and provision will be made in the said intended Act for settling any disputes as to the situation, sufficiency or terms of user or otherwise of such quays, landing-places, wharves and conveniences.

To enable the Company, on the one hand, and the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the South Yorkshire Railway Company, the Manchester, Sheffield and Lincolnshire Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, or any or either of such Companies, on the other hand, from time to time to enter into contracts and agreements with respect to the working, management, maintenance and use of the intended railways, the supplying of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railways, the payments to be made and the conditions to be performed with respect to such working, management, maintenance, use and services, the interchange, accommodation and conveyance of traffic coming from or destined for the undertakings of the contracting Companies, and the division and apportionment of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such contract or agreement, and to confirm any agreement already made, or which prior to the passing of the Bill may be made by and between the Company and the said Companies, or any or either of them, touching the matters or any of the matters aforesaid.

To authorise the Corporation of the Mayor, Aldermen, and Burgesses of the borough of Kingston-upon-Hull to contribute towards the cost of constructing the intended railways and works out of any moneys belonging to them or under their control, and if need be to authorise them to raise money for that purpose, and to authorise such Corporation to sell lands or property required for the purposes of the intended railways and works either for a money consideration, a fixed annual rent charge, or paid-up shares of the Company.

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing from or over all or any part of the intended railways of the Company, or to, from, or over the railways of the before-mentioned Companies, or any 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 said interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act to alter the tolls and charges which the said Companies, or any or either of them, are now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To authorise the Lancashire and Yorkshire, the Midland, the Great Northern, the Manchester Sheffield and Lincolnshire, the South Yorkshire, and the Great Eastern Railway Companies, or any 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 railways and works, or any part thereof, and to raise money by mortgage of any part of their respective undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of interest or dividends, or by such other ways and means as may be prescribed in the proposed Act; to enable such Companies, or either of them 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 alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts (local and personal), relating to the Midland Railway Company, viz.: 7 and 8 Vict., cap. 18, and any other Acts relating to that Company; the following Acts relating to the Great Eastern Railway Company, viz.: 25 and 26 Vict., cap. 223, and all Acts referred to in that Act, and any other Act or Acts relating to that Company; 12 and 13 Vict., cap. 81, and any other Act or Acts relating to the Manchester Sheffield and Lincolnshire Railway Company; 9 and 10 Vict., cap. 71, and any other Acts relating to the Great Northern Railway Company; 10 and 11 Vict., cap. 163, 21 and 22 Vict., caps. 106 and 143, and all Acts in any way referred to in those Acts, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company; 10 and 11 Vict., cap. 291, 27 and 28 Vict., cap. 77, and all Acts in any way referred to in those Acts, and any other Act or Acts relating to the South Yorkshire Railway Company; 17 and 18 Vict., cap. 211, and all Acts referred to in that Act; "The North Eastern Railway Company's (Hull and Doncaster Branch) Act, 1863," and any other Acts relating to the North Eastern Railway Company; the 6 and 7 Wm. IV. cap. 80, and all other Acts relating to the Hull and Selby Railway Company; 1 Geo. IV., cap. 39, and 9 Geo. IV. cap. 98, and all other Acts relating to the undertakers of the navigation of the Rivers Aire and Calder; "The Hull Docks Act, 1861," and all Acts referred to in that Act, and any other Acts relating to the Dock Company at Kingston-upon-Hull; "The Hull South Bridge Act, 1862," "The Kingston-upon-Hull Improvement Act, 1854," and all other Acts relating to the Local Board of Health of the borough of Kingston-upon-Hull.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette will be deposited, on or before the thirtieth day of November, instant, with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley, in the said East Riding; and with the Clerk of the Peace for the borough of Kingston-upon-Hull at his office in the said borough; and that a copy of so much of the 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 of November be deposited with the parish clerk of each such parish at his place of abode, and in any case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

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

Dated this ninth day of November, One thousand eight hundred and sixty-five.

England, *Saxelbye and Roberts*, Kingston-upon-Hull, Solicitors for the Bill; *Wyatt and Metcalf*, Parliamentary Agents, No. 28, Parliament-street, Westminster.

Cheshire Lines

(Running Powers to Great Northern Railway Company over a portion of the Newton and Compstall Branch; Purchase of Land in Liverpool and Stockport; Power to stop up Wellington-road, Liverpool, and certain streets in Stockport, and to make a new street there; Level Crossing instead of a Bridge at Northwich; to enable the Great Northern and Midland Railway Companies to become Joint Owners of the Godley Branch of the Manchester, Sheffield, and Lincolnshire Railway; Transfer of Powers of the Chester and West Cheshire Junction Railway Company to the Manchester, Sheffield, and Lincolnshire, the Great Northern, and the Midland Railway Companies; Amendment of Acts; and other purposes.)

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

To enable the Great Northern Railway Company, their officers and servants, to run over, work, and use, with their engines and carriages, upon such terms and conditions pecuniary and otherwise as shall be agreed on or settled by arbitration or defined by the Bill, so much of the Newton and Compstall Branch of the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Sheffield Company") as lies between the point of junction of the Godley and Woodley Branch Railway and the point of junction of the Stockport and Woodley Railway with the said Newton and Compstall Branch Railway.

To enable the Manchester, Sheffield, and Lincolnshire, the Great Northern, and (after a certain event) the Midland Railway Company (who are hereinafter called "the Three Companies") jointly and equally to acquire, by compulsion or agreement, for the enlargement of their station and works in the borough of Liverpool certain lands and property in the extra-parochial place of Toxteth-park, in Liverpool, bounded on the north in part by land belonging to the Garston and Liverpool Railway Company, and in other part by land belonging to the Liverpool United Gas Company, on the east by Grafton-street, on the south by lands of the Mersey Docks and Harbour Board, and on the west by Sefton-street and the Garston and Liverpool Railway.

To enable the three Companies also to acquire, by compulsion or agreement, for the enlargement of their station and works in the township of Heaton Norris, and parish of Manchester, and for

other purposes connected with their undertaking, certain lands and property in that township and parish, bounded on the north by King-street and the London and North Western Railway, on the south by land belonging to the Stockport Corporation, the London and North Western Railway, Norris-street, and by a line extending from a point where the line of the south side of Norris-street intersects the west side of Hope-street in a westerly direction to a point near where the George-road, King-street, and Travis-brow intersect each other, the said line being about 13 yards from the north-east corner of Heaton-lane, and on the east side by Wellington-road, King-street, and the London and North Western Railway, and on the west side by George-road and Travis-brow.

To authorise the stopping up or so much of Wellington-road, in Toxteth-park, Liverpool, as lies between Grafton-street and Sefton-street, in Toxteth-park, and to purchase a small block of houses and lands adjoining the said road.

To authorise the stopping up wholly or in part of the following streets or roads and highways, in the said township of Heaton Norris, and parish of Manchester, viz.

- 1. So much of King-street as lies between the junction of that street with George-road and a point 73 yards, or thereabouts, measured in a westward direction from the junction of that street with Wellington-road.
- 2. So much of Hope-street as lies between King-street aforesaid and Norris-street.
- 3. So much of Allen-street as lies between King-street aforesaid and a point 33 yards, or thereabouts, measured in a northward direction from the junction of Allen-street with Heaton-lane.
- 4. So much of Bank-street as lies between King-street and Norris-street aforesaid.

To make a new street or road wholly in the said township of Heaton Norris, commencing at or near the junction of George-road and King-street, aforesaid, and terminating in Hope-street, at or near the point where Norris-street and Hope-street intersect each other.

To construct and maintain a foot road or bridge between Grafton-street and Sefton-street, in lieu of Wellington-road, so to be stopped up, and upon or near to the site of Wellington-road aforesaid.

To authorise the construction and maintenance of the Railway (No. 3), authorized by the Cheshire Lines Transfer Act, 1865, across and on the level of the turnpike road, in the township of Witton-cum-Frambrook, and parish of Great Budworth, in the county palatine of Chester, numbered 6 on the plans deposited with the Clerk of the Peace for Cheshire, in respect of such last-mentioned railway.

To vest in and enable the Great Northern Railway Company and the Midland Railway Company, respectively, to become joint owners with the Sheffield Company of the Godley and Woodley Branch Railway of the Sheffield Company, and to participate to such extent, and subject to such restrictions and conditions, as may be defined by the Bill in the property, management, working over, and control of such last-mentioned branch railway, and to vest in the three Companies, or in the Cheshire Lines Committee, constituted under the powers of "The Cheshire Lines Transfer Act, 1865," the management and control of the traffic on that railway, 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 such traffic.

To transfer to the three Companies, or to the said Cheshire Lines Committee, all the powers, rights, and privileges now vested in the Chester and West Cheshire Junction Railway Company, and all lands and other property, real or personal, belonging to the same Company, or which they have the power to purchase, and the benefit of all contracts entered into by them, or on their behalf, and also all duties, debts, and liabilities of the said Company; so that the three Companies, or the said Committee, may be enabled to act in all respects, with respect to the undertaking of the said Company, and the construction of the railways and works authorized by "The Chester and West Cheshire Junction Railway Act, 1865," and the purchase of lands for the purposes thereof; and the levying of tolls and charges, in respect to the said undertaking as fully and effectually to all intents and purposes as though the powers contained in the said Act had been originally conferred upon them.

To enable the three Companies to contribute jointly and equally towards the costs of constructing the railways and works authorized by "The Chester and West Cheshire Junction Railway Act, 1865," and to apply for that and the other purposes of the Bill any funds which they are already authorized to raise, or may be authorized to raise, under the powers before the intended Act, and to raise money by mortgage of any part of their respective undertakings, 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; and to enable the three Companies and the Chester and West Cheshire Junction Railway Company, or any of them, to enter into contracts and agreements for the purpose of carrying into full and complete effect the objects and purposes of the intended Act and to dissolve the Chester and West Cheshire Junction Railway Company.

So far as may be necessary for all or any of the objects and purposes of the said intended Acts the following local or personal Acts will be repealed, altered, or amended (that is to say): the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz.:—12 and 13 Vict. cap. 84; 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. 94, 98, 112, and 29; 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 346; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 121, 88, and 132; 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, 136, 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; 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. 188; 21 and 22 Vict. cap. 133; 22 Vict. cap. 35; 23 and 24 Vict. cap. 168; 24 and 25 Vict. cap. 70; 25 and 26 Vict. cap. 1; 26 and 27 Vict. caps. 147, 191, and 203; 27 and 28 Vict. caps. 49, 124, 150, 152, 242, and 243; and 28 and 29 Vict. caps. 105, 182, 216, 327, 330, and 351; "The Chester and West Cheshire Junction Railway Act, 1865," and "The Cheshire Lines Transfer Act, 1865."

Duplicate plans of the lands intended to be taken, as aforesaid, under the powers of the Bill, and duplicate plans and sections of the proposed new street, level crossing, and works, and of the lands and houses proposed to be purchased for the purposes thereof, together with a book of reference to the said 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 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 county palatine 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 any land will be taken under the powers of the Bill, and a copy of this notice, will be deposited with the parish clerk of each such parish at his place of abode, and with the parish clerk of the parish adjoining Toxteth Park at his residence.

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

Dated this 8th day of November, 1865.

Johnston, Parquhar, and Leech,
Solicitors for the Bill.

S. Carter,
Beale, Marigold, and Beale,
Solicitors for the Bill.

Seaton and Boer Railway Company
Notice of Application to the Board of Trade for Authority to raise Additional Capital.

THE Seaton and Boer Railway Company, intend to apply to the Board of Trade for a Certificate under the Railway Companies Powers Act, 1864, to authorise them to raise additional capital, partly by the issue of new shares, or new stock, either ordinary or preference, or partly ordinary, and partly preference, and partly by borrowing on mortgage, and with power to create and issue debenture stock. Copies of the draft Certificate as proposed by the Company will be supplied at the offices of Messrs. Radcliffe and Davies, 20, Craven-street, Strand, London, to all applicants at the price of sixpence each.

All persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting this application, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall, London, on or before the 1st day of January next succeeding the date of this advertisement.

Dated this 4th day of November, 1865.

Radcliffe and Davies, 20, Craven-street, Strand, Solicitors for the Company.

Furness Railway.

(Construction of Railways from near Ulverstone to Newby Bridge, with a Short Branch to the Ulverstone Canal; and from near Crooklands Mineral Station to Stainton Quarry; and a Pier in Lake Windermere, near Newby Bridge; Stopping up and Discontinuance of Level Crossings; Diversion of Roads and Construction of New Roads; Repeal or Provisions of Ulverstone and Lancaster Railway Act, 1851, relating to Opening Bridge over the River Leven; Additional Lands; Powers to Subscribe to Windermere United Steam Yacht Company (Limited); Powers to Raise and apply Capital; Amendment of Acts.)

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

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

A railway commencing in the township of Egton cum Newland, in the parish of Ulverstone, in the county palatine of Lancaster, by a junction with the Ulverstone and Lancaster Railway (now the property of the Furness Railway Company) at a point thereon 484 yards or thereabouts, measured in a westerly direction along the said railway from the western end of the viaduct carrying the said Ulverstone and Lancaster Railway over the Leven Estuary, and terminating in the township of Finsthwaite, in the parish of Colton, in the said county, in a certain field belonging to Thomas Pedder, in the occupation of Martha White, adjoining and on the north-west side of Lake Windermere, which said intended railway will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):— Ulverstone, Newland, Egton, Egton cum Newland, Cartmel, Upper Holker, Staveley, Colton, Colton West, Colton East, Haverthwaite, and Finsthwaite, all in the county palatine of Lancaster, and Windermere and Applethwaite, in the county of Westmorland.

A railway situate wholly in the township of Egton cum Newland, in the parish of Ulverstone, in the county palatine of Lancaster, commencing by a junction with the said Ulverstone and Lancaster Railway, at a point thereon 1,298 yards or thereabouts, measured along the said railway in a westerly direction from the western end of the viaduct carrying the said Ulverstone and Lancaster Railway over the Leven Estuary, and terminating by a junction with the said intended railway firstly hereinbefore described, in or near a field belonging to the representatives of William Bell, in the occupation of Jonathan Sump-ton.

A railway or siding, situate wholly in the township and parish of Ulverstone, in the county palatine of Lancaster, commencing by a junction with the said Ulverstone and Lancaster Railway, at a point thereon ten chains or thereabouts south-west of the centre pier of the viaduct carrying the same railway over the Ulverstone Canal, and terminating at or near the eastern corner of a certain field belonging to Robert Fell, in the occupation of William Barton.

A railway or tramway commencing in the township of Dalton Proper, in the parish of Dalton in Furness, in the county palatine of Lan-

caster, by a junction with the Furness Railway, 75 yards, or thereabouts north of the station master's office, at the Crooklands mineral station on that railway, and terminating in the township of division of Stainton, in the parish of Urswick, in the said county, at or near a quarry called Stainton Quarry, belonging to His Grace the Duke of Devonshire, and in the occupation of James Garden, which said intended railway or tramway will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Dalton Dalton Proper, Urswick, Little Urswick, and Stainton, all in the county palatine of Lancaster.

To empower the Company to construct and maintain on the bed and shore of Lake Windermere, a pier situate in the township of Finsthwaite, in the parish of Colton, in the county palatine of Lancaster, and the township of Applethwaite, in the parish of Windermere, in the county of Westmorland, commencing at or near the termination of the intended railway firstly hereinbefore described, and extending 20 yards or thereabouts in a south-easterly direction into the said lake, together with all necessary approaches, landing places, works, and conveniences connected therewith, and to exercise in and over so much of the said lake as shall be defined by the intended Act, the necessary powers and jurisdictions for the protection of the said pier and for the convenient use thereof, and for dredging the bed or channel of the said lake, and executing such other works as may be necessary for providing convenient access for steamboats to the said pier; in that behalf to do.

To empower the Company to stop up, discontinue, and extinguish all rights of way in respect of the level crossings, called respectively the Salthouse Level Crossing, and the Rooscote Level Crossing, over the Furness Railway, and to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the Company, so much of the road known as the Salthouse and Rooscote road over the Sands as lies between points 22 yards or thereabouts north-west of the said Salthouse level crossing and the point of junction of the same road with the Roose and Rooscote road, situate in the township of Hawcoat and the township or division of Yarlside, both in the parish of Dalton, in Furness, in the county palatine of Lancaster, and to empower the Company to make a new road to be used in lieu of the road so stopped up, to commence by a junction with the road known as the Barrow and Salthouse road at a point thereon 31 chains or thereabouts eastward from the east face of Saint George's district church at Barrow, and to terminate by a junction with the road known as the Roose and Rooscote road, at the point where the occupation way leading to the farmhouse at Roose aforesaid, occupied by Joseph Jackson, unites with the said Roose and Rooscote road, and to carry such new road over their railway by means of a bridge, which said intended new road will be made or situate within the township of Hawcoat and township or division of Yarlside aforesaid.

To empower the Company to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the Company, so much of the road known as the Barrow and Salthouse road, in the township of Hawcoat aforesaid, as lies between points 31 and 41 chains eastward of the east face of St. George's District Church, at Barrow, and to empower the Company to make a new road to be used in lieu of the road so stopped up, to be also situate in

To empower the Company to make an alteration or diversion within the township of Lower Holker, in the parish of Cartmel, in the county palatine of Lancaster, of the road known as the Flookburgh and Allithwaite-road, to commence one chain or thereabouts east of the point where the said road crosses the Ulverstone and Lancaster Railway, now the property of the Company, on the level (which level crossing is called or known as "The Flookburgh Level Crossing"), and to terminate by a junction with the intended alteration or diversion lastly above described, one chain, or thereabouts, north-east of the point where such alteration or diversion will cross over the said railway, and to stop up and discontinue and extinguish all rights of way in respect of the said Flookburgh level crossing, and to stop up and discontinue and appropriate to the purposes of the Company so much of the existing road known as the Flookburgh and Allithwaite-road, as lies between a point one chain, or thereabouts, east of the said Flookburgh level crossing, and a point 30 yards or thereabouts, west of the same level crossing.

To empower the Company to stop up, discontinue, and extinguish all rights of way in respect of the level crossing called the Grange Station level crossing, over the Ulverstone and Lancaster Railway, now the property of the Company, and to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the Company, so much of the road leading from the Grange and Lindal-road past the Grange Station on to the Sands as lies between the junction thereof with the said Grange and Lindal-road, and a point 4 chains or thereabouts south of such level crossing, situate in the township of Broughton East, in the parish of Cartmel, in the county palatine of Lancaster, and to empower the Company to make a new road, to be used in lieu of the road so stopped up, also situate in the said township of Broughton East, to commence by a junction with the said Grange and Lindal-road 6 chains or thereabouts north-east of the point where the present road unites with the said Grange and Lindal-road, and to terminate on the said road to the Sands, at a point 4 chains, or thereabouts, south of the Grange Station level crossing.

To empower the Company to stop up, discontinue, and extinguish all rights of way in respect of the level crossing called the Waterslack level crossing, over the Ulverstone and Lancaster Railway, now the property of the Company, and to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the Company so much of the road leading from the Waterslack-lane to Waterslack as lies within the distance of 22 yards on each side of the centre line of railway, situate in the township of Silverdale, in the parish of Warton, in the county palatine of Lancaster, and to empower the Company to make a new road to be used in lieu of the road so stopped up, also situate in the said township of Silverdale, to commence by a junction with Ford-lane, 4 chains or thereabouts south-west of the bridge carrying the said Ford-lane over the said railway, and to terminate in the public road at Waterslack, at a point 3 chains or thereabouts west of the said Waterslack level crossing.

To empower the Company to stop up, discontinue, and extinguish all rights of way in respect of the bridge, situate in the township of Carnforth, in the parish of Warton, in the county palatine of Lancaster, under the Ulverstone and Lancaster Railway, now the property of the Company, and to stop up, discontinue, and extin-

guish all rights of way over, and to appropriate to the use of the Company so much of the road leading from Carnforth to Hall Gate Farm, as lies between its junction with the Carnforth and Warton road, and a point 6 chains or thereabouts westward from such junction. And to empower the Company to make a new road, also situate in the said township of Carnforth, to be used in lieu of the road so stopped up, to commence at a point 2 chains, or thereabouts, westward from the retort house of the gas works at Carnforth station, and to terminate at a point adjoining, and on the south side of the viaduct carrying the Ulverstone and Lancaster Railway, over the Carnforth Marsh road and river Keel by a junction with such last-mentioned road.

To empower the Company to make an alteration or diversion within the township of Carnforth, in the parish of Warton, in the county palatine of Lancaster, of the road leading from Carnforth to Hall Gate Farm and Sandside to commence at a point 3 chains, or thereabouts eastward of the junction with the same road of the occupation way leading to Hall Gate Farm House, and to terminate at a point in the same road 10 chains or thereabouts distant in a southerly direction from the retort house of the gas works at Carnforth Station, measured in a straight line, and to stop up and discontinue, and appropriate to the use of the Company so much of the same road as lies between the points aforesaid.

To repeal the provisions of the 22nd, 23rd, and 24th clauses of the Ulverstone and Lancaster Railway Act, 1851, and any other clauses in the said Act requiring the Company to provide an opening, spring, or draw bridge for the passage of vessels up the Leven Estuary, and to empower the Company to close the existing opening bridge which now carries their railway over the channel of the river Leven, in the township of Egton cum Newland, in the parish of Ulverstone, and the township of Upper Holker, in the parish of Cartmel, or one of them, in the county palatine of Lancaster, and if need be to construct a new bridge on the site of the existing bridge, and in lieu thereof.

To empower the Company to purchase and take by compulsion or agreement lands, houses, and hereditaments for all or any of the purposes aforesaid; and also to purchase and take by compulsion or agreement, additional lands, houses, and hereditaments for station accommodation, sheds, sidings, and other purposes of the undertaking of the Company, in the parishes or places of Dalton in Furness, Hawcoat, Yarlside, Dalton Proper, Above Town, Ireleth, Lindale and Martin, Pennington, Cartmel, Lower Holker, Lower Allithwaite, Broughton East, Warton, Warton with Lindeth, and Carnforth, in the county palatine of Lancaster, and Bectham and Armside, in the county of Westmoreland.

To vary and extinguish all existing rights and privileges connected with any lands, houses, or hereditaments 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, or diverting, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining the aforesaid parishes, and extra-parochial and other places, or any of them, as may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

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

To empower the Company to subscribe and contribute funds to wards and to take and hold shares in the undertaking of the Windermere White Steam Yacht Company (Limited).

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

To incorporate with the intended Act the necessary provisions of all of some of the following Acts, viz.: "The Companies' Clauses Consolidation Act, 1845;" "The Companies' Clauses Act, 1863;" "The Lands' Clauses Consolidation Act, 1845;" "The Lands' Clauses Consolidation Act, 1860;" "The Railways' Clauses Consolidation Act, 1845;" "The Railways' Clauses Act, 1863."

To alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of the Furness Railway Act, 1855; and of the several other Acts relating to or affecting the Company.

And notice is hereby further given, that plans and sections relating to the purposes of the intended Act, together with a book of reference to such plans, a published map, with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection as follows, that is to say, as regards the railways, works, and lands situate in the county palatine of Lancaster, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in the said county; and as regards the railways, lands, and works situate in the county of Westmorland, with the Clerk of the Peace for the county of Westmorland, at his office at Appleby, in the said county, and that on or before the said 30th day of November, a copy of so much of the said plan, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said works are intended to be made, or in which any lands intended to be taken, are situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated, the 10th day of November, 1865.

Currey and Holland, 9, Old Burlington-street, London, Solicitors for the intended Act.

Aldrington, Hove, and Brighton Gas.

(Incorporation of Company; Powers to erect and maintain Gas Works, &c. in the parish of Aldrington, and to supply Gas, &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 or one of them; that is to say:—

To incorporate a Company, and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

To confer upon the Company powers of lighting and of supplying gas within all or any part of the following limits, that is to say, the parishes of Aldrington, Hove, Brightelmstone otherwise Brighton, Preston, Portslade, and Southwick, all in the county of Sussex, or some or one of those parishes, and within all or any part of the same limits, to supply gas for lighting streets, houses, buildings, and premises, or other private or public property; and to authorize the Company, within those limits, or any part thereof, to break up, cross and pass, under or over, streets, turnpike and other roads, railways, highways, courts, public passages and places, bridges, rivers, waters and watercourses, and to lay down and maintain pipes and other apparatus for gas; and to levy and collect rates or rents for the supply of gas, and to enter into contracts for public and private lighting with any corporation, local board, inspectors, companies, inhabitants or others; and to supply lamps and apparatus within the limits, or any part of the limits, before described.

To enable the Company to erect, make and maintain all necessary buildings, works, and conveniences for the manufacture and storage of gas, or otherwise requisite for the purposes of their undertaking, upon a plot of beach land, or upon some part or parts thereof, in the said parish of Aldrington, bounded as follows; that is to say, upon the west by the parish of Portslade aforesaid, upon the east by a line drawn parallel with such western boundary, commencing at the north end thereof, by a junction with, and in continuation of the line denoting the eastern boundary of the road leading from the north to the south wharf of the harbour basin at Aldrington aforesaid, and terminating at the south end thereof with the point of high water mark of ordinary spring tides; upon the north, partly by the South wharf aforesaid, and partly by the aforesaid road leading thereto, and partly by the towing path leading therefrom towards the west; and upon the south from east to west by the line of high water mark of ordinary spring tides, together with all necessary approaches to such before described plot of land.

To confer powers on the Company for the purchase of such land by agreement, for the purposes of their undertaking; or any part thereof; and any necessary approaches thereto.

To authorize the Company to manufacture gas, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, or either of them, and to manufacture, sell, and dispose of coke, coal, culm, tar, and residual and other products, and to take licences of patents or patent rights, and to manufacture, purchase, or hire gas-meters, fittings, and other apparatus; and to let and sell the same, and generally to carry on the business usually carried on by gas or coal companies, or which is, or may become incident thereto.

The Bill will vary or extinguish all rights and privileges which will interfere with its objects, and will alter rates, tolls, and duties, and vary and extinguish exemptions, and confer other exemptions, and will incorporate with itself, all or some, or some parts of the following Acts, that is to say, "The Companies Clauses Consolidation Act, 1845," "The Companies

Clauses Act, 1862, "The Gas Works Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

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. Chilton, Burton, Yeates, and Hart, 25, Chancery-lane, London, Solicitors for the Bill. Dyson and Co., 21, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866. Great Northern Railway (Additional Powers).

(Additional Lands; Abandonment of Bridge over Trent; West Yorkshire Capital; Consolidation of Great Northern Stocks; Lines at Bradford and in Islington; Use of Manchester, Sheffield and Lincolnshire Railway at Gainsborough.)

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

To enable the Great Northern Railway Company to purchase by agreement or compulsorily for the purposes of their railway, the several lands and property hereinafter described, and to exercise in and with relation to the said lands their powers with respect to the stopping up of roads, and otherwise hereinafter also described.

1. Land in the parish of Saint Pancras, bounded on the north by Old Saint Pancras-road, on the south and east by the Buston-road, and on the west by a line drawn nearly due north and south from the north-east corner of Denton-street to the Buston-road.

To stop up so much of Old Saint Pancras-road as lies eastward of Denton-street, and to appropriate the site thereof, and to construct in the stead thereof another road commencing at the eastern corner of Denton-street, running nearly due south and terminating in the Buston-road.

2. Land in the parish of Saint Pancras, bounded on the north by the works of the Imperial Gas Company, on the south and east by the passenger-station of the Great Northern Railway Company, and on the west by the western side of Adden-place, Cheney-row, and Saint Pancras-walk, as to a certain part to stop up, Edmund-street, Upper Edmund-street, Suffolk-street East, Suffolk-street West, Essex-street, Northampton-street, Ashby-street, Norfolk-street, Adden-place, Cheney-row, Cheney-street, and Saint Pancras-walk, and to stop up and divert the public footpath from the south-east corner of the Imperial Gas Works, and thence along Suffolk-street East to Saint Pancras-walk, and to construct instead thereof a footpath from the said south-east corner of the Imperial Gas Works to Saint Pancras-walk, and for the purposes aforesaid to remove or alter certain gas mains, pipes, and works of the Imperial Gas Company.

3. In the parish of Saint Mary, Habington. (a.) Certain houses and buildings bounded on the east by the Great Northern Railway, on the west and north-west by the Caledonian-road, and by the garden walls of Stock-

orchard Crescent, and on the north by the sidings of the Great Northern Railway.

(b.) The houses and road called Ashburton-grove, and lands bounded on the west by the Great Northern Railway, on the south by a line drawn from the southern corner of Ashburton-grove, to and including the temporary church of Saint Barnabas, on the north by the Seven Sisters-road, and on the east by an irregular line of which the extreme point is the easternmost corner of a field belonging to the executors of Mr. Walker and occupied by Ellen Nicholl.

(c.) Certain lands and houses bounded on the east by the Great Northern Railway, on the south and west partly by the Hornsey-road and part by an irregular line passing along the east side of Citizen-road, and thence diagonally to the west corner of a field in the occupation of Mr. Plankell, and now used as a brick-yard, on the north-west by a diagonal line drawn from the last described point to the south end of Clarence-road, and thence in a northern direction along the eastern side of Clarence-road, and on the north by the garden of the Clarence public-house.

4. In the parish of Hornsey.

(a.) Land and houses bounded on the west by the Great Northern Railway, on the south and east in part by the New River, in part by the gardens on the west side of Harringay-grove, and partly by the houses and gardens on the eastern side of Clarendon-road, and on the north by the street forming the parish boundary between the parishes of Hornsey and Tottenham.

(b.) A piece of land bounded on the east by the New River and by the Great Northern Railway, on the south and north by the Great Northern Railway, and on the west by the estate of the trustees of the Poor of the parish of Hornsey.

5. In the parish of Hatfield, Middlesex.

A land belonging to Mr. Daniel Harrison, and out of which, and respectively together with a cottage bounded by the same lands, on the south-west and north, and by the field Chase-garden on the east, has been taken.

6. In the parish of Hatfield.

Land and houses bounded on the south by the station ground of the Great Northern Railway, and on the east by the eastern boundary of the premises of the late Mrs. Betty Ingham, and by the Great Northern Railway, and on the west and north-west by the street called the New Road, and on the north by a diagonal line drawn from the north-western corner of the said premises to the new street called the New Road from Strat Albans to Hertford.

To stop up so much of the tumpike road leading from Hertford to Hatfield as lies between Samborne's Corner, and the Red Lion Inn, and also Duck-lane, from the north end thereof to the cottage occupied by Sarah Jarvis, and to appropriate the sites thereof respectively, and to construct in lieu thereof another road, commencing at Samborne's Corner, and terminating on the east side of the said Great North Road, nearly opposite to the new road constructed over the Great Northern Railway, and also a road commencing at or near the house in the occupation of Edward Henry Pender, Esq., and terminating on the east side of the said Great North Road near to the Hatfield Station of the Great Northern Railway.

7. *In the Township of Balby with Heathorp, Parish of Doncaster.*

(a.) Lands bounded on the south by Decoy Wood, on the east partly by Decoy-bank, and partly by an irregular line commencing at the occupation road, and terminating at or near Balby-bridge, and on the west and north-west by the Great Northern Railway between the 154th mile and the 155th mile and the third furlong from London.

(b.) Other lands bounded on the east by the Great Northern Railway between the points aforesaid, on the south by the Decoy-wood, on the west by Balby Carr-bank, and on the north by land belonging to and occupied by Richard Aldred by the southern boundary of the reformatory, land and by the road leading from Doncaster to Balby. And it is intended to stop up the occupation road between the Decoy-bank and Balby Carr-bank, and to construct in the stead thereof another road, commencing on the east at Decoy-bank, at the north-east corner of a field belonging to the Corporation of Doncaster, and occupied by John Elsworth, and terminating in Balby Carr-bank, at the north-west corner of the same field.

8. *In the Parish of Calverley, Township of Rudeby.*

A field belonging to Mr. Appleyard, and occupied by John Butler and Joseph Pitts, bounded on the north by the Leeds, Bradford, and Halifax line of the Great Northern Railway, and lying to the eastward of the Stanningley station of the same railway, and bounded on the east by a field belonging to Joseph Butler.

9. *In the Parish of Ossett.*

Two fields belonging to Charles Wheatley, Joseph Henry Stringer, and occupied by Thomas Moss and Henry Noble, bounded on the south by the Ossett branch of the West Yorkshire line of the Great Northern Railway, near the booking-office thereof, on the west by the road from Horbury-bridge to Ossett, extending northward from the said railway ninety yards or thereabouts, and bounded on the east by a line extending about ninety yards, and drawn northwards from the east end of the booking-office.

To stop up and divert a public footpath across one of the said fields.

10. *In the Township of Ossett cum Gawthorpe, in the parish of Dewsbury, in Yorkshire.*

Lands bounded on the south by the north side of Ossett-street, including therein the British Oak Inn, on the north and east by the Ossett branch of the West Yorkshire line of the Great Northern Railway, and on the west by certain fields belonging to Joseph Dawson, and in the occupation of Lot Lamb.

11. *Township and Parish of Leeds.*

Land and houses bounded on the north by Wellington-street, on the south by Aire-street, on the west by the east side of Thirk-row, and on the east by a warehouse and premises in Wellington-street, belonging to the Rev. Thomas Child Barker, and occupied by Joseph Lambert and Company. And power will be taken to stop up Thirk-row and so much of Whitehall-road as lies between the south end of Thirk-row and a line drawn from the south-western corner of the Wellington Hotel in a line with the north-west side of Whitehall-road, for a distance of forty-four yards or thereabouts, and

to appropriate the site thereof, and to substitute for the same a new road from Aire-street to Wellington-street, intersecting the Wellington Hotel.

12. *In the Township of Bowling, in the Parish of Bradford.*

(a.) Land bounded on the north by the southern fence of the Great Northern Railway Station at Bradford, on the west by the end of Adolphus-street, on the south by a line drawn parallel to the fence of the said station, and at a distance therefrom of about 60 feet, and on the east by the coal offices attached to the same station.

(b.) Other land bounded on the south, by the northern fence of the same station, on the west by Adolphus-street, on the north by a line drawn along the southern extremity of the saw-mills, and continued to the road leading from Bradford to Bowling, and on the north-east by the said road from Bradford to Bowling.

To enable the Company to construct a line of railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence in the township of Hunsworth, in the parish of Birstal, in the West Riding of the county of York, by a junction with the Gildersome Branch of the Leeds, Bradford, and Halifax Line of the Great Northern Railway, at the level crossing two hundred and sixty-three yards or thereabouts east of the point where a public carriage road called Raikes-lane, on Tottshaw Moor, crosses the said Gildersome Branch, passing in, through, or into the several parishes, townships, or places following, that is to say, Hunsworth, Birstal, Tong, Bradford, and North Bierley, in the said West Riding, and to terminate in the township of North Bierley, in the parish of Bradford, by a junction with the Lancashire and Yorkshire Railway, at or near the north-east end of the Low Moor Station on the said railway.

And also to empower the Company to run over and use with engines, carriages, and servants, the Lancashire and Yorkshire Railway between the proposed junction therewith and the said Low Moor Station, together with the use of the said station and works connected therewith, upon terms to be agreed upon or settled by arbitration, or prescribed by the Bill.

To enable the Company to abandon so much of the railway No. 1, described in the 3rd section of "The Great Northern Railway (Doncaster to Gainsborough) Act, 1864," as lies between the terminus of the same Railway No. 1, in the parish of Gainsborough, and the field which is described in the same Act as the commencement of the Railway No. 2, described in the same section, the said field being numbered 8 on the plans, deposited with relation to the said Act, in the parish of Beckingham, in Nottinghamshire.

The portion of railway, the construction of which is so intended to be relinquished by the Bill, would have passed through the parishes of Gainsborough, Sandby, and Beckingham, and would have crossed the River Trent, at Gainsborough.

To enable the said Company to construct additional lines of railway running parallel with their existing up-line from the south side of the bridge, carrying the Calodouian-road over the Great Northern Railway, to a point about thirty-five yards north of the Maiden-lane Tunnel of the aforesaid railway, which said works will be wholly situate in the parish of Saint Mary, Islington, in the county of Middlesex.

To enable the Company to divert the turnpike

road from Grantham to Sleaford, and the road called Mareham-lane, at the point where the two roads meet south of the Great Northern Railway.

For the foregoing purposes the Bill will enable the said Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said railway and works, and to purchase lands, houses, and other property compulsorily, and to levy tolls; rates, and charges.

To enable the Company to apply their existing funds, and any moneys which they still have power to raise, to the purposes of the Bill, and to raise additional capital by shares, or by stock, with or without any preferential dividend, and also by loan.

To enable the Company to convert the stock of the West Yorkshire Railway Company into stock of the Great Northern Railway Company, of similar or of greater nominal value, and for that purpose to amend "The Great Northern and West Yorkshire Railways Amalgamation Act, 1865."

To enable the Company to consolidate certain stocks in their capital, and to convert the same into a uniform stock, bearing a rate of preference dividend to be fixed by the Bill.

To enable the Company to run over and use, with their own engines, carriages, and servants, so much of the Manchester, Sheffield, and Lincolnshire Railway together with the bridge of the same railway across the River Trent, at Gainsborough, as will enable a continuous communication to be formed between the Railways Nos. 2 and 3, authorized by the said Act of 1864, and also so much of the same railway as lies between the said point of junction and the station of the said railway at Gainsborough, together with the use of the same station, and the works and conveniences connected therewith, such use being upon the terms and conditions, pecuniary and otherwise, which may be agreed upon, or be settled by arbitration, or be defined by the Bill.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Great Northern Railway Company, namely: 9 and 10 Vict. cap. 71; and also of the following and of any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely, the 12 and 13 Vict. cap. 81.

Duplicate plans describing the lands, houses, and other property proposed to be taken under the powers of the Bill, and of the roads and other works intended to be made under the said powers, together with sections of the said roads and other works, and a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell-green, and with the Clerk of the Peace for the

county of Hertford, at his office at St. Albans, with the Clerk of the Peace for the parts of Kesteven, in Lincolnshire, at his office at Sleaford, and with the Clerk of the Peace for the West Riding of Yorkshire, at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. Pancras, will be deposited, together with a copy of this notice, with the vestry clerk of St. Pancras, at the vestry offices, King's-road, in the said parish; and as relates to the parish of St. Mary, Islington, with the vestry clerk of the said parish, at the Vestry Hall, Upper-street, Islington; and as relates to the other parishes in which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 7th day of November, 1865.

Johnston, Farquhar, and Leech, 4, Old Palace-yard, Solicitors for the Bill.

In Parliament—Session 1866.

Ringley Bridge.

(Powers to Justices of County Palatine of Lancaster to make a new Bridge across the River Irwell with approaches from the Township of Kearsley to the Township of Pilkington both in the said County and to abandon the present Bridge over the said River Irwell called Ringley Bridge in the said Townships and to levy rates, to borrow money, Incorporation and Amendment of Acts.)

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

1. To enable the Justices of the Peace for the County Palatine of Lancaster to make the following works, that is to say:

(1.) A new bridge for carriages, carts, horses, and passengers across the River Irwell proposed to be erected in lieu of the existing bridge over the said river called Ringley Bridge with road approaches thereto on both sides and with all convenient and necessary abutments piers and works to commence by a junction with the Moses Gate and Ringley turnpike road in the township of Kearsley in the parish of Dean in the said county of Lancaster at a point distant 100 yards or thereabouts to the westward of the milestone on that road denoting four miles from Bolton and to terminate at the westerly side of the towing path of the Manchester, Bolton, and Bury Canal, in the township of Pilkington in the parish of Prestwich cum Oldham in the county Palatine of Lancaster aforesaid, by a junction with a new road intended to be made by the trustees of the said Moses Gate and Ringley road under the powers contained in "The Moses Gate and Ringley Road Act, 1865," and in the said Act described as road No. 1, which said bridge roads and approaches will be made in or pass from, through, or into the several parishes, townships, and places following, or some of them, that is to say, Kearsley, Dean, Pilkington, and Prestwich cum Oldham, all in the said county of Lancaster.

(2.) To relieve and exonerate the inhabitants of the Hundred of Salford in the said county of Lancaster from all liability, from and after the completion of the works hereinbefore described, to repair, amend, and maintain the said existing bridge called Ringley Bridge, and the roads and approaches thereto which the inhabitants of the said Hundred are now liable to repair, uphold, and maintain, and which said bridge and approaches are situate in the parishes and townships of Kearsley, Denn, Pilkington, and Prestwich cum Oldham, and to throw the liability to repair and maintain the said bridge and approaches upon those parishes and townships.

(3.) To enable the said justices to cross, divert, alter, or stop up, either temporarily or permanently, any streets, roads, approaches, ways, watercourses, drains, sewers, and pipes, within the respective parishes, townships, or places aforesaid, which it may be expedient to cross, divert, alter, or stop up, for the purposes aforesaid.

(4.) To authorize the said justices to purchase by compulsion and by agreement lands, houses, and hereditaments, for the purposes aforesaid, and to vary and extinguish any rights and privileges connected therewith, and all other rights and privileges which would interfere with the execution of the objects of the intended Act.

(5.) To authorize the Justices of the Peace for the said county Palatine of Lancaster in General or Quarter Sessions assembled for the purposes of the proposed Bill to assess and levy a rate or rates, assessment or assessments, within and upon the Hundred of Salford in the said county palatine on the basis of the valuation of the lands, tenements, and hereditaments in the said Hundred for the time being made in pursuance of the statutes for the purposes of the county rate, or for the purposes aforesaid, to apply the rates and assessments already leviable, or to be levied within the said Hundred of Salford in the said county palatine for the repair and maintenance of the Hundred Bridges situate within the said Hundred for the purposes aforesaid.

(6.) To authorize the said justices to raise by borrowing and re-borrowing at interest on the security of the said rates and assessments such sum or sums of money as may be necessary for the purposes of the said proposed Act and to confer other powers in relation to the borrowing and re-borrowing of money and the payment of the interest for the same and for providing a sinking fund to pay off the principal thereof.

(7.) To incorporate with the said Bill all or some parts of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Commissioners Clauses Act, 1847."

On or before the 30th day of November, 1865, plans and sections of the proposed bridge roads, approaches, and works, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the said county of Lancaster at his office at Preston in that county, and on or before the said 30th day of November, so much of the said plans and sections and book of reference as relates to each parish from, or through, or into which the proposed bridge approaches and works will be made or pass, 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.

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

Dated this 14th day of November, 1865.

Birchall and Wilson, Deputy Clerks of the Peace for the County Palatine of Lancaster, Preston, Lancashire.

Sudlow and Co., Parliamentary Agents, 4, Westminster Chambers, Victoria Street, Westminster.

North Staffordshire and Buxton Railway.

(Incorporation of Company; Railway from North Staffordshire Railway at Rushton to Midland and London and North Western Railways near Buxton, with Branches; Powers of Subscription; Maintenance, and Working of Traffic, and other Arrangements to and with the London and North Western, the North Staffordshire, the Midland, and the Cromford and High Peak Railway Companies; User of Portions of the North Staffordshire, the London and North Western, and the Midland Railways; Levy of Rates, Tolls, and Duties in respect thereof, and of the Railway; Facilities for Traffic; Amendment of Acts, &c.)

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

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

1. A railway commencing in the parish of Leek and county of Stafford by a junction with the Churnet Valley Line of the North Staffordshire Railway, at a point 327 yards or thereabouts south of the Rushton Station on that line of railway, and terminating in the parish of Hope and county of Derby by a junction with the Rowsley and Buxton Line of the Midland Railway Company, at or near the point of junction between that line and the railway which connects the Rowsley and Buxton Line with the Extension of the Stockport Disley and Whaley Bridge Railway, authorized by "The Stockport Disley and Whaley Bridge Railway Extension Act, 1857," and which said intended Railway No. 1 will pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say): Leek, Alstonefield, Rushton Spencer, Rushton Marsh, Heaton, Leekfrith, Quarford, Axe Edge, Flash, Dane Head, Gradbach otherwise Gradbatch, and Hollingsclough, all in the county of Stafford, and Prestbury Wincle and Wild-Boar-Clough, in the county of Chester, and Hartington, Bakewell, Burbage, Hope, Hartington Upper Quarter, Buxton, and Fairfield, all in the county of Derby;
2. A railway commencing in the parish of Leek and county of Stafford by a junction with the said hereinbefore described Railway No. 1 at a point 5 chains or thereabouts east of the road leading from Leek to Macclesfield, in a certain plot of land belonging to and occupied by Thomas Nixon, and bounded on the north-west by the road which leads out of the said last-mentioned road to the house and buildings known as the Anthonies, on the east by

tions of railways and branches, and to alter the tolls, rates, and duties now authorized to be taken thereon respectively, and it is also intended by the said intended Act to require the said Companies, or any or either of them to receive, book, and convey through, forward, accommodate, and deliver on land from the same, and at the stations, warehouses, and booking offices atherof, all traffic of whatever description coming from or destined for the undertaking of the Company, and to provide accommodation for the clerks and servants of the Company at the stations upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the intended Act, and if need be, to alter the tolls and charges which the Companies may respectively receive and take upon their respective undertakings, and to confer exemptions of some such tolls and charges as may be proposed by the said intended Act to repeal or amend the several local and personal Acts following, to wit: (that is to say): 8 and 9 Vict., cap. 36; 1843, 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, 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.

of the proposed railways and works, and the lands and property which may be taken under the compulsory powers of the intended Bill, with a book of reference to such plans and a published map with the respective lines of railway delineated thereon, showing their general course and direction, and a copy of this Notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford in the said county; and with the Clerk of the Peace for the county of Derby, at his office at Derby in the said county; and with the Clerk of the Peace for the county of Chester, at his office at Chester in the said county; and that on or before the said 30th day of November a copy of so much of the said plan, section, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works are intended to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this Notice, published as aforesaid, will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1865.
Burchells, 5, Broad Sanctuary, Westminster, Solicitors for the London and Worthing Direct Railway,
 (Incorporation of Company, Railways from Worthing to the London Brighton and South Coast and the South Eastern Railways at Red Hill, and the Horsham Dorking and Leatherhead Railway near Horsham; Powers of Subscription, Construction, Maintenance, and Working of Traffic and other Arrangements to and with the London Brighton and South Coast, the South Eastern, the Horsham Dorking and Leatherhead, and the London and South Western Railway Companies; User of Portions of the London Brighton and South Coast, South Eastern, and Horsham Dorking and Leatherhead Railways; Levy of Rates, Tolls, and Duties in respect thereof, and of the Railways; Facilities for Traffic; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "the Company"), with the following or some of the following among other powers (that is to say) to construct and maintain the following railways, or some parts or parts thereof respectively, with all proper approaches, stations, and other works and conveniences contemplated therein respectively (that is to say) a Railway from a railway commencing in the parish of Broadwater and county of Sussex, to a piece of land belonging to and in the occupation of Christopher Cook, at or near a point about 60 yards south of the western end of Montague street, and on the western side of the road leading from such western

end of Montague-street to the sea-shore, and terminating in the parish of Horsham and county of Sussex, in a certain field called Norfolk Field, belonging to the Duke of Norfolk, and in the occupation of Thomas Sanctuary, at or near a point about 160 yards north of the road leading from Horsham to Pease Pottage, and which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say): Broadwater, Worthing, Heene, West Tarring, Salvington, Durrington, Coate Findon, Washington, Wiston, Ashington, Warminghurst, Thakeham, Shipley, Holy Innocents, Southwater, Nuthurst, Horsham, Lower Beeding, and Trinity with Saint John's Chapel, Bewbush, and Holmbush, all in the county of Sussex;

Railway No. 2. A railway commencing by a junction with the said Railway No. 1 at or near its said point of termination, and terminating by a junction with the Horsham Branch of the London Brighton and South Coast Railway at or near a point about 1144 yards west of the Bay Gate Station of that railway, and which said intended Railway No. 2 will commence and terminate and be situate wholly within the said parish of Horsham and county of Sussex;

Railway No. 3. A Railway commencing in the said parish of Horsham and county of Sussex by a junction with the said Railway No. 1 at or near its said termination, and terminating in the parish of Reigate and county of Surrey, on Earlswood Common, at or near a point about 300 yards west of the bridge which carries the London Brighton and South Coast Railway over the road leading to the Asylum for Idiots, Earlswood, and which said intended Railway No. 3 will pass in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say): Horsham, Rusper, Ifield, all in the county of Sussex, and Charlwood, Horley, Reigate, Foreign of Reigate, and Old Borough, all in the county of Surrey;

Railway No. 4. A railway commencing by a junction with the said Railway No. 3 at or near its said point of termination, and terminating by a junction with the Dover Line of the South Eastern Railway, at or near the bridge which carries that line over the road south of and about 990 yards from the centre of the Red Hill Station, and which intended Railway No. 4 will commence and terminate and be situate wholly within the said parish of Reigate, Foreign of Reigate, and Old Borough, or some or one of them, in the county of Surrey;

Railway No. 5. A railway commencing by a junction with the said Railway No. 3 at or near its said point of termination, and terminating by a junction with the London Brighton and South Coast Railway at or near a point about 390 yards from and north of the bridge which carries the last-mentioned railway over the road leading to the Asylum for Idiots, Earlswood, and which said intended Railway No. 5 will commence and terminate and be wholly situate within the said parish of Reigate, Foreign of Reigate, and Old Borough, or some or one of them, and county of Surrey;

Railway No. 6. A railway commencing by a junction with the said Railway No. 1 at or

near a point on and near to the north side of the road leading from Horsham to Brighton, about 74 yards east of the house known as Hornbrook House, belonging to Joseph Holmes, and in the occupation of George Bristow, and terminating by a junction with the line of railway authorized by "The Horsham Dorking and Leatherhead Railway Act, 1862," at or near the point where the road numbered 57, in the parish of Horsham, on the deposited plans of the same railway, and referred to in the 19th section of that Act, is shown on the plan which authorizes that road as intended to be crossed by that railway, and which said intended Railway No. 6 will commence and terminate and be wholly situate within the parish of Horsham and county of Sussex;

Railway No. 7. A railway commencing in the parish of Heene and county of Sussex by a junction with Railway No. 1, at a point on and near to the east side of the road known as Heene Lane, about thirty-five yards south of the house in the occupation of Francis Benjamin Woods, Esquire, and terminating in the parish of Broadwater and county of Sussex, on and near to the west side of Chapel-road, at a point about 38 yards north of the north end of the Town Hall of Worthing; and which said Railway No. 7 will pass from, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, of Heene, Broadwater, and Worthing; all in the county of Sussex;

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

And also for powers to enable the London Brighton and South Coast, the South Eastern, the London and South Western, and the Horsham Dorking and Leatherhead Railway Companies (hereinafter called "the Four Companies"), or any or either of them, jointly or severally, to make, maintain, use, and work the hereinbefore described railways, or any of them, or any parts thereof

respectively, and to subscribe for and hold shares in the Company, and for either of such purposes to authorize them respectively to apply the moneys which they have raised, or are authorized to raise, or to raise an additional capital, by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by either of those means, and to guarantee a fixed or other dividend or interest on the share and loan capital of the Company:

Also to enable the Company and the Four Companies, or any of them, to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the said intended railways and works, or any of them, or any part or parts thereof respectively, and as to the apportionment of the tolls in respect of traffic thereon, and on the railways of the Four Companies, or any of either of them, and the payment to be made by or to the Four Companies, or any of them, for working, maintaining, or using the same, and to enable the Four Companies, or any of them, to work and use such intended railways and works, or either of them, or any part or parts thereof respectively, and to receive and levy rates and tolls in respect thereof:

To enable the Four Companies, or any of them, to appoint directors or additional directors of the Company:

Also to empower the Company and all companies, persons, and corporations, from time to time lawfully working, or using the intended railways, or any of them, upon payment of such tolls, and upon such terms and conditions, and under such regulations, and in such manner as may be settled, either by agreement or by arbitration, in case the parties differ about the same, or otherwise, to run over, work, and use, with their engines and carriages and servants, and for the purposes of their traffic of every description, the railways, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences, or some of them, or some part or parts thereof, belonging to the London Brighton and South Coast, the South Eastern and the Horsham Dorking and Leatherhead Railway Companies respectively, as are comprised in the respective portions thereof following (that is to say): so much thereof belonging to the London Brighton and South Coast Railway as lies or is situated between the said point of junction of Railway No. 2, with the said Horsham Branch and the Three Bridges Station, including the use of that station; and also between the said point of junction of Railway No. 5, with the London Brighton and South Coast Railway and the Red Hill Station, including the use of that station; and also the railway authorized to be made by "The London Brighton and South Coast Railway (Dorking to Leatherhead) Act, 1863," from its junction with the said Horsham, Dorking and Leatherhead Railway, to its junction with the Epsom and Leatherhead Railway; so much thereof belonging to the South Eastern Railway as lies or is situated between the said point of junction of Railway No. 4, with the said Dover Line and the Red Hill Station, including the use of that Station; and so much thereof, now or formerly belonging to the Horsham, Dorking and Leatherhead Railway Company; as lies or is situated between the point of junction of Railway No. 6 with the said line of railway authorized by the said Horsham Dorking and Leatherhead Railway Act, and the termination of that railway or its junction with the said Dorking and Leatherhead Railway; and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-

mentioned portions of Railway, and to alter the tolls, rates, and duties now authorized to be taken thereon respectively:

And it is also intended by the said Bill to require the Four Companies, or any of them, to receive, book, and invoice, through, forward, accommodate, and deliver, on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from, or destined for the undertaking of the Company, and to provide accommodation for the clerks and servants of the Company at the stations, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges:

And it is proposed by the said intended Act to repeal or amend the several local or personal Acts following, or some of them (that is to say): 5 and 6 Will. IV, cap. 10; 6 and 7 Will. IV, cap. 121; 7 Will. IV, and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 69, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 72, 133, and 143; 21 and 22 Vict., caps. 57, 84, 101, 104, and 118; 22 Vict., cap. 3; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109, 158, 171, 172, and 174; 24 and 25 Vict., caps. 120, 174, and 234; 25 and 26 Vict., caps. 68, 78, 151, 207, and 210; 26 and 27 Vict., caps. 90, 137, 142, 184, 191, 204, 208, 218, and 227; 27 and 28 Vict., caps. 35, 123, 154, 172, 274, and 314; 28 and 29 Vict., caps. 1 and 66; and all other Acts relating to the London Brighton and South Coast Railway Company; the 6 Will. IV, cap. 75; 1 Vict., cap. 93; 2 Vict., cap. 42; 2 and 3 Vict., cap. 79; 3 Vict., cap. 46; 5 Vict., Sess. 2, cap. 3; 6 and 7 Vict., caps. 51, 52, and 62; 7 Vict., cap. 25; 7 and 8 Vict., caps. 69 and 91; 8 and 9 Vict., caps. 167, 186, 197, and 200; 9 Vict., caps. 55, 56, and 64; 9 and 10 Vict., caps. 305 and 399; 10 and 11 Vict., caps. 104 and 230; 13 and 14 Vict., cap. 31; 15 and 16 Vict., cap. 103; 16 and 17 Vict., caps. 116, 121, 130, and 156; 18 and 19 Vict., cap. 16; 20 and 21 Vict., cap. 155; 22 and 23 Vict., caps. 35 and 81; 23 and 24 Vict., cap. 147; 24 Vict., cap. 12; 24 and 25 Vict., caps. 93 and 191; 25 and 26 Vict., caps. 96 and 220; 26 and 27 Vict., cap. 115; 27 and 28 Vict., caps. 98, 99, 192, and 311; 28 and 29 Vict., caps. 197, 343, and 347, and all other Acts relating to the South Eastern Railway Company; 3 and 4 Will. IV, cap. 46; 7 Will. IV, and 1 Vict., caps. 3, 50, and 120; 1 and 2 Vict., cap. 4; 2 and 3 Vict., cap. 19; 3 and 4 Vict., caps. 127 and 128; 5 and 6 Vict., cap. 102; and 8 and 9 Vict., cap. 80; and all other Acts relating to the London and Greenwich Railway; 4 and 5 Will. IV, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174,

175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99, 140, and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 131; 23 and 24 Vict., caps. 92, 103, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42 and 152; 26 and 27 Vict., caps. 90, 109, and 208; 27 and 28 Vict., caps. 87, 166, 174, and 227; and 28 and 29 Vict., caps. 102, 103, 104, and 304, and all other Acts relating to the London and South Western Railway Company; and the 25 and 26 Vict., cap. 151, relating to the Horsham Dorking and Leatherhead Railway Company.

And notice is hereby also given, that plans and sections in duplicate of the proposed railways and works, and the lands and property which may be taken under the compulsory powers of the Act, with a book of reference to such plans, and a published map with the respective lines of railway delineated thereon, showing their general course and direction, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at North Street, Lambeth, in the said county; and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works are intended to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this Notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence:

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

Dated the 10th day of November, 1865.

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

In Parliament—Session 1866.

Swansea Vale Railway Company.

(New Railways, New Street, and Purchase of Land at Swansea—Running Powers over other Railways—Traffic Arrangements with other Companies—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 Swansea Vale Railway Company (hereinafter called "the Company") for power to make and maintain the following railways, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

No. 1. A railway commencing in the parish of

Llansamlet by a junction with the Swansea Vale Railway at a point thereon 200 yards or thereabouts north of the iron girder bridge carrying the South Wales line of the Great Western Railway (hereinafter called the South Wales Railway) over the said Swansea Vale Railway, and terminating in the parish of Cadoxton-juxta-Neath by a junction with the said Swansea Vale Railway at a point thereon 370 yards or thereabouts north of the Glais station of the same railway; and which said intended railway will be situate in the respective parishes of Llansamlet, Llangafelach, and Cadoxton-juxta-Neath, or some of them, in the county of Glamorgan.

No. 2. A railway commencing in the said parish of Llansamlet by a junction with the said Swansea Vale Railway, at a point thereon at or near the Upper Bank station of that railway, and terminating in the same parish by a junction with Railway No. 1, at a point on the eastern side of the River Tawe, 350 yards or thereabouts, below and on the southern side of the Wych Tree Bridge, over the said River Tawe, and which said intended Railway No. 2 will be wholly situate in the said parish of Llansamlet.

To empower the Company to make and maintain a new street or road in the town and parish of Swansea, in the county of Glamorgan, commencing by a junction with Castle-street, otherwise Castle Bailey-street, at or near the point where that street joins High-street, and terminating near the point where the Swansea Harbour Railway crosses the old dry dock or graving dock, now partly filled up, on the west side of the North Dock; and to stop up, discontinue, and extinguish all rights of way over so much of Worcester-place as extends from the junction of that place with Welcome-street for a distance of sixty yards or thereabouts, measured along the course of that place; and to appropriate to the purposes of the Company that portion of Worcester-place which is so to be stopped up and discontinued.

The intended Act will also authorise the Company to exercise the powers and effect the purposes following, or some of them (that is to say).

To purchase, by compulsion or agreement, lands, houses, and buildings, for the purposes of the intended railways, street, and works, and also certain other lands, houses, and buildings, in the parish and town of Swansea, extending from the point where the Oystermouth Railway or Tramway leads out of the Strand, nearly opposite Morris-laffé, to Padleys-place, and lying between and adjacent to the Strand, and the Swansea Harbour Railway.

To vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would impede or interfere with the use thereof, or with the construction, maintenance, or use of the intended railways, street, and works, and to confer other rights and privileges.

To cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, streets, railways, tramways, aqueducts, canals, rivers, streams, sewers, drains, and pipes, within or adjoining the aforesaid parishes and places with which it may be necessary to interfere in carrying into effect the objects of the intended Act.

To levy tolls, rates, and duties for or in respect of the use of the intended railways, street, and works; to vary existing tolls, rates, and duties, and to confer exemptions from tolls, rates, and duties.

To empower the Company to lay down upon so much of the South Wales Railway as lies between the junction, in the parish of Llansamlet, of that

railway with the Swansea Vale Railway, and the junction at Swansea of the South Wales Railway with the Swansea Harbour Railway, and also to lay down upon the whole or some part of the Swansea Harbour Railway an additional rail or additional rails so as to admit of the passage over the said portion of the South Wales Railway and the Swansea Harbour Railway respectively of engines, carriages, and trucks adapted to the narrow gauge.

To empower the Company and all companies and others lawfully working or using the railways of the Company to run over, work, and use, by and with their officers and servants, engines, and carriages, and for the purposes of traffic of every description, the following railways and portions of railway, or some parts thereof (that is to say):—
1st. So much and such parts of the South Wales Railway as lies between the junction in the parish of Llansamlet, of that railway, with the Swansea Vale Railway, and the junction at Swansea of the South Wales Railway with the Swansea Harbour Railway.
2nd. The Swansea Harbour Railway.
3rd. So much and such parts of the railways of the Llanelly Railway and Dock Company as lie eastward of the Trafalgar Hotel, adjoining the St. Helen's station of the Oystermouth Railway, together with the terminal and other stations, shipping places, sidings, warehouses, buildings, booking and other offices, approaches, watering places, water supplies, standing room for engines, hydraulic apparatus, cranes, hoists, machinery, telegraphs, signals, works, and conveniences connected with the aforesaid railways and portions of railways respectively, and with the docks and shipping and landing places at Swansea, of or belonging to the aforesaid railway companies and the Swansea Harbour Trustees, or either of them.

To require all companies and persons owning, working, or using the aforesaid railways and portions of railways respectively, to afford all proper facilities to the Company for the aforesaid purposes, at mileage rates, or on such other terms and conditions as may be defined in or provided for by the intended Act.

To authorize and give effect to contracts and arrangements between the Company, on the one hand, and each of the Great Western Railway Company and the Swansea Harbour Trustees and their lessees, on the other hand, with respect to the laying down of additional rails on the respective portions of railway before described by both or either of the parties to such agreements, and the defraying or apportioning of the cost thereof, and other matters connected therewith; and between the Company, on the one hand, and all or any and each of the Great Western Railway Company, the Llanelly Railway and Dock Company, and the Swansea Harbour Trustees and their lessees, on the other hand, with respect to the running over and using of the railways, stations, and other works and accommodation aforesaid, and other matters connected therewith in relation thereto; and between the Company, on the one hand, and all or any and each of the Great Western Railway Company, the Vale of Neath Railway Company, the Llanelly Railway and Dock Company, the Oystermouth Railway or Tramroad Company, and the Swansea Harbour Trustees and their lessees, on the other hand, for or with respect to the forwarding, collection, delivery, interchange, and transmission of traffic, the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from traffic, and any matters incidental to or connected with the objects and purposes aforesaid.

To authorize the Company, and all persons

lawfully working and using their railways, to levy tolls, rates, and duties upon and in respect of any railways, or portion or portions of railway, which, under the intended Act, or any such contract or arrangement, they respectively may run over, work, or use, and if expedient, to alter the tolls, rates, and duties which the said companies and parties respectively are now or may hereafter be authorised to levy upon, or in respect of the railways belonging to, or leased or worked by them, and to confer, vary, or extinguish, exemptions from the payment of such tolls, rates, and duties.

To enable the Company and the Great Western Railway Company, the Vale of Neath Railway Company, the Swansea Harbour Trustees and their lessees, the Llanelly Railway and Dock Company, the Swansea Vale and Neath and Brecon Junction Railway Company, and the Neath and Brecon Railway Company, or any two or more of them (of whom the Company shall be one), to make enter into, and carry into effect contracts and agreements with respect to the joint and several construction, use, maintenance, ownership, management, division, and appropriation of a general or joint station at Swansea, and with respect to the contribution of funds and purchase of land for the purposes of such general or joint station.

To enable the said companies and parties respectively to apply their corporate funds for any of the purposes aforesaid.

And to empower the Company and the Swansea Harbour Trustees to make and carry into effect agreements for and with respect to the use by the Company, or for the purposes of their traffic, of wharfrage ground, shipping stages, drops, slips, sidings, and other conveniences, hydraulic and other power, accommodation and services at and upon, or in connection with, the railways, docks, wharves, and shipping places, of or belonging to, or under the control or management of, the trustees.

To regulate the capital of the Company, and to empower them, for the purposes of the intended Act and of their undertaking, to raise more money by the creation and issue of new shares and stock, and by borrowing on mortgage, or otherwise, and to accept surrenders of shares, to cancel unissued and forfeited shares, to create and issue new shares or stock in lieu of shares or stock surrendered or cancelled, and to attach to all or any part of the new shares and stock so to be created and issued, any perpetual or terminable preference or priority of interest or dividend, and other special privileges, and to create adventure stock.

To alter, amend, extend, and enlarge or repeal all or some of the provisions of the local and personal Acts, following, and any other Act or Acts relating to or affecting the respective companies and trustees and their undertakings hereinafter mentioned, or some of them (that is to say), the Swansea Vale Railway Company, 18 and 19 Vic., cap. 60; 19 and 20 Vic., cap. 95; 22 Vic., cap. 24 and 25 Vic., cap. 162; and 27 and 28 Vic., cap. 18; the Great Western Railway Company, 15 and 16 Wm. IV., cap. 107, and 26 and 27 Vic., cap. 128; the Vale of Neath Railway Company, 9 and 10 Vic., cap. 31; the Llanelly Railway, Harbour, and Dock Company, 9 Geo. IV., cap. 91; the Oystermouth Railway and Tramroad Company, 44 Geo. III., cap. 75; the Swansea Harbour Trustees, 11 and 18 Vic., cap. 126; and 20 and 21 Vic., cap. 142; the Swansea Vale and Neath and Brecon Junction Railway Act, 1864; the Neath and Brecon Railway, 25 and 26 Vic., cap. 193; and 26 and 27 Vic., cap. 190; and also to make, alter, extend, and enlarge, Maps, plans, and sections, showing the lines

and levels of the said intended railways, street, and works, and describing the lands intended to be taken under the powers of the intended Act, together with books of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice, will be deposited, on or before the 30th day of November in the present year, with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of the immediately adjoining parish at his residence.

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

Dated this seventeenth day of November, 1865.

Coke and Co., North Street, Solicitors; Edward Strick, Swansea, Esq., of the said County of Glamorgan, Esq., Agents for the said Act.

In Parliament Session 1866. **Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865. Amendment Vesting of Powers in Great Northern and Midland Railway Companies jointly with Manchester, Sheffield, and Lincolnshire Railway Company.**

APPLICATION is intended to be made to Parliament in the next session thereof for leave to bring in a Bill for the following purposes:

To enable the Great Northern and Midland Railway Companies jointly and equally with the Manchester, Sheffield, and Lincolnshire Railway Company, to exercise and enjoy all the rights, powers, and privileges (and among them the powers of purchasing land and executing the railway and works, and of levying tolls and charges in respect thereof) conferred on the Manchester, Sheffield, and Lincolnshire Railway Company by the Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865 (28 and 29 Vict. cap. 378) and the three Companies, or that the Cheshire Lines Committee, constituted by the Cheshire Lines Transfer Act, 1865, may be enabled to act in all respects with regard to the undertaking authorised by the first-named Act as fully and effectually to all intents and purposes, and may be subject to all the duties and liabilities imposed by the said Act, as though the powers contained in the said Act had been originally conferred upon them jointly and equally with the Manchester, Sheffield, and Lincolnshire Railway Company, or upon the Cheshire Lines Committee on behalf of the three Companies, and the names of the three Companies had for that purpose been inserted in the said Act.

To enable the Great Northern and Midland Railway Companies to contribute each one-third towards the cost of obtaining the said first-mentioned Act and incidental thereto, and of executing the powers thereby conferred, and to enable them severally to raise additional capital by shares and loan for the purposes of such con-

tributions, and to attach to the additional capital so raised such priority of interest or dividend or other advantages as may be desired, and to authorise the said Companies respectively as the Bill shall provide, and to limit to one-third of the capital authorised to be raised by means of shares or loan under the provisions of the first-mentioned Act any powers which the Manchester, Sheffield, and Lincolnshire Railway Company may have derived from the said Act of raising capital either by shares or loan for the purposes thereof, and to repeal and enlarge the powers and provisions of the two before-mentioned Acts, and also of the Statute in that behalf made, and to amend the Statute in that behalf made, and to amend any other Acts relating to the Midland Railway Company, and to amend any other Acts relating to the Great Northern Railway Company, and the said Acts, 28 and 29 Vict. cap. 378, and any other Acts relating to the Midland Railway Company, and to amend any other Acts relating to the Great Northern Railway Company.

Dated this sixth day of November, 1865.

Johnstone, Parkhill, and Leach, Solicitors; Beale, Margill, and Beale, Solicitors.

North British Railway (Diversion of Main Line of North British Railway) Act, 1865.

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of a railway with all necessary and proper stations, works, and conveniences connected therewith commencing by a junction with the line of the North British Railway at or near a point in the parish of South Leith, and county of Edinburgh, distant 206 yards from the centre of an easterly direction from the centre of the east abutment of the bridge carrying the said railway over the road from Abbeyhill to Spring-gardens, measured along the line of the said railway and terminating by a junction with the line of the North British Railway above described, at a point in the parish of South Leith and county of Edinburgh, distant 293 yards or thereabouts in an easterly direction from the centre of the east abutment of the bridge carrying the said railway over the road from Lodge Lodge toll bar, measured along the line of the said railway, which railway and works connected therewith will be wholly situate in or pass through or into the parish of South Leith in the county of Edinburgh, and partly in the county of the City of Edinburgh.

And it is proposed to amend the intended Act to authorise deviation from the line or levels of the intended line of railway as shown upon the plan and section thereof hereinafter referred to, within the limits usually authorised by Parliament or to be prescribed by the said Act, and to confer powers for the compulsory purchase of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and also for the purchase of lands and buildings by agreement, and to cross, stop up, alter, or divert temporarily or permanently all or any of the roads, streets, ways, railways, main roads, rivers, streams, reservoirs, canals, navigations, waters, watercourses, drains, pipes, bridges, telegraphic wires, or apparatus, erections, or works of any description, which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the under-

And, in particular, power will be taken by the said Bill to stop up and appropriate to the purposes of the said intended railway and works connected therewith the road or lane which leads from the said road between Stock Lodge toll bar and Westaling, and passes along the north-west side of the said road, and the locomotive works to a point near Meadowbank where it terminates by a junction with the London road, and which road or lane is wholly situated in the parish of South Leith, and county of Edinburgh.

And it is proposed by the said intended Act to authorise the Company to appropriate to the purposes of the intended Act all or any part of their authorised but unexpended capital, whether represented by shares actually created or otherwise, with all requisite powers to make such capital available by surrender, forfeiture, cancellation of shares, and issuing or re-issuing of all or any part interinary, preference, or guaranteed shares, or stock, or otherwise, and to raise sums of money by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage, cash, or in any other manner.

And it is proposed by the said intended Act to repeal or amend, extend, and enlarge some of the provisions of the several Acts relating to the North British Railway Company, and the provisions unrevoked of the Acts referred to in the schedule of such Acts, and the Acts of 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, 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.

And notice is hereby also given that a plan and section in duplicate of the intended railway and works and of the lands to be taken under the compulsory powers of the Act, a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and published map, with the line of railway delineated thereon, showing its general course and direction, will be approved as follows, that is to say, with the principal sheriff clerk of the county of Edinburgh, and his office in Edinburgh, and with the principal sheriff clerk of the county of the city of Edinburgh, at his office in the said city, and that a copy of the said plan, section, and book of reference will be deposited with the schoolmaster, or if there be no schoolmaster, then with the session clerk of the parish of South Leith; and that all such deposits will be made before the said day of December, 1865, and will be accompanied with 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 next.

Dated this 17th day of November, 1865.
 Adam Johnstone, Edinburgh Solicitor for the said Company.
 John Skirrow, Venables and Company, Great George Street, Westminster, Parliamentary Agents.

Wrexham, Mold, and Connah's Quay Railway (Deviations).
 Abandonment of Authorised Lines.
 Compulsory Purchase of Lands: Additional Capital, 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 Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called the Company) for leave to bring in a Bill, and to pass an Act, to enable the Company to make and maintain the following new or substituted lines of railway, with all proper and necessary works and conveniences connected therewith, in lieu of portions of their authorised lines, viz.

A deviation in the extension railway to Whitchurch, authorised by the "Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864," commencing in the parish of Worthenbury, in the county of Flint, and terminating in the county of Chester, at a point measuring 7 miles and 8 furlongs from the commencement thereof, thence passing from, through or into the following parishes, townships, extra-parochial, and other places, or some of them, that is to say, Worthenbury, Threapwood, Willington, Tybroughton, Halghton, Bronington, and Uscobd, all in the county of Flint; Malpas, Agden, Chirk, Bradley, Tushingham, Tushingham-cum-Grindley, Maccfen, Hampton, Edge, Ovekington, Bickley, Overton, Chorlton, Cuddington, Old Castle, Newton, Stockton, Wiclugh, Wigland, Bickley, and Winswal, all in the county of Chester; Malpas, Whitchurch, Huddington, Edgeley, Alkington, Tilstock, Ash Magna, Ash Parva, Broughall, Old Woodhouse, New Woodhouse, Chunnell, Hinton, and Black Park, all in the county of Salop, and terminating in the parish of Whitchurch, in the county of Salop, by a junction with the said authorised railway, at or near a point measuring 14 miles, 1 furlong, and 8 chains from the commencement thereof.

A deviation in the railway authorised by the "Wrexham, Mold, and Connah's Quay Railway (Dee Valley Branch) Act, 1865," commencing in the parish of Malpas, in the county of Chester, by a junction with that railway at the point denoting 1 mile 8 furlongs from the commencement thereof, on the plans of that railway deposited with the Clerk of the Peace for the county of Chester, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, viz. Malpas, Old Castle, Newton, Edge, Bickley, Tushingham, Tushingham-cum-Grindley, Stockton, Cuddington, Wiclugh, Wigland, and Overton, all in the county of Chester, and terminating in the township of Old Castle, in the said parish of Malpas, in a field called or known by the

name of the Little Acre, belonging to Whitehall Ded, Esq., and in the occupation of Richard Lee.

And the said Act will enable the Company to abandon the formation of so much of the said authorised lines as will be rendered unnecessary by reason of the construction of the new or substituted portions of 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 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 substituted railways and works, or any of them.

To purchase by compulsion or otherwise any lands and houses for the purposes of the said intended substituted 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 or maintenance and use of the said intended substituted railways and works, or any of them, and to confer other rights and privileges.

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

To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions of the following and any other Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company, viz:—25 and 26 Vic. cap. 221; 27 and 28 Vic. cap. 234; and 28 and 29 Vic., caps. 176 and 261.

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

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

Dated this 13th day of November, 1865.

T. and C. Minshall, Oswestry, } Solicitors.
J. Devereux Pugh, Wrexham, }
Wyatt and Metcalfe, Parliamentary Agents,
28, Parliament-street, Westminster.

Aberdare Valley and Caerphilly Junction Railway.

(Incorporation of Company; Construction of Railways from Great Western Railway and from Navigation Colliery Siding, near Mountain Ash to Rhymney Railway near Caerphilly; Powers to the Great Western, London and North Western, Rhymney, Dare Valley, Taff Vale, Vale of Neath, and Brecon and Merthyr Tydvil Junction Railway Companies, and the Monmouthshire Railway and Canal Company, to contribute and work intended Railway; Traffic Arrangements; Running Powers over Aberdare Valley, Dare Valley, Vale of Neath, and Rhymney Railways, and over portions of Great Western, Taff Vale, Brecon and Merthyr Tydvil Junction, and Monmouthshire Railways; 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 or either of them hereafter mentioned 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:

A railway commencing in the parish of Lanwonno, in the county of Glamorgan, by a junction with the Great Western Railway at or near a point distant 1,000 yards from the Great Western Railway Company's passenger station at Mountain Ash, measured along the said railway in the direction of Quaker's-yard, and terminating in the parish of Eglwysilan in the county of Glamorgan by a junction with the Rhymney Railway at or near a point on the said railway distant 450 yards from the post on the said railway indicating 16 miles from Rhymney and measured from the said post in the direction of the Caerphilly station, and which intended railway will pass from, in, through, or into the following parishes, townships, hamlets, chapelries, extra-parochial or other places, or some or one of them, that is to say, Merthyr Tydvil, Lanwonno, Llavabon, Eglwysilan, Glyn Cynon, Taff and Cynon, Garth, Glyn Rumney, Glyn Taff, Rhyd-y-Boithan, Hendredenny, Energlyn, Parc, Caerphilly, and Capel Martin, all in the county of Glamorgan.

A railway wholly in the said parish of Lanwonno, commencing by a junction with the intended railway before described at a place which is nearly opposite to and about 15 yards distant from a point on the Great Western Railway 1,200 yards or thereabouts from the said station at Mountain Ash, measured along the said Great Western Railway in the direction of Quaker's-yard, and terminating by a junction with the siding or branch which leads to the Navigation Colliery at a point about 150 yards distant from

the junction of that siding or branch with the Great Western Railway, which last-mentioned junction is at a point about 950 yards from the said Mountain Ash station, measured along the Great Western Railway in the direction towards Quaker's-yard aforesaid.

The Bill will confer upon the Company all necessary powers to effect the following objects or some of them, that is to say—To purchase by compulsion lands, houses, and property for the purposes of the intended railways and works and other objects of the Bill, and to purchase lands by agreement; to levy tolls, rates, and duties for the use of the railways and works, and of the railways and portions of railways hereinafter mentioned; to stop up, remove, alter, or divert railways, canals, rivers, streams, roads, bridges, sewers, drains, and pipes, and to appropriate the soil of such of them as may be stopped up or diverted.

The Bill will authorize the Company, and all Companies and persons using their railways, or either of them, to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls, and conditions and under regulations to be agreed upon or settled by arbitration, or by the Board of Trade in case of dispute, the railways and portions of railways following, that is to say: The Aberdare Valley Railway, the Dare Valley Railway, the Vale of Neath Railway, and the Dare and Amman branches thereof, the Rhymney Railway and the Caerphilly branch thereof, and the Rhymney Railway Company's intended railway between Cardiff and Caerphilly, so much of the Great Western Railway as is situate between Middle Duffryn Colliery (near Mountain Ash), and the Rhymney Junction at or near Hengoed, the said Rhymney Junction Railway and station, the Junction Railway between the Great Western and Taff Vale Railways at or near Mountain Ash, so much of the Taff Vale Railway as is situate between Mountain Ash station and Heol-y-felin, otherwise Mill-street station, so much of the Brecon and Merthyr Tydvil Junction Railway Company's Rumney Railway and the Caerphilly branch thereof as is situate between its junction with the Caerphilly branch of the Rhymney Railway and the junction of the said Rumney Railway with the Monmouthshire Railway at or near Bassaleg Junction station, so much of the Monmouthshire Railway as is situate between its junction with the Brecon and Merthyr Railway at or near the Bassaleg Junction station, and the Newport Docks and Alexandra Docks at Newport, and the wharves on the River Usk at Newport; the Waterloo Junction of the Monmouthshire and Great Western Railways at Waterloo, near Newport; and the several branches, side lines, junction lines, sidings, stations, junctions, water, watering-places, signals, works, and conveniences connected with such railways and portions of railways; and to require the Dare Valley and the Vale of Neath, and the Rhymney, and the Great Western, and the Taff Vale, and the Brecon and Merthyr Tydvil Junction Railway Companies, and the Monmouthshire Railway and Canal Company, 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 submit to arbitration the terms and conditions of any such user.

To require the Great Western Railway Company, the London and North Western Railway Company, the Rhymney Railway Company, the Dare Valley Railway Company, the Taff Vale Railway Company, the Vale of Neath Railway Company, and the Brecon and Merthyr Railway

Company, and the Monmouthshire Railway and Canal Company, in this notice called "the eight Companies," to book and invoice through traffic over their railways to, from, and beyond the intended railways, or either of them, and by through rates and by through waggons and carriages, and by other facilities to provide for the full and free interchange, passage, transmission, and accommodation of the traffic to, from, and beyond the intended railways from, to, and over the railways, or any part of the railways of the eight Companies, or any of them, and to require the settlement of rates and of disputes by arbitration, in case of failure by agreement between the Company or any of the eight Companies.

To authorise the eight Companies or any or either of them, to subscribe and contribute towards the capital of the Company, and to hold shares in the undertaking of the Company, and to appoint directors of the Company, and to apply their capital and funds for such purpose, or to raise additional capital by shares or stock, with or without a preference or priority in payment of interest or dividend over their ordinary shares or stock.

To enable the Company on the one hand, and the said Dare Valley, Vale of Neath, Rhymney, Great Western, London and North Western, Taff Vale, and Brecon and Merthyr Railway Companies, and the Monmouthshire Railway and Canal Company, or any or either of them, on the other hand, from time to time to enter into agreements with respect to the working by such Companies, or any or either of them, and the 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, the interchange, accommodation, and conveyance of traffic coming from, or destined for, or passing over the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from the traffic upon the railways of the contracting Companies, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts (local), viz.: 5 and 6 Wm. IV., cap. 107; "The Great Western Railway (West Midland Amalgamation) Act, 1863," "The Great Western Railway (South Wales Amalgamation) Act, 1863," "The Great Western Railway Act, 1864," and "The Great Western Railway (Additional Powers) Act, 1865," and any other Acts relating to the Great Western Railway Company; 15 and 16 Vic., cap. 126; 16 and 17 Vic., caps. 179 and 195; 18 and 19 Vic., cap. 10; 24 and 25 Vic., cap. 218; and 28 and 29 Vic., cap. 281; and any other Acts relating to the Monmouthshire Railway and Canal Company; 22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., caps. 10, 227, and 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., caps. 80, 196, and 202; 27 and 28 Vic., caps. 265 and 304; and 28 and 29 Vic., caps. 285 and 324, and any other Acts relating to the Brecon and Merthyr Tydvil Junction Railway Company; 20 and 21 Vic., cap. 140; 24 and 25 Vic., cap. 144; 27 and 28 Vic., caps. 264 and 275, and any other Acts relating to the Rhymney Railway Company; 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 Vic. cap. 22 and 26 Vic. cap. 182, 26 and 27 Vic. cap. 120, 28 and 29 Vic. cap. 316, and any other Acts relating to the title of the North Railway Company; 26 and 27 Vic. cap. 171, and any other Acts relating to the title of the Great Valley Railway Company; 26 and 27 William IV. cap. 82, 26 and 27 Vic. cap. 153, and any other Acts relating to the title of the Taff Vale Railway Company; 28 and 29 Vic. cap. 159, 11 and 12 Vic. cap. 193, and any other Acts relating to the title of the Abercrombie Valley Railway Company; 9 and 10 Vic. cap. 204, and any other Acts relating to the title of the London and North Western Railway Company; to alter tolls, rates, and duties authorized to be taken by such Acts, or any of them, or by any other Acts relating to the railways or portions of the Bill; to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given that a published map, plans, and sections describing the direction lines and levels of the intended railways and works, and the lands, houses, and property which will or may be taken for the purposes thereof, together with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers, of such lands, houses, and property, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited, for public inspection with the Clerk of the Peace for the county of Glamorganshire, at his office at Cardiff; and on or before the same day a copy of so much of the same plans, sections, and books of reference, as relates to any of the parishes of 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 13th day of November, 1865.

David and Charles, Clerks of the Peace for the county of Glamorganshire, Solicitors for the Bill.
Dyson and Co., Parliament Street, Westminster, Stationers and Printers for the Bill.

In Parliament, Session 1865.

Furness Railway Company and Whitehaven and Furness Junction Railway Company.

(Purchase or Lease of the Undertaking of or Amalgamation with the Whitehaven and Furness Junction Railway Company; Arrangements as to Capital, and amongst Shareholders; Confirmation of Agreements; Dissolution of the Whitehaven and Furness Junction Railway Company; Running Powers over portions of Whitehaven Junction Railway; Powers to raise and apply Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for the following purposes, or some of them (that is to say):—
To authorise the Whitehaven and Furness Junction Railway Company to let, either in perpetuity or for any limited period, on a lease and transfer to the Furness Railway Company (hereinafter called "the Company") all or any part of their undertaking; and call the railways,

works, land, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, and hereafter vested in or belonging to or enjoyed by the Whitehaven and Furness Junction Railway Company, or which they are authorised to construct, purchase, or acquire, and either before or after the completion thereof, including any works which may be authorised to be executed by, and powers and rights which may be granted to them separately, or jointly with any other Company, by any Act or Acts to be passed in the ensuing session of Parliament, upon such terms and conditions; and for such considerations, and as such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the intended Act, and to authorise the Company to take such lease, or accept such transfer, and upon such lease or sale to transfer to and authorise the Company to exercise and enjoy all the rights, privileges, authorities, and powers of the Whitehaven and Furness Junction Railway Company, whether affecting the undertaking of that Company, or the undertakings of other Companies, and whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls and rates, the running over, use, and working of other undertakings or otherwise.

To authorise the merging, union, consolidation, or amalgamation of the Whitehaven and Furness Junction Railway Company, and their undertaking into and with the Company and its undertaking, from and after such period, and upon such terms and conditions, and for such considerations, as may have been or may be hereafter agreed upon, or as may be fixed and determined in and by or under the provisions of the intended Act, so that the undertakings, property, rights, powers, and privileges, liabilities and obligations, of what nature or kind soever, and whether with reference to the separate undertakings of the said Companies respectively, or to the undertakings of any other Companies, including any works which the said Companies respectively may be authorised to execute, and any powers and rights which may be granted to the said Companies respectively, separately or jointly, with any other Company, by an Act or Acts to be passed in the ensuing session of Parliament, and whether with reference to the purchase and sale of lands and other property, construction of works, levying of tolls, rates, and duties, or otherwise, vested in, belonging to, or which might be exercised by the said Companies severally, jointly, or in partnership of such amalgamation, may be vested in, belong to, and be exercised by the Company as one united and consolidated Company.

To authorise the Whitehaven and Furness Junction Railway Company, and their proprietors and creditors, to accept in full of their present shares, stocks, and securities, respectively, any shares, stocks, rent charges, annuities, or securities of the Company, and to authorise the Company to adopt or to guarantee the debts, and to guarantee interest or dividend on the shares and stocks of the Whitehaven and Furness Junction Railway Company, or to grant a preference, or priority thereto, and to grant annuities or rent charges;

To classify, define, enlarge, vary, and alter the capital, stocks, shares, and securities, priorities, charges, rights, and privileges of the proprietors and creditors of the Company, and the Whitehaven and Furness Junction Railway Company, or either of them.

To confirm and give effect to all or any agreements or arrangements made, or which prior to

the-Martyr Southwark, the borough of Southwark, the Holy Trinity Southwark, St. Jude Southwark, St. Stephen Southwark, St. Mary-Magdalene Bermondsey, Christchurch Bermondsey, St. James Bermondsey, St. Paul Bermondsey, St. Thomas Southwark, St. Saviour Southwark, the Liberty of the Clink, St. Peter Southwark, St. Mark Southwark, St. John Horsleydown, otherwise St. John Southwark, and St. Olave Southwark, all in the county of Surrey.

To authorize the formation of junctions with the intended extension of the Waterloo and Whitehall Railway to Newington Butts.

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

To deviate from the line and levels of the proposed railways as shown on the plans and sections hereinafter referred to, and to stop up, remove, alter, or divert, temporarily or permanently, all roads and streets, thoroughfares, courts, passages, and highways, railways, tramways, tubes, water-courses, sewers, pipes, buildings, and works within or near to any of the several parishes or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the said intended Act, and to vary or extinguish all existing rights or privileges which interfere with the objects of the Bill, and to authorize the levying of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemption from payment of tolls, rates, duties, and charges, and other rights and privileges.

To authorize the purchase, by compulsion or otherwise, of lands, houses, and hereditaments, for the purposes of the said intended railways and works.

To authorize the use and appropriation of any street, road, court, and passage, stopped up or diverted for the purposes of the intended railways and works, or any of them, and use or appropriation of the undersurface of any road, street, square, thoroughfare, or land, passed under or interfered with for the purposes of the intended Bill.

To incorporate a Company (hereinafter referred to as "the Company") for the purposes of making and maintaining the intended railways and works or one of them, or some part or parts thereof respectively, or to empower the Waterloo and Whitehall Railway Company, and either jointly with the Company or separately, to make and maintain the said railways and works or one of them, or some part or parts thereof respectively, and to delegate to the Waterloo and Whitehall Railway Company jointly with the Company, or separately, the execution of all or any of the powers of the intended Bill, and also to authorize the Waterloo and Whitehall Railway Company to apply any capital or funds, now or hereafter belonging to them or under the control of their directors to all or any of the purposes of the intended Bill. And also to authorize the Waterloo and Whitehall Railway Company to subscribe towards and to take and hold shares in the undertaking of the Company, and for some or one of such purposes to raise money and increase their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock (or by both or either of such means), either with or without guarantee, preference, or priority in payment of interest or dividend or other special privileges, and either as part of their general capital and funds, or wholly or partially as a separate capital and loan charged primarily or exclusively on all or any

part of the intended railways and works, or some or one of them, or by any of those modes, and also to divide such shares or stock in classes, or to create the same on such terms and conditions, and with such privileges and in such manner as shall be prescribed by the intended Act, or as Parliament shall authorize or direct, and also to enable the Company and the Waterloo and Whitehall Railway Company to appoint a joint committee or committees, and to authorize the Waterloo and Whitehall Railway Company to appoint directors of the Company.

To authorize the working of the intended railways on the principle to be applied to the Waterloo and Whitehall Railway or in such other manner or way as may be authorized or prescribed in the Bill.

To enable the Company on one hand and the Waterloo and Whitehall Railway Company on the other hand, to enter into and carry into effect such contracts, arrangements, or agreements as they may respectively think fit in reference to the construction, working, management, use, and maintenance by either of the contracting Companies of the intended railways and works, or one of them, or any part or parts thereof respectively, and for the regulation, management, working, interchange, and transmission of the traffic thereon, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, division, and appropriation and distribution of the tolls and other income, and profits arising therefrom, and of the costs and expenses of such working, management, use, and maintenance and the employment of officers and servants, and also for, or in respect of the sum or consideration, either annual or gross, to be payable by either of the Companies to the other of them, as may be agreed upon or provided by the intended Bill in respect of all or any of the matters aforesaid, and to confirm any agreements already made.

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

To amend or repeal the provisions in any Act or Acts of Parliament, Letters Patent, Charter, or authority which would affect or interfere with the execution of the powers of the Act, whether relating to any Gas Company, Water Company, Telegraph Company, or any company, association, corporation, or persons having authority to break open streets or public thoroughfares, or to lay pipes, wires, tubes, or other works between the same.

To amend "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1863," "The Metropolis Improvement Act, 1863," and any other Acts relating to the Metropolitan Board of Works, and the local management of the metropolis, and to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of "The Waterloo and Whitehall Railway Act, 1865."

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the said intended railways and works, and describing the lands and houses which will or may be taken under the powers of the Bill, and a book of reference thereto, a published map, showing the general course of the said intended railways, and a copy of this notice as pub-

lished in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, at North-street, Lambeth, and that on or before the same day a copy of this notice as published as aforesaid; and of so much of the said plans, sections, and book of reference as relates to each of the several parishes or places in or through which the intended railways and works are proposed to be made, or lands and houses are situate, will be deposited as follows (that is to say): as regards the parish of Clapham, with the clerk of the Wandsworth District Board of Works, at his office at Battersea Rise, Wandsworth; as regards the parish of Lambeth, with the vestry clerk of that parish, at his office, at the Vestry Hall, Lower Kennington-green; as regards the parish of St. Mary Newington, with the vestry clerk of that parish, at his office at the Vestry Hall in the Walworth-road; as regards the parish of St. George the Martyr, Southwark, with the vestry clerk of that parish, at his office at the Vestry Hall in the Borough-road; as regards the parish of Bermondsey, with the vestry clerk of that parish at his office at the Vestry Hall, in Maltby-street, Southwark; as regards the parish of St. Saviour, with the clerk of the St. Saviour's District Board of Works at his office in Church-street, Borough-market; as regards the parishes of St. Olave and St. Thomas, Southwark, with the clerk of the St. Olave District Board of Works, at his office in Queen Elizabeth-street, Horsleydown.

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 15th day of November, 1865.

Burchells, 5, Broad Sanctuary, Westminster.

In Parliament—Session 1866.

Wrexham, Mold, and Connah's Quay Railway (Extensions).

(Construction of New Railways to Connah's Quay and the Buckley Railway; Deviations; Abandonment of Authorised Lines; Compulsory Purchase of Lands; Revival and Extension of Powers for Compulsory Purchase of Lands; Additional Capital; Tolls; Traffic Arrangements; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and pass an Act to enable the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called the Company), to abandon the construction of the railways authorised by the Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1865, and in lieu thereof to make and maintain the railways, Nos. 1 and 2, hereinafter mentioned, and also to make and maintain the other railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith (that is to say):—

A railway (herein called Railway No. 1) commencing in the parish of Hawarden, in the county of Flint, by a junction with "The Wrexham, Mold, and Connah's Quay Railway," at a point where that railway is carried by a bridge over the turnpike road leading from Penymynydd

Church to Mold, and from thence passing through or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say), Ashton, Bannel, or Banel, Broadlane, Hawarden, or Penarlâg, Buckley, Buckley Mountain, Mancot, Manor, and Rake Moor, Pentrobin, Saltney, Sealand, Sholton, Queen's Ferry, Ewloe, Ewloe Town, Aston, Saint Mark's Northop, Wepre, Kelsterton, Gollfryn, Soughton, Leadbrook Major, Leadbrook Minor, Caerfallach, otherwise Caerfallwch, and Connah's Quay, all in the county of Flint, and terminating in the ecclesiastical district of Saint Mark's, in the parish of Northop, in the county of Flint, by a junction with the branch of the Buckley Railway, which joins the Chester and Holyhead Railway, at or near a point on that railway 7 chains or thereabouts, measured in a northerly direction, from the point where the turnpike road leading from the King's Perry to Flint passes by means of a bridge over the said branch of the Buckley Railway.

A railway (herein called Railway No. 2), commencing by a junction with the last described railway, in the township of Aston, in the parish of Hawarden, in the county of Flint, in a certain field or inclosure belonging to James Charles Deans Whitley Dundas, Esquire, and in the occupation of Isaac Thompson, which said field was formerly called "Little Goose Croft," and is distant $14\frac{1}{2}$ chains, or thereabouts, from Aston Hall, in a south-easterly direction, from thence passing through or into the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say, Hawarden, Broadlane, Bretton, Mancot, Manor and Rake, Aston, and Moore, all in the county of Flint, and terminating in the township of Mancot, in the parish of Hawarden, by a junction with the existing line of railway belonging to Sir Stephen Richard Glyne, Baronet, at or near the termination of such railway at Mancot Old Bank Colliery.

A railway (herein called Railway No. 3) commencing in the township of Hawarden, in the parish of Hawarden, by a junction with the proposed railway No. 1, in a field belonging to the Reverend George Willett, in the occupation of William Thom, which said field is bounded on the north side thereof by the garden attached to the dwelling-house occupied by the said William Thom, thence passing through or into the several parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say:—Hawarden, Mancot, Ewloe Town, Ewloe Wood, Aston, Broadlane, Pentrobin, and Bannel or Banel, all in the county of Flint, and terminating in the township of Ewloe Town, in the said parish of Hawarden, at or near the engine-house at Aston Hall Colliery, belonging to Hugh Fenton and Company.

A railway (herein called Railway No. 4), commencing in the said parish of Hawarden, in the county of Flint, by a junction with the Wrexham, Mold, and Connah's Quay Railway, at a point 50 yards or thereabouts from the bridge which carries that railway over the turnpike leading from Penymynydd Church to Mold, on the north or Buckley side thereof, and from thence passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them (that is to say):—Buckley, Buckley Mountain, Ewloe Town, Ewloe Wood, Aston, Broadlane, and Bannel or Banel, all in the county of Flint, and terminating in the said parish of Hawarden, by a junction with the Buckley Railway, at or near a point where the branch line from the Buckley Colliery joins that railway.

lessees of any existing or authorised ferries with reference to any of the objects of the intended Act, and any incidental matters, and to authorise those bodies and the owners of and others interested in such existing ferries and rights of ferry as aforesaid to accept and to authorise the Company to give or grant stock, shares, annuities, rent-charges, mortgages, or bonds of the Company in compensation for property taken from, or interference with the rights of those bodies, owners, and persons.

To amend or repeal the Thames Conservancy Act, 1857, and all charters, letters patent, grants, and prescriptions inconsistent with the objects of the intended Act.

And Notice is hereby further given, that plans and sections of the intended subway and works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said subway and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows (that is to say) as regards the parish of Saint Nicholas, Deptford, with the Clerk of the Greenwich District Board of Works, at his office at Church-street, Greenwich, and as regards the parish of All Saints', Poplar, with the Clerk of the Poplar District Board of Works, at his office, at East India-road, Poplar.

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

Dated the 16th day of November, 1865.

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

Middlesex and Essex Turnpike Roads.

(Continuation of Term; Abandonment of certain parts of Road as Turnpike; Further Powers; Repeal, Re-enactment, and Amendment of Acts.)

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

To amend and enlarge the powers and provisions of the following Acts relating to the Middlesex and Essex Turnpike-roads (that is to say) "An Act passed in the 4th year of the reign of his late Majesty King George the Fourth, intituled 'an Act for more effectually repairing and improving the roads leading from Whitechapel Church, in the county of Middlesex, unto, through, and to the end of the several parishes or places of Shenfield, Painsford Bridge, and Woodford, in the county of Essex, and for other purposes relating thereto,'" and "An Act passed in the fifth year of the reign of his late Majesty King William the Fourth, cap. 89, intituled 'an Act to continue, alter, and amend an Act of the fourth year of the reign of his late Majesty King George the Fourth, for more effectually repairing and improving the Middlesex and Essex Turnpike-roads, to provide for the re-build-

ing of Bow Bridge, in the counties of Middlesex and Essex, the improving of the several other bridges upon the said roads, and for other purposes relating thereto'"—or to repeal and re-enact (subject to such alterations and amendments as may be expedient, or as Parliament shall prescribe) the said Acts, either wholly or in part, and to grant other and more effectual powers and provisions in lieu thereof, or in addition thereto, and to continue and extend the term granted by the said last-mentioned Act, and to create a further term, and to make further provisions with reference to the said roads, or some parts thereof, and the management of the trust.

To abandon and discontinue as turnpike and to exclude from the trust the following portions of the Middlesex and Essex Turnpike-roads, that is to say, so much thereof as is situate in the several parishes of St. Mary, Stratford-le-Bow, St. Mary, Whitechapel, St. Matthew, Bethnal-green; and in the several hamlets of Mile End Old Town and Mile End New Town, all in the county of Middlesex.

To declare the said portion of road so to be abandoned to be a public highway, and to throw the expense of the repair and maintenance thereof upon the several parishes or hamlets in which the same is situate, and to alter or vary, if requisite, the highway and other rates leviable in the said parishes or hamlets, or any or either of them.

To alter the tolls authorised by the before-mentioned Acts, or either of them, to levy other tolls, and to confer, vary, and extinguish exemptions from the payment of tolls.

To regulate, alter, and vary the application and expenditure of the money arising from the tolls collected upon the said roads as will still continue turnpike-roads, and to provide for the liquidation of any charges and liabilities affecting the said roads.

To make effectual provision for the maintenance and repair of such parts of the said roads as will still continue turnpike-roads, and to authorise the trustees from time to time to set up and erect thereon such additional toll-gates and bars and to remove and alter the position of toll-gates and bars thereon as they may think fit, and to provide for the removal of the toll-gates and bars upon the said portion of the roads so proposed to be excluded from the trust as aforesaid.

To alter the style or name of the roads as will still continue turnpike-roads and of the trustees, to provide for the appointment of a new body of trustees, and all incidental matters, and to enable the trustees to grant retiring allowances or other remunerations to their clerks, officers, and servants.

To make provision for the division and apportionment in such proportions as may be agreed upon, or settled by arbitration, or defined by the intended Act, of any surplus income in the hands of the trustees, between and amongst the several parishes, or any of them in which the portion of road proposed to be excluded from the trust as aforesaid is situate.

To re-enact, either wholly or in part, and with such alterations as may be deemed necessary, the provisions of sections 2 to 10, both inclusive, of the said Act of the 5th Wm. IV., cap. 89.

To incorporate with the intended Act, and make applicable to the roads which will still remain turnpike, all or some of the provisions of the general Acts relating to turnpike-roads in England.

To vary and extinguish all existing rights and privileges which would in any manner impede or interfere with any of the objects and purposes of the intended Act, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 23rd day of December next printed copies of the Bill for effecting the objects aforesaid

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

Dated this 10th day of November, 1865.

G. and E. Hilleary, 5, Fenchurch-buildings, London, Solicitors for the intended Act.

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

City of London Traffic Regulation.

(For Regulating the Passage, &c. of Carriages, Omnibuses, Cabs, Carts, Waggon, and other Vehicles in the City of London and Liberties thereof; Power to make Bye-Laws and Impose Penalties; Power to Erect Bridges and make Subways; Amendment and Repeal of Acts, and other purposes.)

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

For enabling the Court of the Mayor and Aldermen of the City of London, from time to time, to make bye-laws, rules, orders, and regulations, and impose pecuniary and other penalties to enforce the same, for all or any of the purposes following, that is to say,—

For preventing unreasonable obstructions in the streets in any case where the same may be thronged or liable to be obstructed by reason of the amount or nature of the traffic.

For regulating the several routes to be followed, and the particular streets, or portion of streets, to be used by all or any of the omnibuses, metropolitan stage carriages, vans, and other carriages licensed for the conveyance of passengers at separate fares.

For regulating the height and width to which carts, waggons, drays, and other vehicles for the conveyance of goods, wares, and merchandize, using the streets of the City between the hours of 9 in the morning and 6 in the evening, may be laden, and for regulating the breadth between the outsides of the wheels of any such vehicles.

For determining the period of the day and night during which carts, waggons, or other vehicles wholly or partially laden with timber, scaffolding, or other poles, logs of wood, masts, spars, and other articles and things, whether consisting of wood, metal, or any other material exceeding 25 feet in length, or 8 feet 6 inches in breadth, may be allowed to pass, or be prohibited from passing.

For regulating the periods of the day between which carts, waggons, vans, drays, and other vehicles for the conveyance of goods, wares, and merchandise may stop in any street for the purpose of being laden or unladen, and the time during which any such cart, waggon, dray or other vehicle may so remain in any such street.

For regulating the manner in which barrows, trucks, handcarts, and other similar vehicles may be driven, pushed, or wheeled through any street or part of a street, and the particular streets or parts of streets, and the particular period of time or part of the day in which the same may be allowed to pass, or to stand, or remain, or be prohibited from standing or passing.

For regulating the mode in which cabs or hackney carriages shall be distinguished when hired and when empty.

For determining the period of the day during which coals and beer may be delivered.

For regulating street shoeblacks and commissionaires, or messengers exercising their calling in the said City, and appointing their standing places.

For regulating and licensing the drivers of railway vans and carts, and the vans and the carts of all common carriers.

For empowering the Commissioners of Sewers of the City of London to erect bridges or subways for the accommodation of foot passengers at crossings or intersections of streets, wherever they may think such accommodation is required, and to defray the costs of such bridges or subways out of their general funds.

To confer all needful powers for giving effect to the objects of the Bill upon the Court of the Mayor and Aldermen, the Commissioners of Sewers, and the Commissioner of Police of the said City.

To repeal, alter, or amend "An Act for Regulating the Police of the City of London, Local and Personal Act, 2 and 3 Vict., cap. 94."

For repealing or amending the "City of London Traffic Regulation Act, 1863."

To confer, vary, or extinguish other rights, duties, powers, and exemptions.

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

William Corrie, City Remembrancer, Guildhall.

Nov. 15, 1865.

In Parliament.—Session 1866.

Wrexham, Mold, and Connah's Quay Railway.

(Additional powers.)

(Construction of New Railways to Connah's Quay, Buckley Railway, Brymbo and Coedpoeth; Deviations, Abandonment of Authorised Lines; Compulsory Purchase of Lands; Revival and Extension of Powers for Compulsory Purchase of Lands; Running Powers over the Firth Branch of the Mold Branch of the London and North Western Railway Company, and Railway No. 1, authorised by the Wrexham and Minera Railway Act, 1865, the Mold and Denbigh Junction Railway, and use of Stations; Additional Capital; Tolls; Traffic Arrangements; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and pass an Act to enable the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called "the Company"), to abandon the construction of the railways authorised by "the Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1865," and in lieu thereof to make and maintain the Railways Nos. 1 and 2, hereinafter mentioned, and also to make and maintain the other railways, hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith (that is to say):

A railway (herein called Railway No. 1) commencing in the parish of Hawarden, in the county of Flint, by a junction with the Wrexham, Mold, and Connah's Quay Railway, at a point where that railway is carried by a bridge over the turnpike road leading from Penymynydd Church, Mold, and from thence passing through or into the several parishes, townships, extra-parochial, and other places following, or some or one of them (that is to say):—Ashton, Bannel or Banel, Broadlane, Hawarden or Penarlag, Buckley, Buckley Mountain, Mancot, Manor and Rake Mable, Pentrobin, Saltney, Sealand, Sholton, Queen's

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts relating to the London and North Western Railway Company (viz.), 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156 and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380 and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 294; 11 and 12 Vic., caps. 58, 60 and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216 and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69 and 123; 20 and 21 Vic., caps. 64, 98 and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23 and 24 Vic., caps. 77, 79 and 111; 24 and 25 Vic., caps. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219 and 223; 25 and 26 Vic., caps. 55, 66, 86, 94, 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; and 28 and 29 Vic., caps. 316, 333 and 334. The following Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company, viz.:—25 and 26 Vic. cap. 221; 27 and 28 Vic., cap. 234; 28 and 29 Vic., caps. 176 and 261. The following Acts relating to the Mold and Denbigh Junction Railway Company, viz.:—24 and 25 Vic., cap. 247; 28 and 29 Vic., cap. 271; 28 and 29 Vic., cap. 172; the Wrexham and Minera Railway Act, 1861. The following Acts relating to the Great Western Railway, viz.:—5 and 6 Wm. IV., cap. 107; 1 Wm. IV., caps. 36, 38, 77 and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic. cap. 101; 5 Vic., sess. 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 313, 315, 326, 335, 337, 338, 369, 383 and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226 and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 12 and 13 Vic., cap. 55; 13 Vic. caps. 6 and 7; 13 and 14 Vic., caps. 44, 98 and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81 and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147 and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210 and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215 and 222; 18 Vic., caps. 11, 59 and 69; 18 and 19 Vic., caps. 98, 171 and 191; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96 and 158; 21 and 22 Vic., caps. 90, 139 and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134 and 138; 23 Vic., cap. 69; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204 and 215; 25 and 26 Vic., caps. 58, 71, 109, 110, 127, 143, 190, 196, 198; 206, 218, 221 and 226; 26 and 27 Vic., caps. 113, 151, 168, 172 and 198; 27 and 28 Vic., caps. 76, 176, 200, 266, 294, 304 and 306; and 28 and 29 Vic., caps. 98, 101, 177, 299, 364 and 367; and the Wrexham and Minera Railway Act, 1865, and any other Act or Acts relating to those companies, or any or either of them.

And the said Act will enable the Company to abandon the formation of so much of the said authorised lines as will be rendered unnecessary by reason of the construction of the new or substituted portions of railway.

And notice is hereby further given, that duplicate plans and sections of the said intended new and substituted 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 and deviations delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Flint, at his office in Mold, in the said county; and with the Clerk of the Peace for the county of Denbigh, at his office, at Ruthin, 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 new and substituted 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 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 13th day of November, 1865.

T. and C. Minshall, Oswestry } Solicitors.
J. Devereux Pugh, Wrexham
Wyatt and Metcalfe, 28, Parliament-street,
Westminster, Parliamentary Agents.

In the Matter of "The Railway Companies' Powers Act, 1864," and of the application of the Keighley and Worth Valley Railway Company for a Certificate for authority to raise further Capital under the powers of that Act.

NOTICE is hereby given, that in pursuance of "The Railway Companies' Powers Act, 1864," the Keighley and Worth Valley Railway Company intend, by memorial under their common seal, to apply to the Board of Trade to issue their certificate, that the said Company may be authorised to raise additional capital for the purposes of the certificate, partly by the issue of new shares or new stock, either ordinary or preference, or partly ordinary and partly preference, or partly in that mode and partly by borrowing on mortgage, at the option of the Company, or as may be prescribed in the certificate, and with power to create and issue debenture stock.

And that copies of the draft certificate will be supplied, as required by the said Act, on application at the offices of Mr. Samuel Carter, No. 32, Great George Street, Westminster.

And that all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Secretary of the Board of Trade, on or before the 1st day of January, 1866.

Dated this 6th day of November, 1865.

S. Carter, 32, Great George Street, Westminster, Solicitor to the Intended Applicants.

In Parliament.—Session 1866.

Skipton and Ilkley Railway.

(Incorporation of Company; Construction of Railway; Working and other arrangements with the Midland and North-Eastern Railway Companies; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company hereinafter called "The Company," and to confer on the Company all or some of the following powers, that is to say:

1. To make and maintain the railway hereinafter mentioned, with all proper and necessary stations, approaches, sidings, works, and conveniences, that is to say:

A railway commencing by a junction with the Midland Railway at or near the point where that railway crosses the Eller Beck, being nine chains or thereabouts from the Skipton Passenger Station of that railway, in the parish of Skipton, in the West Riding of the county of York, and terminating by a junction with the railway belonging to or leased by the Midland Railway Company and the North-Eastern Railway Company, or one of them, and called the Otley and Ilkley Branch or Extension Railway, at or near to the passenger station of the last-named railway, in the parish of Ilkley, in the said West Riding of the said county of York, which said intended railway and works will be made or pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places following, or some of them, that is to say: Skipton, Emsay otherwise Emsay-with-Eastby, Droughton, Berwick, Halton otherwise Halton East, Bolton, Bolton Abbey, Bolton Bridge, Beamsley otherwise Bethemsley, Beamsley in Skipton, Beamsley in Addingham, Farfield, Addingham, Langber otherwise Langbar, Nestfield-with-Langber otherwise Langbar, Nestfield, and Ilkley, all in the said West Riding of the said county of York.

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

3. To empower the said Company to purchase by compulsion lands, houses, and other property for purposes of the said intended railway and works, and to vary and extinguish all existing rights and privileges connected therewith.

4. To enable the Company to make such openings in and alterations of the Midland Railway and the Otley and Ilkley Branch Railway as may be necessary for the purposes of the said Bill, and to cross under, over, or on the level of, and to stop up, alter, and divert, whether temporarily, or permanently, all such roads, streets, thoroughfares, bridges, canals, railways, watercourses, sewers, pipes and drains within the aforesaid parishes, townships, townlands, and extra-parochial and other places as may be necessary for any of the purposes of the said Bill.

5. To levy tolls, rates, and duties in respect of the said railway and works, and for the conveyance of the traffic thereof, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

6. To enable the Company on the one hand, and the Midland Railway Company and the North-Eastern Railway Company, or the Midland Railway Company, or the North-Eastern Railway Company on the other hand, from time to time, to

enter into and fulfil agreements for or in respect of the following matters:

The working, management, maintenance, and use of the intended railway, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railway. The payments to be made and the conditions to be performed with respect to such working, management, maintenance, use, and services. The interchange, accommodation, and conveyance of traffic coming from or destined for the undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and the Bill will also authorise the appointment of a joint committee for carrying into effect any such agreement or agreements as aforesaid, and it will confirm any agreement or agreements already made, or which, prior to the passing of the Bill, may be made touching any of the matters aforesaid.

7. To enable the Company to lease in perpetuity or for a term of years, or to transfer to the Midland Railway Company and the North-Eastern Railway Company, or the Midland Railway Company, or the North-Eastern Railway Company, the railway, works, property, and effects, rights, powers, privileges, and authorities of the Company, upon such terms and conditions and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed, ascertained, and determined by the said Bill, and to enable the Midland Railway Company and the North-Eastern Railway Company, or the Midland Railway Company, or the North-Eastern Railway Company, to take the lease or transfer accordingly, and to raise money by shares or by borrowing, or otherwise, for the purpose, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, and to enable the Company and the contracting Companies to enter into such agreements as they may think fit for effecting those purposes, or any of them, and to confirm any agreements which may have been or may hereafter be entered into with respect to any such lease or transfer, or to effect any amalgamation instead of any such lease or transfer.

8. To enable the Company to run over and use with engines, carriages, and wagons, so much of the Midland Railway as lies between the point of junction of the said intended railway with the Midland Railway and the Skipton Station of that railway, and also to use the said Skipton Station, together with all sidings, places, and other works and conveniences in connection therewith, upon such terms and conditions as, failing agreement, shall be prepared by the Board of Trade.

9. To enable the Company to run over and use with engines, carriages, and wagons, so much of the Otley and Ilkley Branch Railway as lies between the junction of the said intended railway with the Otley and Ilkley Branch Railway and the Ilkley Station, together with all sidings, places, and other works and conveniences connected therewith, upon such terms and conditions as, failing agreement, shall be prepared by the Board of Trade.

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

11. To alter, amend, extend, and enlarge, or repeal, so far as may be necessary for the purposes of the said Bill, all or some of the powers and provisions of the local and personal Acts following, that is to say, 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 66, 90, and 118; 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; and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139, and 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; and 27 and 28 Vic., caps. 16, 120, 231, and 245; and all or any other Acts relating to the Midland Railway Company. And also the following local and personal Acts following, that is to say, 17 Vic., caps. 73, 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 49, 33, and 46; 21 and 22 Vic., caps. 116 and 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; 27 Vic., cap. 20; and 27 and 28 Vic., caps. 49, 55, and 67; and all or any other Acts relating to the North-Eastern Railway.

Duplicate plans and sections of the said intended railway, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, and a published map with the line of railway delineated thereon, 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 West Riding of the said county of York, and a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railway and works will be made, or in which any houses, lands, or other property intended to be taken are situate, together with a copy of the said Gazette 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 extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 14th day of November 1865

George Robinson, Skipton, Solicitor

Sidley and Co., 4, Westminster chambers, Victoria street, Westminster, Parliamentary Agents.

Brean Down Docks.
(New Docks, Road, and Bridge near Mouth of Axe: Powers to and provisions affecting the Brean Down Harbour Company and the Bristol and Exeter Railway Company; Special Provisions as to Pilotage; maintenance of New Road and Bridge by the County Highway Board or Parishes; Amendment of Acts.)

APPLICATION is intended to be made to Parliament next session for an Act to effect the objects, or some of the objects, following, videlicet:

To authorise the making and maintenance of the

works, or some of the works, hereinafter described, to wit:—
1. A dock or docks (with embankments, basins, gridirons, locks, gates, entrances, approaches, roads, tramways, quays, jetties, shipping places, staiths, landing slips, wharves, warehouses, cisterns, houses, and other works and conveniences), on or adjoining the River Axe; and in the parishes of Brean and Uphill, in the county of Somerset, or one of them; and on lands some of which are part of Chapin's farm, and all of which are within the following limits, videlicet:

On the western side the western limit of deviation of the railway authorised by "The Brean Down Harbour Railway Act, 1865" (as shown on the plans thereof deposited in November 1864, with the clerk of the peace for Somersetshire and the parish clerk of Brean); between the distances of one mile one furlong and one mile seven furlongs marked on those plans. On the northern side an imaginary straight line drawn from the point where that distance of one mile one furlong is so marked due north to the shore of the River Axe. On the southern side an imaginary straight line drawn from the point where that distance of one mile seven furlongs is so marked due east to the eastern shore of the River Axe, and on the eastern side the eastern shore of the River Axe.

2. A road (including a bridge over the River Axe) commencing in the said parish of Brean, in or near the field numbered 14 on the said plans, and thence passing alongside of the said authorised railway to a point in the field numbered 45 in the same parish of Brean, thence going eastwards to the River Axe, and terminating in the parish of Uphill, at or near a footpath stile situated about 50 yards to the north of Harse's farmyard, and there joining the road from Uphill village to Uphill bay. (All the before mentioned works will be in the said parishes of Brean and Uphill, or one of them.)

3. The scouring, deepening, and dredging of the River Axe from its mouth to the eastern extremity of the proposed docks, and the prevention of obstructions or impediments therein; or in the approaches or entrances to the said intended docks, and the diversion of the waters of the river into the intended docks.

To authorise the providing and maintenance of tugboats, dredgers, galleys, drops, buoys, dolphins, moorings, and other conveniences in or in connexion with the intended docks and the River Axe, and in the Bristol Channel at or near the mouth of that river.

The crossing, stopping up, alteration, or diversion either temporarily or permanently of roads, highways, streams, rivers, bridges, sewers, drains, and watercourses within or adjoining the aforesaid parishes or either of them.

To authorise the purchase, by compulsion and by agreement, of lands, houses, and other property for the purposes of the intended Act, and the levying of tolls, rates, and duties at or in respect of the intended docks, roads, bridge, works, and conveniences, and to vary those which the Brean Down Harbour Company and the Bristol and Exeter Railway Company, respectively, are now authorised to levy, and to confer, vary, or extinguish, exemptions from the payment of such tolls, rates, and duties respectively.

To provide for vesting the intended bridge and road or part thereof in the county officers and highway board or parochial officers of Brean and Uphill, respectively, and for the maintenance thereof respectively by the county and the highway board or the said parishes.

To make provision for the management, use,

regulation, and protection of the intended docks, works, and conveniences, the regulation, and control of shipping persons, animals, and goods frequenting, using, approaching, or quitting the same, the pilotage of shipping, the appointment, regulation, and dismissal of dockmasters, pilots, and other officers, and to impose penalties and restrictions, and to exclude or modify the operation of the Bristol Channel Pilotage Acts, viz. (local and personal Acts), 47 George 3, session 2, cap. 33, 11, and 12 Vic., c. 43, and the Bristol Channel Pilotage Act, 1861.

To authorise and empower the Bream Down Harbour Company and the Bristol and Exeter Railway Company, jointly, or severally, or either of them, alone to make and maintain the intended docks, road, bridge, and works, or any part or parts thereof, and to exercise all or any of the powers to be granted by the intended Act.

To empower the two before-named companies, or either of them, to provide and contribute funds for the purposes of the undertaking under the intended Act, or any part or parts thereof, and to hold shares in and subscribe towards the undertaking, or any part or parts thereof, and to empower each or either of them to guarantee for or for the other interest, dividend, annual, or other payments, and the principal of money borrowed.

To empower the two before-named companies, or either of them, for the purposes of the intended Act, to apply their corporate funds and revenues and moneys, they are now authorised to raise, and to raise further money by creating new shares or stock in their respective undertakings, preferential or otherwise, and with or without special privileges, and by borrowing.

To sanction and give effect to contracts between the two before-named companies for or with reference to all or any of the objects of the intended Act, the user and maintenance of the intended works or any of them, the carriage of traffic to and from the docks over their respective railways, the rates and charges for such traffic to be levied on the railways and at the docks, bridges and road, and the appropriation thereof to rents, payments, rebates, drawbacks, deductions, and allowances to be made and paid by each or either company to the other in respect thereof, and any incidental matters.

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

To amend "The Bream Down Harbour Act, 1862," and "The Bream Down Harbour Railway Act, 1865," and to amend the (local and personal) acts relating to the Bristol and Exeter Railway Company, viz. 6 William 4th cap. 36; 1 and 2 Vic., cap. 26; 3 Vic., cap. 47; 4 and 5 Vic., cap. 41; 8 and 9 Vic., cap. 155; 9 and 10 Vic., cap. 18; 11 and 12 Vic., caps. 28, 77, 82, and 95; 14 and 15 Vic., cap. 22; 15 and 16 Vic., cap. 9; 18 and 19 Vic., cap. 63; 20 Vic., cap. 1; 23 and 24 Vic., caps. 92 and 124; 25 Vic., cap. 21; 25 and 26 Vic., caps. 114 and 128; 26 and 27 Vic., caps. 60 and 107; 28 and 29 Vic., caps. 42, 97, 98, 132, and 174.

On or before the 30th day of this present month of November, plans and sections of the intended works, 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 Somerset, at his office at Wells; and on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended works will be made, with a similar copy

of this notice, will be deposited for public inspection with the parish clerk thereof at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 2nd day of November, 1865.

Radcliffe and Davies, 20 Craven-street, Strand, Solicitors for the Bill.

In Parliament—Session, 1866.

Solway Junction Railway.

(Railway from Solway Junction Railway at Abbey Holme to Maryport; Purchase of Lands; Tolls; Traffic Arrangements with Whitehaven Junction and Maryport and Carlisle Railway Companies; Running Powers over Whitehaven Junction and Maryport and Carlisle Railways, and Use of Stations; 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 an Act (hereinafter referred to as "The Intended Act") for the following purposes, or some of them, that is to say—

1. To enable the Solway Junction Railway Company (hereinafter called "The Company") to make and maintain the railway (hereinafter described), together with all necessary works, stations, approaches, sidings, and other conveniences connected therewith, that is to say—

A railway, situate wholly in the county of Cumberland, commencing in the township of Bromfield Crookdake and Scales, in the parish of Bromfield, by a junction with the authorised railway of the Company, described as Railway No. 3, in "The Solway Junction Railway (Deviation) Act, 1865," in a field distinguished on the plans deposited with the Clerk of the Peace for the county of Cumberland, with reference to "The Solway Junction Railway (Deviation) Act, 1865," by the No. 70 in the said township and parish, and terminating in the parish of Flimby, by a junction with the Whitehaven Junction Railway, at a point 8 chains, or thereabouts, in a north-easterly direction (measuring along that railway) from the distance post thereof which marks the distance of eleven miles and a half, reckoned from Whitehaven, and which intended railway will be made from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them (that is to say), Bromfield, Bromfield Crookdake and Scales, Langrigg with Meallrigg, Allenby and West Newton, Aspatria, Hayton and Mealo, otherwise Hayton and Melay, Allerby, Crosscanonby, Crosscanonby Crosby, Birkby, Netherhall, Maryport, Dearham, Dearham Ellenborough and Ewanrigg, and Flimby.

2. To authorise and regulate the said proposed junctions with existing or authorised railways, and to enable the Company to make lateral and vertical deviations from the lines and levels of the works laid down on the plans and sections thereof, to be deposited as hereinafter mentioned, to such extent as may be defined thereon, or as may be authorised by the intended Act.

3. To authorise the Company to purchase or acquire by compulsion, or otherwise, lands, houses, and other property, for the purposes of the intended railway and works, and to alter, vary, or extinguish rights, privileges, and easements connected with, or incident to, such lands, houses, and property, or which would in any way

impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

4. To authorise the Company to stop up, cross, alter, or divert, for the purposes of the intended railways, either temporarily or permanently, turnpike and other roads, highways, bridges, canals, rivers, streams, aqueducts, water-courses, pipes, sewers, railways, and tramroads, within or adjoining the several parishes, townships, and places aforesaid, or any of them.

5. To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railway and other their undertaking, for the time being; to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

6. To authorise the Company to increase their capital by the creation of new shares or stock in the Company, or by borrowing on mortgage or bond, or by any of those means; and to assign to such new shares such preferences, priorities, privileges, or advantages as the Company shall see fit; and to empower the Company to apply any monies raised or authorised to be raised by them, under or by virtue of the intended Act, or any Act of Parliament for the purposes of the intended Act, and the general purposes of their undertaking for the time being.

7. To use compulsorily, or by agreement, the stations, sidings, platforms, water, watering-places, machinery, works, and conveniences, or some of them, of the Whitehaven Junction Railway Company, and the Maryport and Carlisle Railway Company respectively; and to run over, use, and work with the engines and carriages of the Company, and for all purposes the railways of those two Companies respectively; and that upon payment of such tolls, rates, and charges, and upon such terms and conditions as shall, in case of disagreement, be settled by arbitration, or otherwise, or as may be fixed and determined in and by the intended Act; and to levy tolls, rates, and charges upon the railways, stations, and works of the said two Companies, respectively.

8. To require and authorise the Whitehaven Junction Railway Company and the Maryport and Carlisle Railway Company respectively to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their railways or any part or parts thereof, all traffic which having passed over the intended railway or any part thereof, may be tendered to them respectively for transmission along their own railways respectively, or any part or parts thereof, or which may be tendered to them for transmission along their own railways or any parts thereof, for the purpose of being afterwards conveyed on and along the intended railway, or any part thereof, upon and subject to such rules and regulations and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the intended Act, and, if need be, with power to alter the tolls, rates, and charges which are now authorised to be taken by the said Companies, and to confer exemptions from the payment of such tolls, rates, and charges; and further to enable the said Companies respectively and the Company to enter into and carry into effect all contracts and agreements that may be necessary in reference to the several matters aforesaid.

9. To incorporate with the intended Act "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act,

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

10. To alter, amend, enlarge, or appeal, so far as may be necessary for the purposes aforesaid, the several local and personal Acts of Parliament following, or some of them; namely, the Acts relating to the Company passed in the 27th and 28th and the 28th and 29th years of the reign of Her present Majesty, and all other Acts, if any, relating to the Company. The Acts relating to the Maryport and Carlisle Railway Company, passed in the 1st, the 6th and 7th, the 7th, the 14th and 15th, the 18th and 19th, the 25th and 26th, and the 28th and 29th years of the reign of Her present Majesty, and all other Acts, if any, relating to the Maryport and Carlisle Railway Company. The Acts relating to the Whitehaven Junction Railway Company passed in the 7th and 8th, the 11th and 12th, the 17th, the 21st and 22nd, and the 28th and 29th years of the reign of Her present Majesty, and all other Acts, if any, relating to the Whitehaven Junction Railway Company.

11. And notice is hereby further given, that duplicate plans and sections describing the line, situation, and levels of the intended railway, and the lands in, and through which the same may be made, or which may be required for the purpose thereof, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and a published map whereon will be defined the general course and direction of such railway, together with a copy of this notice as published in the London Gazette, will on or before the thirtieth day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, in the said county, and on or before the said thirtieth day of November, a copy of so much of the plans, sections, and book of reference as relates to any parish, in, or through which the intended railway is intended to be made, maintained, varied, extended, or enlarged, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish at his usual place of abode, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

12. Printed copies of the intended Bill will, on or before the 23rd day of December, 1865, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1865.

C. and H. Tahourdin, 1, Victoria-street,
Westminster, Solicitors for the Bill.
Dods and Hendry, 18, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1866:
Waterloo and Whitehall Railway.
Extension to Newington Butts.
(Construction of Extension Railway from Waterloo to Newington Butts—Powers of Construction—Additional Capital—Amendment of Act, &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 follow-

ing, or some of the following, among other purposes:—

To enable the Waterloo and Whitehall Railway Company, hereinafter called "The Company," to make and maintain an extension railway, with all proper works, approaches, stations, and other conveniences connected therewith, commencing in the parish of St. Mary, Lambeth, in the county of Surrey, from and out of the line of railway as authorised by "The Waterloo and Whitehall Railway Act, 1865," by a junction with the said authorised Waterloo and Whitehall Railway, in or near a piece of land in the said parish of Saint Mary, Lambeth, numbered 58 in that parish on the plans deposited with the Clerk of the Peace for the county of Surrey, for the purposes of that Act in November, 1864, and referred to in such Act, passing from, in, through, or into the parishes or extra-parochial places of Lambeth, otherwise Saint Mary, Lambeth, the borough of Lambeth, the Liberty or Liberties of Marsh and Wall, Out-Bishops and Princes, St. John, Waterloo, St. George the Martyr, Southwark, the Holy Trinity, Southwark, St. Peter's, Walworth, and St. Mary, Newington, all in the county of Surrey, or some of them, and terminating in the parish of St. Mary Newington, in the county of Surrey, at or near the north-side of Cross, at a point nearly midway between High-street, Newington, and the Walworth-road.

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

To authorise the Company to appropriate or use the under surface of any street, square, road, or lands traversed by or situated near the intended railway and works, and to stop up, alter, and divert any street, road, railway, sewer, drain, or thoroughfare, and to appropriate the same and any courts or places for the purposes of the railway works when stopped up:—

To enable the Company to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, stations, buildings, warehouses, depôts, and other purposes, and to levy tolls, rates, and charges in respect thereof, to alter toll-rates and charges, and to grant exemptions from payment of tolls, rates, and charges, and to confer on the Company other rights and privileges, and to work and use the intended railway on the same principle as the Waterloo and Whitehall Railway, or in such other manner as may be authorised in or prescribed by the Bill:—

To enable the Company to raise additional capital by the creation and issue of new shares, and by loan for all or any of the purposes herein mentioned, and to attach to all or any of the shares so issued a preference or priority in payment of dividend over the ordinary capital of the Company, with such other privileges and advantages as may be prescribed by the Bill:—

To change the corporate name of the Company and to alter the number of the directors of the Company:—

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863," with such modifications of those provisions as may be contained in the Bill with respect to alterations from the line and levels of the works, the assessing of compensation in respect of property, the prevention of

frauds upon the Company, and obstructions upon the railway or otherwise.

To amend or repeal the provisions in any Act or Acts of Parliament, letters patent, charter, or authority, which would affect or interfere with the execution of the powers of the Act, whether relating to any gas company, water company, telegraph company, or any company, association, corporation, or persons having authority to break open streets or public thoroughfares, or to lay pipes, wires, tubes, or other works beneath the same.

To amend "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Act, 1862," "The Metropolis Improvement Act, 1863," and any other Acts relating to the Metropolitan Board of Works and the local management of the metropolis, and to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of "The Waterloo and Whitehall Railway Act, 1865."

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the said intended railway and works, and describing the lands and houses which will or may be taken under the powers of the Bill, and a book of reference thereto, a published map showing the general course of the said intended railway, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, and that on or before the same day a copy of this notice as published as aforesaid, and of so much of the said plans, sections, and book of reference as relates to each of the several parishes or places, in, or through which the intended railway and works are proposed to be made, or lands and houses are situate, will be deposited as follows (that is to say), as regards the parish of Lambeth, with the vestry clerk of the parish of Lambeth, at his office, at the Vestry-hall, Lower Kennington-green, as regards the parish of St. George the Martyr, Southwark, with the vestry clerk of that parish, at his office, at the Vestry-hall, in the Borough-road, and as regards the parish of Saint Mary, Newington, with the vestry clerk of that parish, at his office, at the Vestry-hall, in the Walworth-road.

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 15th day of November, 1865.

Burchells, 5, Broad Sanctuary.

In Parliament—Session 1866.

Ogmore Valley Railways,
New Works, No. 2.

(Railways in Glamorganshire to join the lines of the Taff Vale, the Llantrissant and Taff Vale Junction, the Penarth, the Rhymney, and the Ely Valley (Mwyndy Branch) Railway Companies—Increase of Capital—Arrangements with the above Companies—Running powers over their Railways—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for leave to introduce a Bill, and to pass an Act to effect the following objects, some or one of them, to wit:—

1. To enable the Ogmore Valley Railways Company (hereinafter called "The Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, together with all necessary works, stations, approaches, sidings,

and other conveniences connected therewith respectively, all which railways and other works are situate in the county of Glamorgan, and are hereinafter called "The Railway," to wit,

1. A railway (No. 1) commencing in the parish of Llantrissant, in a field marked 1490 upon the tithe commutation map of that parish, belonging to Morgan Williams, Esq., and in the occupation of Anne Williams, William Williams, and Thomas Williams, and at a point in the said field 120 yards, or thereabouts, south of the fence separating the last-mentioned field from the field marked 1577 upon the said map, measured from the point where that fence joins the Llantrissant Common, and terminating by a junction with the railway of the Penarth Harbour Dock and Railway Company, in the parish of Llandaff, at a point 22 yards, or thereabouts, northward of the bridge carrying the road from St. Brides-super-Ely, otherwise Llan-saintfraed, to Llandaff, over the said Penarth Railway, and which intended railway No. 1 will be made from, in, through, or into the parishes of Llantrissant, Pentyrch, St. Fagans, Radyr, and Llandaff, and the chapelry of Llanilterne, in the said parish of St. Fagans, or some of them.
 2. A railway (No. 2) commencing in the parish of Radyr by a junction with the intended railway (No. 1) in a field or meadow adjoining the east side of a public road from Fair-water to Radyr, and at a point 200 yards, or thereabouts, to the north-east of the house called Waterhall, in the same parish, and terminating in the parish of Roath, by a junction with railway No. 1 of the Rhymney Railway Company, authorised by the Rhymney Railway (Cardiff and Caerphilly) Act, 1864, in a field, distinguished as No. 4, in the said parish of Roath, upon the plan deposited with the Clerk of the Peace for Glamorganshire with reference to the last-mentioned Act, and which intended railway No. 2 will be made from, in, through, or into the parishes of Radyr, Llandaff, Roath, and St. John the Baptist, Cardiff, or some or one of them.
 3. A railway (No. 3) situate wholly in the parish of Llandaff, commencing by a junction with the intended railway (No. 2) in a field marked 1086 on the tithe commutation map of that parish, belonging to Thomas Powell, Walter Powell, and Henry St. John Powell, in the occupation of Thomas John, and at a point distant 80 yards, or thereabouts, to the south of the centre of the lock of the Glamorganshire Canal, called Gabalfa Lock, and terminating by a junction with the main line of the Taff Vale Railway, at a point 350 yards, or thereabouts, south-east from the mile post on that railway indicating three miles from Cardiff.
 4. A railway (No. 4) commencing in the parish of Pentyrch by a junction with the intended railway No. 1 in a field marked 137 on the tithe commutation map of that parish, known as Gwaun-Ffynon-Dwyn, belonging to the Right Hon. Lord Dynevor, and in the occupation of John John, otherwise Jones, and William John, otherwise Jones, and at a point in the said field, 50 yards, or thereabouts, southward of the point where the fence separating the said field from the field marked 136 on the said map touches the adjoining public road, and terminating in a field in the parish of Llantrissant, distinguished on the plan deposited with the Clerk of the Peace for Glamorganshire, with reference to the Ely Valley Railway (Mwyndy Branch) Act, 1858, by the number 390 in that parish, and at a point 100 yards or thereabouts north of a farm-house called Brofiscin Fach, and which intended railway No. 4 will be made from, in, through, or into the parishes of Pentyrch and Llantrissant, or one of them.
2. To authorise and regulate the proposed junction with existing or authorised railways, and to enable the Company to make lateral and vertical deviations from the lines and levels of the works laid down on the plans and sections thereof, to be deposited as hereinafter mentioned to such an extent as shall be thereon defined, or as may be authorised by the Act.
 3. To authorise the Company to purchase or acquire by compulsion lands, houses, and other property, and rights, liberties, easements, and privileges in and over lands, houses, and other property, and to vary and extinguish rights and privileges, and to cross, alter, divert, and stop up, either temporarily or permanently, turnpike roads, highways, bridges, canals, rivers, streams, aqueducts, watercourses, pipes, sewers, railways, and tramroads, within the several parishes and places aforesaid, or any of them.
 4. To authorise the Company to levy tolls, rates, and duties in respect of the railway, and other their undertaking for the time being, and to alter, for the purposes of the Act, the tolls, rates, and duties authorised to be received and levied by the Company, by the Taff Vale Railway Company, and by the Llantrissant and Taff Vale Junction Railway Company, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.
 5. To authorise the Company to increase their capital by the creation of new shares or stock in the Company, or by borrowing on mortgage or bond, and to assign to such new shares or stock such preferences, priorities, privileges, conditions, or advantages as the Company see fit, and to empower the Company to apply any moneys raised, or authorised to be raised by them, under or by virtue of any Act of Parliament to the purposes of the Act, and to apply any moneys raised or authorised to be raised by them, under or by virtue of the Act, to the general purposes of the undertaking of the Company for the time being.
 6. To authorise the Taff Vale Railway Company, and the Llantrissant and Taff Vale Junction Railway Company, the Rhymney Railway Company, the Ely Valley Railway Company, and the Penarth Harbour, Dock, and Railway Company, hereinafter called "The Five Companies," some or one of them, from time to time to enter into agreements with the Company with respect to the following matters, to-wit:—The construction, alteration, maintenance, and management by the five Companies, or some or one of them, and jointly with the Company, or otherwise, of the railway, the construction, alteration, maintenance, and management by the Company, separately or jointly, with the five Companies, or any of them, of the railways of the five Companies, some or one of them; or part thereof respectively, the running over, use, and working by the five Companies, some or one of them, of the railway and the conveyance of traffic thereon, the running over, use, or working by the Company of the railways of the five Companies, some or one of them, and the conveyance of traffic thereon, the supply of rolling stock, and of machinery, and of officers and servants by the five Companies, or the Company, as the case may be, for the purposes aforesaid, and the fixing, collection,

and apportionment of the tolls, rates, charges, receipts, and revenues, levied, taken, or arising in respect of traffic, whether arising upon, or from the undertaking of the Company, or upon, or from, one or more of the undertakings of the five Companies, or both, or points beyond those undertakings respectively, and the appointment of joint committees for carrying into effect any such agreement.

8. To authorise or require the five Companies, some or one of them, to book through from all stations and places on their railways, 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, have the right to book and invoice through from any station or place on their system of railways to any station or place on the railways of the five Companies, some or one of them; and that the five Companies or one of them shall, in respect of all traffic of the Company at all times afford to the Company all needful accommodations, facilities, and conveniences at and over the railways of the five Companies, or some or one of them; and at the stations, works, and conveniences thereon by the trains of the five Companies respectively; and by through booking and invoicing through rates and through waggons and carriages; and that the five Companies 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.

9. To empower the Company and any other Company or person lawfully using the undertaking of the Company, to run over, work, and use with their engines and carriages, and for all purposes, the railways, tramways, quays, landing places, staiths, spouts, offices, junctions, sidings, stations, roads, platforms, water, watering places, machinery works, and conveniences of the five Companies, or any or either of them. And to enable the Company to lay down, maintain and use on and along the Mwyndy Branch of the Ely Valley Railway, and the stations, sidings, works, and conveniences connected therewith, an additional rail or additional rails, so as to admit of the same being worked and used by engines and carriages adapted to the narrow gauge, as well as those adapted to the broad gauge.

10. To provide for fixing by arbitration or otherwise the tolls and charges to be paid for the aforesaid services, powers, and privileges to be rendered to or exercised by the Company, and the apportionment of the tolls and charges for traffic passing over or upon the undertakings of the Company, and also passing over or upon the undertakings of the aforesaid Companies, or either 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, and executing the powers aforesaid, and for the use by such officers and servants of station and other accommodation on the undertakings of the said Companies or proprietors, some or one of them.

11. To authorise the Company to demand and receive tolls, rates, rents, and remunerations in respect of the several services, facilities, and powers in this notice mentioned or referred to, and to be rendered to, or exercised by, the Company.

12. To incorporate with the Act, all or some of the powers and provisions of "The Companies Clauses

Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railways Construction Facilities Act, 1864," "The Railway Companies Powers Act, 1864," "The Railway Companies Arbitration Act, 1859," and "The Improvement of Lands Act, 1864," with such modifications and alterations as may be deemed fit.

13. And for the purposes aforesaid it is intended, if need be, to amend and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, Acts relating to the Ogmore Valley Railways Company, viz.:—26 and 27 Vict., cap. 189; 26 and 27 Vict., cap. 199; 27 and 28 Vict., cap. 48; and 28 and 29 Vict., cap. 205; the Act 6th Wm. IV., cap. 82, relating to the Taff Vale Railway Company, and all other Acts relating to that Company; the Act 24 and 25 Vict., cap. 51, relating to the Llantrissant and Taff Vale Junction Railway Company; the Act 19 and 20 Vict., cap. 122, relating to the Penarth Harbour, Dock, and Railway Company, and all other Acts relating to that Company; the Act 17 and 18 Vict., cap. 193, relating to the Rhyfney Railway Company, and all other Acts relating to that Company; the Act 20 and 21 Vict., cap. 41, relating to the Ely Valley Railway Company, and all other Acts relating to that Company; and the several Acts in such Acts respectively, or any of them, recited or referred to, relating to the several Companies hereinbefore mentioned, or to any railways now belonging to, or held, or used by them.

14. And notice is hereby further given, that duplicate plans, and sections, describing the line, situation, and levels of the intended railway and other works, and the lands in and through which the same may be made, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and a published map whereon will be defined the general course or direction of such railway; together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection, 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 said 30th day of November, a copy of so much of the said plans, sections, and book of reference as may relate to any parish in or through which the said railway and works are intended to be made, maintained, varied, extended, or enlarged, together with a copy of this notice, as published, in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the intended Bill will on, or before the 23rd day of December, 1865, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1865.

Charles and Harry Tahourdin, 1, Victoria-street, Westminster,

Richard Wyndham Williams, Cardiff,
Joint Solicitors for the Bill.

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

In Parliament.—Session 1866.

Ogmore Valley Railways.
(New Works). No. 1.

(New Railways from Ogmore Valley Railways into the Garw Valley and to the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway; Increase of Capital; Amendment of Acts.)

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

1. To enable the Ogmore Valley Railways Company (herein called "the Company") to make and maintain the railways hereinafter mentioned, together with all necessary works, stations, approaches, sidings, and other conveniences connected therewith, all which railways and other works will be situate in the county of Glamorgan, and are hereinafter called "the railway," to wit:

1. A railway (No. 1) commencing by a junction with the railway No. 1 of the Ogmore Valley Railways Company, authorised by "The Ogmore Valley Railways Act, 1863," in the parish of Llangeinor, in or near a field numbered 62 in that parish, on the plans deposited with the Clerk of the Peace for the county of Glamorgan in the month of November, 1862, for the purposes of "The Ogmore Valley Railways Act, 1863," and referred to in such Act, and terminating in the parish of Llantrissant by a junction with the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway, near the authorised terminus of that branch railway, near the south-eastern corner of Llantrissant Common, and at 12 chains and a-half, or thereabouts, measuring along that branch railway in a westerly direction, from the road leading from Llantrissant to Pontypridd, and which intended railway No. 1 will be made from, in, through, or into the parishes, townships, or extra-parochial places of Saint Bride's Minor, Coychurch, Coychurch Higher, Llangeinor, Llandyfodwg, and Llantrissant.
2. A railway (No. 2) commencing in the parish of Llangeinor by a junction with the railway No. 2, authorised by "The Ogmore Valley Railways Act, 1863," in or near a field numbered 73 in that parish, on the plans so deposited as last aforesaid, and terminating in the parish of Llandyfodwg, by a junction with the intended railway No. 1, in or near a field or rough pasture, numbered 21 in the last-mentioned parish, on the plans deposited as last aforesaid, and which intended railway No. 2 will be made from, in, through or into the parishes, townships, or extra-parochial places of Llandyfodwg, Coychurch, and Llangeinor.
3. A railway (No. 3) commencing in the parish of Llandyfodwg, by a junction with the intended railway (No. 1) in a field lying between the road leading from Melin-evan-ddu to Llandyfodwg and the River Ogmore Fach, and at a point in that field 11 chains and a-half, measured in an easterly direction, from the school-house in the village of Melin-evan-ddu, and about 10 chains and a-half, measured in a westerly direction, from a house called Ynysbwt, and terminating on the west bank of the River Iochyd, near a point where a stream runs into that river, and about 8 chains, measured in a north-easterly direction, from a farm-house called

Penllwyngwent, in the parish of Llandyfodwg, and which intended railway No. 3 will be made from, in, through, or into the parishes, townships, or extra-parochial places of Saint Bride's Minor, Coychurch Higher, Llangeinor, Llandyfodwg, and Llantrissant.

4. A railway (No. 4) situate wholly in the parish of Llantrissant, commencing by a junction with the intended railway No. 1 at or near a point one chain and a-half, or thereabouts, to the north of that part of the Ely Valley Extension Railway which lies at a distance of 19 chains and a-half, or thereabouts, measuring along the line of that railway from a road bridge over that railway, which bridge is situate 38 chains, or thereabouts, measured in a south-easterly direction from a farm-house called Hendre Forgan, and terminating by a junction with the Ely Valley Extension Railway at a point thereon, 35 chains, or thereabouts, measured in a westerly direction along the centre of that railway from the last-mentioned bridge.
5. A railway (No. 5) situate wholly in the parish of Llantrissant, commencing by a junction with the intended railway No. 1, in or near a field marked 2639 upon the tithe commutation map of that parish, and terminating near to, and on the east side of, the Ely Valley Railway, and parallel thereto at or near the point where the road from Ton-yr-efail to Melin-evan-ddu crosses the Ely Valley Railway, and with power to form a junction with that railway if and whenever the narrow gauge shall be laid down on that railway.
6. A railway (No. 6) commencing in the hamlet of Ynysawdre, in the parish of Saint Bride's Minor, by a junction with railway No. 1, authorised by "The Ogmore Valley Railways Act, 1863," at a point 11 chains, or thereabouts, measured in a south-westerly direction from the bridge which carries the said authorised railway over the River Garw, near the village of Brynmenyn, and terminating in the parish of Llangeinor, at or near the confluence of the river or stream called Nant Quin with the River Garw, and at about 13 chains, measured in a westerly direction from a farm-house called Blaen Garw, and which said intended railway will be made from, in, through, or into the parishes, townships, or extra-parochial places of Ynysawdre, Saint Bride's Minor, Llangeinor, and Bettws.
7. A railway (No. 7) situate wholly in the parish of Llangeinor, commencing by a junction with railway No. 1, authorised by "The Ogmore Valley Railways Act, 1863," at about 17 chains measured along the said authorised railway in an easterly direction from the bridge which carries the road from Bryncethin to Brynmenyn, over the same authorised railway, and terminating by a junction with the intended railway No. 6, at or near a point on the same, about 35 chains from the above-described point of commencement of the intended railway No. 6, and about 7 chains measured in a north-westerly direction from Abergarw farm-house.
2. To enable the Company to make lateral and vertical deviations from the lines and levels of the works laid down on the plans and sections thereof to be deposited as hereinafter mentioned to such an extent as shall be thereon defined, or as may be authorised by the Act.

3. To authorise the Company to purchase or acquire by compulsion lands, houses, and other property and rights, liberties, easements, and privileges in and over lands, houses, and other property, and to vary and extinguish rights and privileges, and to cross, alter, divert, and stop up, either temporarily or permanently, turnpike roads, highways, bridges, canals, rivers, streams, aqueducts, watercourses, pipes, sewers, railways, and tramroads within the several parishes and places aforesaid, or any of them.

4. To authorise the Company to levy tolls, rates, and duties in respect of the railway, and other their undertaking for the time being, to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

5. To authorise the Company to increase their capital by the creation of new shares or stock in the Company, and by borrowing on mortgage or bond, and to assign to such new shares or stock such preferences, priorities, privileges, or advantages as the Company see fit, and to empower the Company to apply any moneys raised or authorised to be raised by them under, or by virtue of any Act of Parliament to the purposes of the Act, and to apply any moneys raised or authorised to be raised by them, under or by virtue of the Act or any other Act of Parliament to the general purposes of the undertaking of the Company for the time being.

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

7. And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, relating to the Ogmore Valley Railways Company, viz., 26 and 27 Vic., cap. 139; 26 and 27 Vic., cap. 199; 27 and 28 Vic., cap. 48; 28 and 29 Vic., cap. 205.

8. And notice is hereby further given that duplicate plans and sections, describing the line, situation, and levels of the intended railway and other works, and the lands in and through which the same may be made, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, and a published map, whereon will be defined the general course or direction of such railway, together with a copy of this notice, as published in the London Gazette, will on or before the 30th day of November, 1865, be deposited for public inspection 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 said 30th day of November a copy of so much of the said plans, sections, and book of reference, as may relate to any parish in or through which the said railway and works are intended to be made, maintained, varied, extended, or enlarged, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial

place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

9. Printed copies of the intended Bill will, on or before the 23rd day of December 1865, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1865.

Charles and Harry Tahourdin, 1, Victoria-street, Westminster; *Richard Wynndham Williams*, Cardiff; Joint Solicitors for the Bill.

J. Newall, 44, Parliament-street, Westminster, Parliamentary Agent.

Neath Junction Railway.

(Incorporation of Company — Construction of Railways to connect the South Wales Mineral Railway with the Swansea and Neath Railway, near Neath—Powers to Great Western, South Wales Mineral, and Vale of Neath Railway Companies—User of Portions of other Railways—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "the Company") for making and maintaining the railways following, or one of them (with stations, approaches, works, and conveniences), viz. :—

No. 1. A railway commencing in the hamlet of Coedfrank, in the parish of Cadoxton-juxta-Neath, by a junction with the Vale of Neath Railway, at or near the point where the tramroad to the Crown Copper Works crosses over that railway, and terminating in the parish of Neath by a junction with the South Wales Railway at or near the distance post thereon indicating 207½ miles, which intended railway will pass from, in, through, or into the parishes and places of Cadoxton-juxta-Neath, Blaenhonddon, Neath, Dyffryn, Clydach, Coedfrank, Briton Ferry, and Llantwit.

2. A railway commencing at or near the termination of the intended railway before described, and terminating by a junction with the South Wales Mineral Railway at or near Cwrt Sart Lane, in the parish of Briton Ferry; which intended railway will pass from, in, through, or into the parishes and places of Briton Ferry, Llantwit, Llantwit-juxta-Neath, and Neath.

The said intended railways will be wholly situate in the county of Glamorgan, and may be constructed upon the broad or narrow gauge, or adapted to both gauges.

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, railways, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

The intended Act will empower the Great Western Railway Company, the South Wales

Mineral Railway Company, and the Vale of Neath Railway Company, or any one or more of those Companies, to exercise the powers of the intended Act, and to become promoters thereof, and to take and hold shares in and subscribe towards the intended undertaking or any part thereof, and to guarantee to the Company interest, dividend, or annual or other payments, and for those purposes to empower the said several Companies to apply their corporate funds and revenues, and to raise further capital by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise.

And it is intended by the said Act to empower the Company on the one hand, and the Great Western Railway Company, the South Wales Mineral Railway Company, and the Vale of Neath Railway Company, or any one of them, on the other hand, to make and carry into effect agreements with respect to the maintenance and management, use, and working of the railways of the contracting parties, or any parts thereof, and the conveyance of traffic thereon; the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

The intended Act will empower the Company and all companies and persons working or using their railways, or any part thereof, to run over, work, and use with their engines, carriages, and waggon, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions to be prescribed by the Act, or (failing agreement) settled by arbitration, the following railway and portion of railway; viz.,

1. So much of the Swansea and Neath line of the Vale of Neath Railway Company as is situated westward of the intended junction therewith of the railway firstly before described.

2. The Swansea Harbour Railway.

Together with all terminal and other stations, sidings, warehouses, buildings, booking, and other offices, approaches, watering places, sheds, standing room for engines, works, and conveniences, water supplies, telegraph signals, shipping stages, and machinery, in and upon such railway and portion of railway respectively, and to require the companies and persons owning and working the said railway and portion of railway respectively, to afford and render all facilities and services for the purposes aforesaid.

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 IV., cap. 107, and 26 and 27 Vic., cap. 168, and of all other Acts relating to the Great Western Railway Company; The South Wales Mineral Railway Act, 1853, and of all other Acts relating to the South Wales Mineral Railway Company; 9 and 10 Vic., cap. 341, and of all other Acts relating to the Vale of Neath Railway Company and their undertaking.

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."

Duplicate plans and sections of the intended

railways and works, with a book of reference to such plans, and a published map having the lines of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th November, in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, and 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 23d day of December next.

Dated this 16th day of November, 1865.

William Bell, 26, Duke-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1866.

Chester and West Cheshire Junction Railway.

(Dissolution of Company; Transfer of their Powers and Property to the Great Northern, Midland, and Manchester, Sheffield, and Lincolnshire Railway Companies; Provisions as to Repayment of Moneys Deposited and Advanced; Powers to the three last-named Companies to enter into Agreements and to raise and apply Capital; Alterations of Tolls and other Powers; 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, or some of the following, among other purposes (that is to say):—

To dissolve the Chester and West Cheshire Junction Railway Company (hereinafter referred to as "The Company"), and to repeal (wholly or in part), or alter or amend the Chester and West Cheshire Junction Railway Act, 1865 (hereinafter referred to as "the Act of 1865").

To transfer to and vest absolutely in the Great Northern Railway Company, the Midland Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company (which Companies are hereinafter referred to as "The Three Companies"), or in any two of such Companies jointly, or in either of the three Companies separately, or in the joint committee hereinafter mentioned, the powers, or some of the powers, of the Act of 1865, and also the powers, or some of the powers, which may be conferred upon the Company by any Act or Acts to be passed in the next session of Parliament, and to enable the three Companies, or any two of them jointly, or either of them separately, or the joint committee, to construct the railways and works authorised by the Act of 1865, or any railways and works which the Company may be authorised to construct by any Act to be passed in the ensuing session, and to confer upon them all other necessary powers for that purpose.

To provide, by the appointment of a joint committee (hereinafter referred to as "The Joint Committee"), and of arbitrators, for the constructing, maintaining, managing, and regulating of the railways and works authorised by the Act of 1865, and of any railways and works which the

Company may be authorised to execute by any Act to be passed in the next session.

To vest in the three Companies, or in any two of them jointly, or in either of the three Companies separately, or in the joint committee, all lands, (if any) acquired by, and all or any the real and personal property of the Company, and the benefit of all contracts entered into by the Company.

To make provision for and to sanction the repayment by the three Companies, or any or either of them, or by the joint committee, to the Company of the costs and expenses in relation to their undertaking, as now, or as, may by an Act to be passed in the next session be authorised, and of a sum equal to all or any funds deposited by the Company with the Court of Chancery in respect to the application to Parliament for the Act of 1865, or for any Act to be passed in the next session, and to vest the deposited funds in the three Companies, or in any or either of them, or the joint committee, and to authorise the transfer and payment out of court thereof to the three Companies, or any or either of them, or to the joint committee, and to make further or other provision for securing the completion of the railways and works authorised by the Act of 1865, or of any railways and works which the Company may be authorised to execute by any Act to be passed in the next session.

To make provision for and to sanction the repayment of all moneys advanced, or to be advanced, by or on behalf of the three Companies, or any or either of them, to the Company, or on account of the undertaking or capital of the Company, and to vest in the three Companies, or in any two of them jointly, or otherwise, or in one of them, the capital, shares, stocks, and securities of the Company, as now authorised, or as may by any Act to be passed in the next session be authorised, or some part or parts thereof, and to enable the three Companies, or any or either of them, and the Company, and the holders of shares or stocks or securities of the Company, to enter into and carry into effect agreements in that behalf, and to make provision for the payment and discharge of the debts, liabilities, and engagements of the Company.

To vary the tolls, rates, and charges authorised by the Act of 1865 to be taken, and to empower the three Companies, or any or either of them, or the joint committee, to levy new tolls, rates, and charges upon or in respect of the railways authorised by the Act of 1865, to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

To authorise the three Companies, or any or either of them, to provide, in equal or in such other proportions, and upon and subject to such terms, conditions, and regulations as may have been or may be agreed upon between them, or as may be prescribed by the intended Act, all moneys necessary for the purchase of land for, and the construction or completion of the railways and works authorised by the Act of 1865, or which the Company may be authorised to execute by any Act to be passed in the next session, or otherwise in connection with the undertaking of the Company, or in carrying into effect the provisions of the intended Act.

To authorise the three Companies, or any or either of them, to apply for the purposes of the intended Act and of the Act of 1865, any part of their corporate funds and revenues, and to raise further moneys for the purposes aforesaid by borrowing and by the creation of new shares and stock in the respective Companies, and (if the

respective Companies 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, restrictions, and qualifications.

To provide for the allocation and appropriation to, and the separate and independent ownership respectively by each or either of the three Companies of the railways and works authorised by the Act of 1865, or which the Company may be authorised to make and execute by any Act to be passed in the next session, or some part or parts thereof respectively.

To sanction and give effect to contracts and agreements between the three Companies, or any two of them, amongst themselves, and between the three Companies, or any or either of them, and the Company, with reference to all or any of the matters aforesaid, or any of the objects and purposes of the intended Act, and to sanction and confirm all Acts done or to be done, or payment or appropriation of moneys made or to be made, by the three Companies, or any or either of them, under any such contract or agreement, or otherwise in respect of the undertaking of the Company.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them, that is to say:—"The Chester and West Cheshire Junction Railway Act, 1865;" also the local and personal Acts of Parliament following, that is to say—7 and 8 Victoria, cap. 18, and all the Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; 12 and 13 Vict. cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

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

Dated this 13th day of November, 1865.

Esk Valley Railway.

(Lease to North British Railway Company; Interim Arrangement; Provisions as to Mortgage Debt and Powers; Capital, &c.; Amendment of Acts.)

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

To transfer to and vest in the North British Railway Company (hereinafter called "The Company") by way of lease in perpetuity, or for a term of years, the railway and works, and whole undertaking of the Esk Valley Railway Company (herein called the Esk Valley Company), with all the property, means, and effects of the Esk Valley Company, and all their rights, powers, and privileges of whatsoever kind; or otherwise to enable the Esk Valley Company to grant, and the Company to accept, a lease in perpetuity, or for a term of years, of the said undertaking and estate, whole property, rights, powers, and privileges aforesaid; and that from and after such period, and upon such terms and conditions as to rent, interest, or other annual payment, and upon such other terms and conditions, and subject to such covenants, stipulations, and provisions as have been already, or may

hereafter be agreed upon between the said Companies; or as shall be specified in the said Act.

To provide for the completion, by the Esk Valley Company of the authorised railway and works of the Esk Valley Railway; and for the carrying into effect of an interim arrangement between the two Companies, until the lease shall take effect, and also with respect to the mortgaging powers and mortgages of the Esk Valley Company; and to authorise the Company to have and exercise such powers, or otherwise to guarantee interest on mortgages of the Esk Valley Company; and to authorise the said companies, or either of them, to raise further capital by the creation of new ordinary, guaranteed, or preference shares, or stock in their undertaking, or by mortgage, cash credit, or otherwise; and to provide for the payment of the rent, interest, or other annual sum or sums to be by such lease secured to the Esk Valley Company; to impose on the Company, or otherwise to provide for the payment of the public and local burdens, assessments, rates, taxes, and duties affecting or chargeable against the Esk Valley Company, in respect of the said railway and works; and also to impose on the Company the maintenance and repair of the said Esk Valley Railway.

And it is intended by said Act to confirm any agreement entered into, or to be entered into, between the Company and the Esk Valley Company, for the lease of the undertaking of the Esk Valley Railway, and for enabling the said Companies, subject to such alterations as Parliament may require, to give effect to and perform their several and respective contracts, agreements, or arrangements in reference to such lease.

And it is intended by the said Act to authorise the said Companies or either of them, to alter existing tolls, rates, duties, and charges; to levy new tolls, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges; and to repeal, vary, or extinguish all rights, privileges, and exemptions which can in any manner interfere with the objects of said Act; and to confer, vary, or extinguish other rights and privileges.

And also to repeal, alter, and amend, extend, and enlarge, for the foresaid and other purposes, all or any of the provisions of the following local and personal Acts of Parliament—that is to say, The Esk Valley Railway Act, 1863, and any other Acts (if any) relating to the Esk Valley Railway Company; Acts relating to the North British Railway Company, namely, 14 and 15 Vic. cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16 and 17 Vic. cap. 152; 18 and 19 Vic. cap. 127; 19 and 20 Vic. cap. 98; 20 and 21 Vic. caps. 91, 124, and 129; 21 and 22 Vic. caps. 65, 109, and 145; 22 and 23 Vic. caps. 14, 24, 83, 85, and 96; 23 and 24 Vic. caps. 140, 145, 159, and 195; 24 and 25 Vic. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vic. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vic. caps. 194, 213, 223, and 226; 27 and 28 Vic. caps. 84, 100, and 292; 28 and 29 Vic. caps. 125, 152, 186, 202, 206, 213, 308, 309, and all other Acts (if any) relating to the North British Railway Company; Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company, 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vic. cap. 59; 6 and 7 Vic. cap. 55; 8 and 9 Vic. cap. 148; 9 and 10 Vic. caps. 81, 202, 263, 332, and 377; 10 and 11 Vic. caps. 83, 245, and 246; 11 and 12 Vic. caps. 116, 118, 127, and 160;

12 and 13 Vic. caps. 39 and 86; 15 Vic. cap. 109; 16 and 17 Vic. cap. 151; 18 and 19 Vic. caps. 153, and 190; 19 and 20 Vic. caps. 98 and 106; 21 and 22 Vic. cap. 64; 24 and 25 Vic. caps. 84, 195, 198, and 243; 25 and 26 Vic. caps. 135, and 138; 26 and 27 Vic. caps. 187, 213, and 237; 27 and 28 Vic. caps. 81, 248, 271, 279, and 286; 28 and 29 Vic. caps. 200, 213, 217, 308, and 328; and all other Acts (if any) relating to the Edinburgh and Glasgow Railway Company; Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company, namely, 9 and 10 Vic. cap. 107; 11 and 12 Vic. cap. 134; and the several Acts therein recited so far as not repealed thereby; 14 and 15 Vic. cap. 62; 16 and 17 Vic. cap. 90; 20 and 21 Vic. cap. 78; 23 and 24 Vic. cap. 178; 28 and 29 Vic. cap. 201; and all other Acts (if any) relating to the Monkland Railways Company. The Acts relating to the City of Glasgow Union Railway Company;—27 and 28 Vic. cap. 286; and 28 and 29 Vic. cap. 247. The Acts 16 and 17 Vic. cap. 119; and 23 and 24 Vic. cap. 134; 25 and 26 Vic. cap. 43; and all other Acts relating to the Port-Carlisle Dock and Railway Company. Acts relating to the Silloth Bay Railway and Dock Company, viz., 16 and 17 Vic. cap. 118; 18 and 19 Vic. cap. 158; 23 and 24 Vic. cap. 134; and 25 and 26 Vic. caps. 45 and 47. The Leadburn, Linton, and Dolphinton Railway Act, 1862. The Berwickshire Railway Act, 1862. The Peebles Railway Act, 1853, and the Acts 20 and 21 Vic. cap. 14; and 24 and 25 Vic. cap. 114, relating to the Peebles Railway Company. The Act relating to the Glasgow, Milngavie Junction Railway Company, 24 and 25 Vic. cap. 198. The Acts relating to the Blane Valley Railway Company, 24 and 25 Vic. cap. 248; 28 and 29 Vic. cap. 356. Acts relating to the Perth General Railway Station, 28 and 29 Vic. caps. 252 and 253, and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any railway forming part of their system of railways, or to any company or body who or whose property and interests may be affected by the provisions of the said proposed Act.

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

Dated this 11th day of November, 1865.

Adam Johnstone, Edinburgh, Solicitor for the Bill.

Pritt, Sherwood, Venables, and Grubbs,
7, Great George Street, Westminster,

Parliamentary Agents.

Cambrian Docks.

(Incorporation of Company; Construction of Docks, Reservoir, River-wall, Road, and other works, at or near the Mouth of the River Dee; Construction of Railways to connect the Docks with the Chester and Holyhead Railway; Arrangements with the London and North Western Railway Company; Amendment of Acts; and other purposes.)

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

To incorporate a Company (hereinafter called "The Company") for the purposes of the Bill; To authorise the Company to make and main-

tain the works hereinafter described, or some of them, viz. —

- 1st. A Dock or Docks with all necessary and convenient basins, locks, graving docks, entrance gates, approaches, roads, quays, jetties, piers, shipping, and landing places, staiths, slips, stairs, and stages, tug-boats, dredging-machines, and boats, wharfs, wharf-walls, embankments, warehouses, custom-houses, tramways, cranes, drops, dolphins, buoys, moorings, and other works and conveniences connected therewith upon the lands next hereinafter described (that is to say) certain lands on the Flintshire shore of the River Dee, in the parish of Llanasa, in the county of Flint, bounded on the south by an imaginary line commencing at the southern end of the bridge carrying the Chester and Holyhead Railway over the road which leads over the Sluice Head Brook to the Point of Air Lighthouse from the turnpike road from Mostyn to Talacre, and terminating at low water mark of ordinary spring tides on the Flintshire shore of the River Dee, at or about the mouth of the Sluice head Gutter, on the east by the low water line of ordinary spring tides on the said shore of the said River, on the west by an imaginary line drawn from the southern end of the bridge above mentioned to the Point of Air Lighthouse, and on the north-east by an imaginary line drawn in a south-eastern direction from that lighthouse to the said low water line;
- Secondly. A Reservoir wholly in the said parish of Llanasa, and county of Flint, situate upon the Sluice Head Brook and upland belonging or reputed to belong to Sir Piers Mostyn, baronet, bounded on the north-east by, and abutting upon, the Chester and Holyhead Railway, on the south-east and south-west respectively by imaginary lines drawn from and at right angles to the Chester and Holyhead Railway, at a distance from the said Sluice Head Brook of thirty feet on either side of that brook, and on the south-west by an imaginary line drawn parallel to the Chester and Holyhead Railway, and at a distance of thirty feet from the south-western fence thereof;
- Thirdly. A Pipe-track, conduit, or culvert wholly in the said parish of Llanasa and county of Flint, commencing in the intended reservoir above described and terminating in the intended new Dock or Docks at or near the western end thereof;
- Fourthly. A River-wall, quay, or embankment and a new road thereon, wholly in the said parish of Llanasa and county of Flint, on the northern side of the Sluice Head Gutter, and commencing respectively on the existing river-bank at a point eight chains or thereabouts from and to the north-westward end of the bridge above mentioned carrying the Chester and Holyhead Railway over the said road leading to Point of Air Lighthouse and terminating respectively at or about the low water line of ordinary spring tides on the Flintshire shore of the River Dee at or about the mouth of the Sluice Head Gutter;
- Fifthly. A Railway (No. 1) wholly in the said parish of Llanasa and county of Flint, commencing by a junction with the Chester and Holyhead Railway, at a point distant four chains or thereabouts from and to the southward of the southern end of the bridge

before mentioned, carrying that Railway over the said road leading to Point of Air Lighthouse, and terminating within the site of the intended new Dock or Docks at a point in the last-mentioned road twenty chains or thereabouts (measuring along that road), from and to the northward of the southern end of the same bridge.

Sixthly. A Railway (No. 2) wholly in the said parish of Llanasa and county of Flint, commencing by a junction with the Chester and Holyhead Railway, at a point distant thirty-five chains or thereabouts (measuring along that Railway) from and to the north-west of the said bridge carrying that Railway over the said road leading to Point of Air Lighthouse, and terminating at or near the point in the last-mentioned road at which Railway No. 1 is intended to terminate as above described.

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

To take and divert into the intended dock or docks and the intended reservoir, or some or one of them, the waters of the brooks or streams called Sluice Head Brook and the Llinigar Brook, or one of them;

To divert water from the River Dee into the intended dock or docks;

To dredge, scour, and deepen from time to time all channels and waters from time to time forming a means of access to the intended dock or docks and the works connected therewith;

To cross, stop up, alter, and divert for the purposes of the Bill, and either temporarily or permanently, roads, ways, railways, tramways, cuts, creeks, channels, rivers, streams, sewers, drains, and embankments within the parish above mentioned;

To purchase, by compulsion or otherwise, lands, houses, and hereditaments within the parish above mentioned for the purposes of the Bill;

To levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, at upon, or in respect of the intended docks, basins, river-wall, embankment road, railways, quays, works, and conveniences, and to confer exemptions from the payment of such tolls, rates, dues, and charges;

To lease or grant the use or occupation of any warehouses, buildings, wharfs, yards, cranes, machines and other conveniences provided for the purposes of the Bill, at such rents and upon such terms and conditions, and for such period as the Company may think fit;

To make provision for the management, use, regulation, and protection of the intended docks, basins, works, and conveniences; the regulation and control of shipping, persons, animals, and goods frequenting or using, or approaching to, or departing from the said docks, basins, works, conveniences, wharves, shipping-places, and quays, the pilotage of shipping, the appointment, regulation, and dismissal of dock masters, pier masters, pilots, and other officers; the passage and navigation, anchoring, and lying, of vessels, ships, and craft, along or in the River Dee, at or near to the intended docks; the placing of dolphins, buoys, lights, beacons, chains, posts, and other conveniences in the River Dee, and upon the bed and banks thereof, and if, and so far as may be requisite, to exclude, restrict, alter, or modify, existing jurisdictions, rights, powers, and privileges, over or affecting the River Dee, or the navigation thereof, in the neighbourhood of the intended docks and works:

to authorize the appointment of officers and the making of bye-laws, and the imposition of regulations, penalties, and restrictions for the purposes or with reference to any of the matters aforesaid :

To prescribe, regulate, and define the limits within which the dock masters, pier masters, and other officers to be appointed under the Bill may exercise jurisdiction, and make, give, and enforce regulations and directions to be observed by the Company and the London and North Western Railway Company, to enter into and carry into effect contracts, agreements, and arrangements, in conformity with reference to the construction, maintenance, working, and using, by either of the two Companies, of the railways, docks, and works of the other of them, or any part or parts thereof, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, or connected therewith, the supply and maintenance of engines, stocks, 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 confirm and give effect to any agreements, which, have been or may be made touching any of the matters aforesaid.

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

And the Bill will incorporate and amend the provisions, or some of the provisions, of the following Acts, or some or one of them: viz. "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 Harbours, Docks, and Piers Clauses Act, 1847."

And it is intended, so far as it may be necessary or expedient, to repeal or amend the following Acts, or some or one of them (that is to say):—11 and 12 Wm. III. cap. 24; 6 Geo. II. cap. 30; 14 Geo. II. cap. 8; 17 Geo. II. cap. 28; 26 Geo. II. cap. 35; 31 Geo. III. cap. 88; and 14 and 15 Vict. cap. 87 relating to the River Dee; 8 and 9 Vict. caps. 86, 87, 103, 111, 112, 123, 156, and 198; 12 Vict. cap. 67; 13 and 14 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 234, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 16 and 17 Vict. caps. 75, 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, 119, 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, 93, 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, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vict. caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vict. caps. 3, 77, 79, 108, 177, 208, and 217; 27 and 28 Vict. caps. 62, 194, 196, 226, 263, 288, 296, and 309; and 28 and 29 Vict. caps. 333, and 334; relating to the London and North Western Railway Company.

And notice is hereby further given that, on or before the 30th day of November, 1865, plans

and sections of the intended dock or docks, reservoir, pipe-track, conduit or culvert, river walls, quay or embankment, road, railways, and other works, with a book of reference to such plans, as published on 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 Flint, at his office at Mold, in that county; and that, on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the parish of Llanasa, in the said county of Flint, at his residence; and that, on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this fourteenth day of November, 1865. *Roberts, Kelly, and Keene*, Mold, and *Richard Harrison*, Holywell, Solicitors for the Bill.

In Parliament—Session 1866.

Solway Junction Railway (Capital).

(Power to raise further sums of Money; Power to North British, Caledonian, Glasgow and South-Western, Maryport and Carlisle, and Whitehaven Junction Railway Companies to subscribe and raise further 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 an Act for the following purposes, or some of them, that is to say:

To enable the Solway Junction Railway Company (hereinafter called "the Company") to raise further sums of money for the general purposes of their undertaking, by the creation and issue of new shares, either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond, or by any of those means; and to empower the Company to apply any monies raised or authorised to be raised by them, under or by virtue of the intended Act, or any Act of Parliament, to the general purposes of their undertaking for the time being.

To authorise the North British Railway Company, the Caledonian Railway Company, the Glasgow and South-Western Railway Company, the Maryport and Carlisle Railway Company, and the Whitehaven Junction Railway Company respectively, by themselves or others on their behalf respectively, and out of their respective corporate funds or out of monies to be raised respectively under the powers of the intended Act, to take shares in and to subscribe to or towards the making or maintaining, working, and using the railways for the time being of the Company or any of them, or in or towards the general undertaking of the Company for the time being, and for those purposes or any of them 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 interest, and by respectively borrowing on mortgage or bond, or by either of such ways and means, or by such other ways and means as may be prescribed by the intended Act.

To vary and extinguish all existing rights and privileges which would interfere with the objects of the intended Act; and to incorporate the

necessary, provisions of "The Railways Clauses Act, 1863," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863" in respect to road and other works. And for all or any of the purposes aforesaid it is intended, if need be, to alter, amend, vary, enlarge, or repeal all or some of the powers and provisions of the following Acts (local and personal) for some or one of them, that is to say:—
 1. The Solway Junction Railway Act, 1864.
 2. The Solway Junction Railway (Deviation) Act, 1865.
 3. The Caledonian Railway Act, 1845.
 4. and all other Acts relating to the Caledonian Railway Company or the Glasgow and South-Western Railway Consolidation Act, 1855, and all other Acts relating to the Glasgow and South-Western Railway Company, the Act, 1844 and 15 Vic., cap. 55, relating to and all other Acts relating to the North-British Railway Company; the Act 1 Vict., cap. 11, relating to and all other Acts relating to the Maryport and Carlisle Railway Company; the Whitehaven Junction Railway Act, 1844, and all other Acts relating to the Whitehaven Junction Railway Company.

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 10th day of November, 1865.

C. and H. Tabouadin, 1, Victoria-street, Westminster, Solicitors for the Bill.
Dodds and Hendry, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament, Session 1866.
 Swindon, Calne, and Cricklade Turnpike Roads. (Repeal and Amendment of Act relating to Road from Swindon to Christian-Malford Bridge, from Calne to Lyneham Green, and from near Lydiard Marsh to Cricklade—Alteration of Debts and Interest on Debts on the Three Districts of Road—Powers to Local Authorities as to Sewers, and provision as to repair of Footpaths, &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 to amend and enlarge the powers and provisions of the 3rd and 4th William IV., cap. 92, being an Act for more effectually repairing the Roads leading from Swindon to the centre of Christian Malford Bridge, from Calne to Lyneham Green, and from the Direction Post in Long Leazer lane, near Lydiard Marsh to Cricklade, in the county of Wilts., and to repeal the said Act, and to grant other and more effectual powers and provisions in stead thereof, and to continue and extend the terms granted by the said Act.

And it is proposed by the said Bill to apply for the following, or some of the following, amongst other powers:—
 To alter the tolls authorised by the said Act, and the application of the tolls, and to levy other tolls, and to confirm, vary, and extinguish exemptions therefrom.

To make such arrangements as may be deemed necessary as to the debts now due and owing upon the credit of the tolls within each of the three districts of Road named and referred to in the said Act; and as to the payment of the principal and interest of the said respective debts, and the redemption of such debts.

To extinguish all arrears, and to alter the present rate of interest, and to fix the proportion of the tolls to be hereafter applied in payment of the principal and interest in respect of each district of

Road, and to make other provision with reference thereto, and with respect to the repair and maintenance of the roads, on some part or parts thereof respectively, and with respect to the management of the roads.

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

Dated this 2nd day of November, 1865.

Bradford and Eadie, Clerks to the First District.
E. T. Clarkson, Clerk to the Second District.
James Pratt, Clerk to the Third District.
Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

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 confer upon a company, either to be incorporated under the said Act by the name of "The Economic Telegraph Company" or under "The Companies Act, 1862," by the name of "The Economic Telegraph Company (Limited)," the powers of the Telegraph Act, 1868, and to empower the Company to make and recover charges and other payments in respect of the services rendered by them, and to authorise agreements between the Company and all or any telegraph railway or other company, corporations, trustees, commissioners, vestries, local or parochial boards, or other public bodies or persons for any purposes connected with the objects and purposes of the Company.

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

Dated this 13th day of November, 1865.

J. B. Batten, 32, Great George-street, Westminster, Solicitor for the Bill.
Fritt and Co., 7, Great George-street, Westminster, Parliamentary Agents.

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

Dated this 13th day of November, 1865.

Swansea Union Railway.

(Incorporation of Company—Railways to connect Swansea Vale Railway with South Docks, at Swansea—Powers to Company and certain other Companies—Lease of Swansea Canal—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 (herein called "the Company"), and to enable the Company to make and maintain the following railways (with all proper stations, approaches, works, and conveniences connected therewith), viz. :—

A Railway commencing in the parish, town, and franchise of Swansea, at or near the Western Pier, at the south-east end of the South Dock; at Swansea, and terminating in the parish of Llansamlet by a junction with the Swansea Vale Railway, at a point thereon, about three hundred yards south of the Glais station on that railway; which intended railway will pass from, in, through, or into the parishes and places of Swansea, the town and franchise of Swansea, St. John-juxta-Swansea, Llangefelach, and Llansamlet, all in the county of Glamorgan.

2. A railway, all in the said town, franchise, and parish of Swansea, commencing by a junction with the intended railway before described, at a point distant about 220 yards in an easterly direction from the Trafalgar Hotel, and terminating by a junction with the Swansea line of the Llanelly Railway and Dock Company, at or near the bridge carrying that line over the road leading past the old Swansea Workhouse to the sea shore.

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, railways, tramroads, and water-courses within or adjoining the parishes and places aforesaid, or any of them.

The intended Act will empower the Company, and all persons and corporations lawfully working or using their railway, or any part thereof, to run over, work and use, by and with their officers and servants, engines and carriages, and for the purposes of traffic of every description, (1) So much of the Swansea Vale Railway as is situated between the intended junction therewith and the Swansea Vale and Neath and Brecon Junction Railway, at the north end of Ywis-y-geinon station; (2) The Swansea Harbour Railway; (3) So much of the railway of the Llanelly Railway and Dock Company as is situated between the junction therewith of the intended railway No. 2, and the South Dock and terminal station thereof at Swansea; (4) The Vale of Neath Railway; together with all the stations, sidings, warehouses, buildings, booking and other offices, approaches, watering-places, water supplies, cranes, hoists, shipping stages, machinery, tele-

graphs, signals, works, and conveniences connected with the aforesaid railways and portions of railway; and will require all companies and persons owning, working, or using the aforesaid railways and portions of railway to afford all necessary facilities to the Company for the aforesaid purposes, at mileage rates, or on such other terms and conditions as in default of agreement may be defined by the intended Act, or determined by the Board of Trade, or by arbitration.

The intended Act will also empower the Company to acquire, by purchase or lease, the Swansea Canal, in consideration of such gross sum, annual rent or other payment, and upon such conditions as have been or may be agreed on, or as the intended Act will define; and the intended Act will authorise the Company of proprietors of the Swansea Canal Navigation, and the Most Noble the Duke of Beaufort, respectively, to sell, transfer, or otherwise dispose of the portions of the said canal, belonging to them respectively, and all their rights, property and estate, powers and privileges, including the power of levying tolls, to the Company; and the Bill will confirm and give effect to any agreements which have been made by or on behalf of the Duke of Beaufort and the Canal Company, for the aforesaid purposes, or any of them.

The Act will authorise and give effect to contracts and arrangements between the Company and all or any of the Swansea Vale Railway Company, the Great Western Railway Company, the Vale of Neath Railway Company, the Swansea Harbour Trustees and their Lessees, the Neath and Brecon Railway Company, the Oystermouth Railway or Tram-road Company, and the Llanelly Railway and Dock Company, for or with reference to the management, maintenance, working, and use of the whole or any part of the railway of the Company; and the whole or some part or parts of the railways of the said other Companies and parties, and the stations, sidings, shipping stages, hydraulic apparatus, cranes, hoists, machinery, works, and conveniences, connected with such railways; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways, stations, and other works, and from any traffic passing over any other lines of the said Companies and parties; the contributions, payments, and allowances to be made and allowed by any or either of the said Companies and parties, to the other or others of them, for or with reference to, or on account of, all or any of the objects of the intended Act, or of any such contracts or arrangements, and the application thereof; the services, facilities, and accommodation, to be afforded, made, and provided, by all or any of the said Companies and parties to or for the benefit of all or some of them; and any matters incidental thereto or connected with the objects and purposes aforesaid; and the Act also authorised the Company, and all persons lawfully working and using their railway, to levy tolls, rates, and duties upon and in respect of any railways, or portion or portions of railway, which, under the Act, or any such contract or arrangement, they respectively may run over, work, or use, and, if expedient, it will alter the tolls, rates, and duties, which the said Companies and parties respectively are now, or may hereafter be, authorised to levy upon or in respect of the railways belonging or leased to, or worked by them, and confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

The Act will alter, amend, extend, and enlarge, or repeal all or some of the provisions of the Local and Personal Acts 17 and 18 Vic., cap. 126; 20

and 21 Vic., cap. 142; 24 and 25 Vic., cap. 222; and 25 and 26 Vic., cap. 167; relating to the Swansea Harbour Railway; 20 and 21 Vic., cap. 142, and all other Acts relating to the Swansea Harbour Trustees; 18 and 19 Vic., cap. 60; 19 and 20 Vic., cap. 95; 22 Vic., cap. 2; and 24 and 25 Vic., cap. 162, relating to the Swansea Vale Railway; 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; 27 and 28 Vic., 316; relating to the Neath and Brecon Railway; 9 Geo. 4, cap. 91; and all other Acts relating to the Llanely Railway and Dock Company; 6 Will. 4, cap. 7; 18 and 19 Vic., cap. 98; 26 and 27 Vic., cap. 198; and all other Acts relating to the Great Western Railway; 9 and 10 Vic., cap. 31; and all other Acts relating to the Vale of Neath Railway; and 44 Geo. 3, cap. 55, relating to the Oystermouth Railway or Tram-road.

And the Act will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1825;" and "The Railways Clauses Act, 1863."

Maps, plans, and sections shewing the lines and levels of the said intended railways and works, and describing the lands intended to be taken under the powers of the intended Act, together with 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 day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; and so much of the said plans, sections, and book of reference as relates to each of the parishes, in or through which the said railways and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

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

Dated this 16th day of November, 1865.

William Bell, 26, Duke-street, Westminster.

Swansea and Briton-Ferry Junction Railway,

(Incorporation of Company; Construction of Railway; Powers to other Companies and over other undertakings; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof, for leave to bring in a Bill to incorporate a Company (herein called "The Company,") and to confer upon them the following, or some of the following powers:—

To make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith, to commence by a junction with the Swansea and Neath line of the Vale of Neath Railway, about five chains north of the Red Jacket Copper Works, and to pass through or into the parishes and places of Llan-samlet, Cadoxton-juxta-Neath, Neath, Coedfrank, Llantwit, Llantwit Lower, and Briton Ferry, or

some of them, all in the county of Glamorgan, and to terminate in the said parish of Briton-Ferry, by junctions with the South Wales Mineral Railway and South Wales Railway, at or near Cwrt Sart-lane.

To purchase lands, houses, and other property compulsorily for the purpose of the said intended railway and works; to levy tolls, rates, and charges in respect thereof; to cross, alter, stop-up, and divert roads, railways, tramways, drains, sewers, navigations, rivers, streams, and water-courses, and to vary and extinguish existing-rights, and privileges, so far as may be necessary in constructing or maintaining the railway or any of the works connected therewith.

Instead of conferring the foregoing powers on a Company to be incorporated as aforesaid, the Bill may confer those powers on the Great Western Railway Company, South Wales Mineral Railway Company, and on the Vale of Neath Railway Company, or on any one or two of those Companies.

The Bill will authorise the Vale of Neath, the South Wales Mineral, and the Great Western Railway Companies, or any one or more of those companies, to contribute towards the cost of constructing the said intended railway and works, and towards the other purposes of the Bill, out of their corporate funds; and, if necessary, the Bill will authorise those companies respectively to raise additional capital by shares and stock, and by loan, and with or without any priority of dividend or interest, and other advantages over their existing and authorised capital, and the Bill will enable those companies, or any of them, to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof.

The Bill will also enable the Company and the companies hereinbefore mentioned, or any of them, from time to time, to make and carry into effect contracts for and in respect of the working, management, maintenance, and use, not only of the intended railway, or any part thereof, but also of the undertakings, or any parts of the undertakings of the contracting companies, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the undertakings of the contracting parties, the payments to be made, and the conditions to be performed with respect to such working, management, maintenance, use, and services, the interchange, accommodation, and conveyance of traffic coming from, or destined for, the undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic, or from traffic which might have been conveyed on such undertakings respectively, and the Bill will authorise the appointment of joint committees, to be nominated by the contracting companies, or by two or more of them, for carrying into effect any such contracts as aforesaid.

The Bill will empower the Company, and all companies and persons working or using the intended railway, to run over, work, and use with their engines, carriages, and waggons, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions to be prescribed by the Bill, or failing agreement, by arbitration. 1. So much of the Swansea and Neath line of the Vale of Neath Railway Company, as is situated between the junction therewith hereinbefore described, and the Swansea Harbour Railway at Swansea. 2. The Swansea Harbour Railway; together with all terminal and other stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places,

abutting on the east on the castle dock yard, on the south on the goods station of the Midland Railway, and on the west, on other land and premises belonging to the Midland Railway, in a certain portion of the parish of Broadstone, in the parish of Berkeley, in the county of Gloucester, adjoining and on the eastern side of the Midland Railway, at or near the Berkeley road station, and abutting on the western side of the turnpike road leading from Gloucester to Bristol, has certain lands and houses in the townships of oalstone and Cheltenham, in the parish of Cheltenham in the county of Gloucester, situate on the east side of and adjoining the Midland Railway abutting on the north upon the road leading from Cheltenham to Tewkesbury and on the south upon the road leading from Cheltenham to Arle; and also certain lands and houses in the township of Cheltenham in the same parish, near to and adjoining the west side of the Midland Railway, abutting on the south of the mineral station of that railway at Cheltenham, and upon the north on the highway leading from Cheltenham to Swindon;

Certain lands and houses at Kenish Town, in the parish of Saint Pancras, in the county of Middlesex, situate and bounded on the south-west side thereof by Spring place, on the west side by the Hampstead Junction Railway, on the north and north-east sides thereof by land belonging to the Midland Railway Company, on the south side thereof by Lower Mansfield place, and the back premises of the houses situate in and fronting to Mansfield place, and on the east side thereof by the garden of the house known as No. 511 Kentish Town Road, and by vacant land belonging to William Holmes; also certain other lands and houses situate at Kenish Town aforesaid, situate and bounded on the south-west side thereof by Spring place and Gilles street, and bounded on the east side by the Hampstead Junction Railway, and on the north side thereof by land belonging to the Midland Railway Company;

Certain lands and houses at Blackwall, in the parish of West Ham, in the county of Essex, bounded on the north by the tramway running by the side of the North Woolwich road, on the south by the River Thames, on the east by the river entrance to the Victoria Docks, and on the west by a sewer discharging itself into the River Thames and also certain other lands and houses in the same parish, bounded on the south by the North Woolwich road, on the north by the Victoria Dock road, and on the north-east by the embankment of the Victoria Dock, on the east by Albert street and the Victoria Docks, and on the west by the said common sewer;

To vary and extinguish all existing rights and privileges connected with the lands and houses so proposed to be purchased, which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges as may be necessary.

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

To empower the Company and the Great Western Railway Company to enter into and carry into effect contracts and agreements with reference to the use and joint ownership of the portion of railway with the stations, sidings, and works between the point of junction of the Tewkesbury and Malvern Railway with the Great Western Railway, and the Malvern Link Station, and including the stations of the Great Western Railway Company at Malvern and Malvern Link, and with reference to the cost of constructing such a portion of railway, stations, sidings, and works respectively, and of maintaining and working the same, and the traffic thereon, and the payments for contributions to be made in respect thereof respectively, and to confirm any contracts or agreements already entered into with reference thereto;

To authorize the raising by the Company of further sums of money for all or any of the purposes of the intended Act, or for the general purposes of the Company, by the creation of new shares with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any such means; and also the application to all or any of such purposes of any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors; and also the fixing, ascertaining, and determining the capital of the Company, whether in shares or by borrowing, and the respective rights and interests of the holders for the time being of such capital, and if need be to alter the powers of the Company in relation to the raising of capital;

And notice is hereby further given that plans of the said lands and property intended to be purchased, and a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will on or before the thirtieth day of November in this present year be deposited for public inspection as follows: (that is to say) as regards the lands and property situate in the county of the Derby, with the Clerk of the Peace for the county of Derby, at his office in Derby; as regards the lands and property in the west riding of the county of York, with the Clerk of the Peace of the said west riding, at his office in Wakefield; as regards the lands and property in the county of Nottingham, with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; as regards the lands and property in the county of Warwick, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; as regards the lands and property in the county of Leicester, with the Clerk of the Peace for the county of Leicester, at his office in Leicester; as regards the lands and property in the county of Gloucester, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; as regards the lands and property in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; as regards the lands and property in the county of Essex, with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; and that on or before the said thirtieth day of November, a copy of so much of the said plans and book of reference respectively as relates to the several parishes within which the said lands are situate, together with a copy of this notice, will be deposited for public inspection, as follows: with respect to the parish of Saint Pancras with the vestry clerk of that parish, at his office in the King's road, Saint Pancras; and with respect to the several other parishes with the parish clerk

of each such parish at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company (that is to say): local and personal Acts 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. caps. 108, 119 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, 166 and 189; 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, 280, 281 and 245; and 28 and 29 Vict. caps. 98, 327, 335 and 359; and all other Acts relating to or affecting the Company.

Also of the Acts 5 and 6 Will. IV. cap. 107, and 26 and 27 Vict. cap. 198, and all other Acts relating to or affecting the Great Western Railway Company:

And notice is hereby further 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 the sixth day of November, 1865.

S. Carter,
Beale, Marigold and Beale, } Solicitors.

South Devon Railway

(Additional lands and Widening of Bridges at and near Plymouth; Amalgamation and Arrangements with Launceston and South Devon, Dartmouth and Torbay, and Teign Valley Railway Companies; Additional Capital; Amendment of Acts; and other purposes.)

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

To empower the South Devon Railway Company (hereinafter called "The Company") to purchase by compulsion or agreement, for the enlargement and improvement of their station accommodation at and near Plymouth, certain lands and houses in the parish of St. Andrew, Plymouth, in the county of Devon, lying on the east side of and adjoining to the station and railway of the Company there, and situate between the north side of the North-road on the north, and the Mill Bay-road on the south. Also, certain lands and houses in the several parishes, townships, and extra-parochial or other places following, that is to say: the said parish of St. Andrew, Plymouth, Stoke Damerel, and Stonehouse Mill Pool, situate on the north side of the said North-road, and bounded on the north by Deadlake-lane and the Saltash turnpike-road, on the east by the railway of the Company, on the west by the railway of the Company and the Cornwall Railway, and on the south by the North-road. And also certain lands and houses in the said parish of Stoke Damerel, situate northwards of the south side of Deadlake-lane aforesaid, and immediately adjoining to and on the north side of the Cornwall Railway; and also to alter, widen, and enlarge the two existing bridges which carry the railway

of the Company across King-street and Union-street, in the said parish of St. Andrew, Plymouth; and the bridge which carries the Cornwall Railway across Deadlake-lane aforesaid, in the said parish of Stoke Damerel. Also to empower the Company to make a new street or road in the said parish of St. Andrew, Plymouth, in lieu of the existing street or road called Buckland-place to commence at or near the north end of Buckland-street, and to terminate on the south side of Union-street, both in the said parish, and to stop up and discontinue as public roadways, and appropriate to the purposes of the Company, Buckland-place aforesaid, and a street or road called Adelaide-road, between the south side of Union-street, and the barrier across Adelaide-road aforesaid, at the entrance to the Company's station; and also to make a new lane or way, in the same parish of St. Andrew, Plymouth, in lieu of an existing lane or way adjoining the railway of the Company, to commence on the south side of King-street, and to terminate at or near the north end of Saunders-place, both in the same parish, and to stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company, the existing lane or way between the south side of King-street and the north end of Saunders-place aforesaid. And it is intended by the said Act to vary and extinguish all existing rights and privileges connected with any of the lands and houses proposed to be purchased by the Company which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams, within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, which it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended Act; and also to authorise the Company to levy tolls, rates, or charges for or in respect of any works executed under the authority of the said Act, and to grant exemptions from the payment of such tolls, rates, or charges.

To empower the Company to acquire and hold shares in the capital of the Launceston and South Devon Railway Company, and to appoint directors of that Company, and to guarantee interest or dividend on all or any part of the capital of that Company, and also on all or any part of the capital of the Dartmouth and Torbay Railway Company.

To provide for the transfer to, and vesting in, the Company of the undertakings of the Launceston and South Devon Railway Company, the Dartmouth and Torbay Railway Company, and the Teign Valley Railway Company (hereinafter called "The Three Companies"), or any or either of them, and all the lands and other property, whether real or personal, and all powers, rights, and privileges, duties and liabilities of the three Companies, or any or either of them, and whether with reference to their own undertakings, or the undertakings of other Companies or persons, and to enable the Company to exercise and enjoy all such powers, rights, and benefits, and especially the power of levying tolls, rates, and other charges, and, if need be, to dissolve the three Companies, or any or either of them. And the said Act will either prescribe the terms and conditions of such respective transfers, or will empower the respective Companies to make agreements in relation thereto, or will confirm any agreements between the respective Compa-

The Bill will confer upon the Company the following powers or some of them:

To purchase by compulsion lands, houses, and property for the purposes of the intended railways and works, and other objects of the Bill; and to purchase lands by agreement; 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 the soil of such of them as may be stopped up or diverted; and to make siding accommodation for mineral and other traffic in the parishes, townships, and places before-mentioned, or any of them; and to authorize the Company to agree with the owners and lessees of any mines or works for the supply by the Company of the siding and branch railway accommodation with any works.

To authorize the Company and all companies and persons using their railways to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon such tolls, terms and conditions, and under such regulations as may be agreed upon, or settled by arbitration, or by the Board of Trade, in case of dispute, the Ely Valley Railway, and also so much of the South Wales line of the Great Western Railway as intervenes between the intended rail- ways and the Llantrissant Station, and to use the terminal and intermediate stations, sidings, junc- tions, water, watering places, signals, works, and conveniences, connected with such railways, and portions of railways, including the station at Llantrissant, and all stations on the Ely Valley Railway, and to require the Great Western Rail- way Company and Ely Valley Railway Company to afford to the Company and their clerks and servants facilities for the use of, and accommoda- tion at, stations and booking offices and conveni- ences, and for carting goods to and from such stations, and to settle terms and disputes by arbi- tration.

To require the Great Western Railway Com- pany and the Ely Valley Railway Company to book and invoice through traffic over their rail- ways to, from, and beyond the intended railways and by through rates, and by through waggons and carriages, and by other facilities, to provide for the full and free interchange, passage, trans- mission, and accommodation of the traffic to, from, and beyond the intended railways from, to, and over the railways, or any part of the railways, of the Great Western Railway Company and Ely Valley Railway Company, or either of them, and to require the settlement of rates, and of disputes by arbitration, in case of failure by agreement between the Company, or any of them.

To enable the Company on the one hand, and the Great Western Railway Company and the Ely Valley Railway Company, or either of them, on the other hand, from time to time, to enter into and carry into effect agreements with respect to the working, use, management, and mainte- nance of the said intended railways and works, or any part or parts thereof, respectively, by the Great Western Railway Company and the Ely Valley Railway Company, both or either of them, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, and mainte- nance, the interchange, accommodation, and con- veyance of traffic coming from, or destined for, the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic upon the undertakings of the contracting companies, or any

of them, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agree- ment already made, or which, provisionally to the passing of the Bill, may be made, touching any of the matters aforesaid.

To authorize the Great Western and Ely Valley Railway Companies, or either of them, to sub- scribe and contribute towards the capital of the Company, and to hold shares in the undertaking of the Company, and to appoint directors of the Company, and to apply their capital and funds for such purposes, or to raise additional capital by shares or stock with or without a preference or priority in payment of interest or dividend over their ordinary shares of stock.

To authorize the Ely Valley Railway Company and Great Western Railway Company to lay down narrow gauge rails, in addition to the broad gauge, upon any part of the railways of those Companies over or off which running powers are by the Bill granted to the intended Company, and to authorize the Company in case of default to lay down such narrow gauge rails or any part thereof, or to enable the said Companies to make such arrangements with reference thereto as may be prescribed in the Bill.

To alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts, local viz, 5 and 6 Wm. IV. cap. 107; 26 and 27 Vic. caps. 113 and 198; 27 and 28 Vic. cap. 306; 28 and 29 Vic. cap. 299; and any other Acts relating to the Great Western Railway Company; 20 and 21 Vic. cap. 41; 21 and 22 Vic. cap. 30; 25 and 26 Vic. 196; and any other Acts relating to the Ely Valley Railway Company, to alter tolls, rates, 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 direc- tion, 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 pub- lished in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Car- diff, and on or before the same day a copy of so much of the plans, sections, and book 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 14th day of November, 1865.

Burchells, Broad Sanctuary, Westminster,
Solicitors for the Bill
Dyson and Co., 24, Parliament street, West-
minster; Parliamentary Agents.

Midland Railway (Ashby and Nuneaton &c.)
(Railway from Ashby-de-la-Zouch to Nuneaton, with Branches, Additional Capital, Amend- ment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Midland Railway Company (hereinafter called "the Company") for an Act

Acts of Parliament following, or some of them, relating to the 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 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, 327, 335, and 359, and all other Acts relating to or affecting the Company:

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

Dated this 6th day of November, 1865.

S. Carter,
Beale, Marigold and Beale } Solicitors.

Midland Railway.
(Settle to Carlisle.)

(Railways from Settle to Hawes, Appleby, and Carlisle; Use of Citadel Station and Railways at Carlisle; Use of Hawes and Melmerby Railway; Traffic Arrangements; Additional Capital; Amendment of Acts; and other purposes.)

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

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

(1.) A railway (herein designated Railway No. 1) to commence in the parish of Giggleswick and township of Settle, in the West Riding of the county of York, by a junction with the North Western Railway, at a point at or near a certain occupation bridge over such railway connecting land belonging to John Preston, near Mere Beck, such point being distant eighty-one chains, or thereabouts, south of the bridge carrying the said North Western Railway over the River Ribble, near to Anley House, and terminating in the parish of Aysgarth and township of Hawes, in the North Riding of the county of York, by a junction with the authorized line of the Hawes and Melmerby Railway, in a field numbered 127 in that part of the deposited plans and book of reference referred to in "The Hawes and Melmerby Railway Act, 1865," which relates to the said parish of Aysgarth and township of Hawes, and therein described as belonging to the Reverend John Metcalfe, and in the occupation of John Metcalfe; which said intended Railway No. 1 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): Long Preston, Rathmell, Giggleswick, Settle, Kirkby Malham Dale, Langcliffe, Stackhouse, Stainforth, Great Stainforth, Little Stain-

forth, Clapham, Austwick, Lawkland, Feizor, Horton-in-Ribblesdale, Horton-in-Ribblesdale Higher Division, Horton-in-Ribblesdale Lower Division, Studfold, Selside, Arneliffe, Halton Gill, Bentham, Moughton, Ingleton, Ingleton Fells, Chapel-le-Dale, Twistleton, Ingleton and Moorgarth, Thornton-in-Lonsdale, Littledale, Deepdale, Blea Moor, Sedbergh, Dent, Kirkthwaite, Garsdale, Grisdale, Grisdale Common, Rise Hill, Cautley and Dowbiggin, in the West Riding of the county of York; Aysgarth, Hawes, Hawes and Bainbridge, High Abbotside, Low Abbotside, Abbotside Common, Appersett, Gayle, White Birks, and Helbeck Lunds, in the North Riding of the county of York;

2. A railway (herein designated Railway No. 2) to commence in the parish of Sedbergh and township of Garsdale, in the West Riding of the county of York, by a junction with Railway No. 1, at a point on Garsdale Common twenty-eight chains, or thereabouts, south-by-west of the mile post, on the Sedbergh and Hawes turnpike road, which denotes ten miles from Sedbergh and six miles from Hawes, and terminating in the parish of Saint Michael Appleby, otherwise Bongate and township of Bongate, in the said county of Westmoreland, by a junction with the Eden Valley Railway of the North Eastern Railway Company at a point thirty-three chains, or thereabouts, northwardly from the north end of the passenger platform of the Appleby Station on that railway; 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): Sedbergh and Garsdale, in the West Riding of the county of York; Aysgarth, Hawes, Hawes and Bainbridge, High Abbotside, Abbotside Common, White Birks, and Helbeck Lunds, in the North Riding of the county of York; Kirkby Stephen, Mallerstang, Aisgill, Mallerstang Common, Ravenstonedale, Wharton, Birkett Common, Nateby, Hartley, Ashfell, Smardale, Waitby, Crosby Garrett, Waitby Common, Soulby, Little Musgrave, Warcop, Bleatarn, Great Musgrave, Asby, Asby Coatsforth, Great Asby, Little Asby, Asby Winderswath, Ormside, Great Ormside, Little Ormside, Crosby Ravensworth, Drybeck, Saint Lawrence, Appleby, Saint Nicholas Appleby, Hoff and Hoff Row, Sandford, Burrels, Appleby Scattergate, Bongate, Hilton, and Saint Michael Appleby otherwise Bongate, in the county of Westmoreland;

3. A railway (herein designated Railway No. 3) to commence in the parish of Saint Michael Appleby otherwise Bongate, and township of Bongate, in the county of Westmoreland, by a junction with Railway No. 2, in a field called Belle Vue Field, belonging to the Reverend William Thompson, and in the occupation of John Storow, and terminating in the parish of Saint Cuthbert, Carlisle, in the county of Cumberland, at a point nearly opposite to the east end of the passenger platform of the Citadel Station at Carlisle, there to form a junction with the main lines of railway adjoining the said platform, which said intended Railway No. 3 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): Drybeck, Saint Lawrence Appleby, Saint Nicholas Appleby, Hoff and Hoff Row,

Sandford, Burrels, Appleby, Scattergate, Bongate, Hilton, Saint Michael Appleby otherwise Bongate, Colby, Morland, King's Meaburn, Crackenthorpe, Bolton, Brampton, Brampton Moor, Long Marton, Knock, Duffton, Marton Moor, Kirkby Thore, Newbiggin, Temple Sowerby, Milburn, Milburn Grange, Brougham, and Cliburn, in the county of Westmoreland; Kirkland, Culgait, Skirwith, Longwathby, Edenhall, Addingham, Longwathby Moor, Hunsonby and Winskill, Salkeld, Little Salkeld, Great Salkeld, Salkeld Haugh, Salkeld Dykes, Glassonby, Lazonby, Kirkoswald, Kirkoswald High, Kirkoswald Low, Baronwood Park, Dale, Stafffield High, Stafffield Low, Baronwood, Calthwaite, Nunclose, Nunclose and Aikett Gate, Castlerigg, Heskett, Heskett-in-the-Forest, High Heskett, otherwise Upper Heskett, Arnathwaite, Ainstable High, Ainstable Low, Low Heskett, otherwise Nether Heskett, Hornsby, Coathill, Low Coathill, Moorthwaite, Cumwhitton, Cumwhinton, Wetheral, Scotby, Botcherby, Harraby, Great Corby, Warwick Bridge, Aglionby, Warwick, Upperby, Carlisle, Saint Cuthbert Carlisle, Botchergate, otherwise Botchardgate, Saint Mary Carlisle, Saint Cuthbert without Carlisle, Saint Cuthbert within Carlisle, Saint Mary without Carlisle, Saint Mary within Carlisle, and Caldewgate, in the county of Cumberland;

4. A railway (herein designated Railway No. 4) to commence in the parish of Kirkby Stephen and township of Smardale, in the county of Westmoreland, by a junction with Railway No. 2, at or near the public highway leading from Waitby, by Waitby Endowed School, to Waitby Common, and at a point seven chains, or thereabouts, south of Waitby Endowed School, and to terminate in the parish of Kirkby Stephen and township of Waitby, in the same county, by a junction with the South Durham Railway of the North Eastern Railway Company, at a point fifty-four chains, or thereabouts, north-east of the passenger platform of the Smardale Station of that railway, which said Railway No. 4 will be situate in the parish of Kirkby Stephen, and in the townships of Smardale and Waitby aforesaid;
5. A railway (herein designated Railway No. 5) to be situate wholly within the parish of Saint Cuthbert Carlisle, in the county of Cumberland, commencing by a junction with Railway No. 3, at a point ten yards, or thereabouts to the eastward of a certain foundry or building belonging to Messieurs Cowan, Sheldon, and Company, or the North Eastern Railway Company, and in the occupation of the said Messieurs Cowans, Sheldon, and Company, called Saint Nicholas Works, and terminating at a point nearly opposite to the east end of the passenger platform of the Citadel Station at Carlisle, there to form a junction with the main lines of railway adjoining the said platform.

To empower the Company to purchase lands and houses, by compulsion or agreement, for the purposes of the railways and works so proposed to be constructed as aforesaid, and to vary and extinguish all existing rights and privileges connected therewith which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorize the Company to levy tolls, rates, or duties, for or in respect of the said railways

and works, and to grant exemption from the payment of such tolls, rates, and duties.

To empower the Company to pass over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other considerations, as may be agreed upon, or as, failing agreement, may be settled and determined under the provisions of the intended Act, the railways authorized by "The Hawes and Melmerby Railway Act, 1865," and all stations, watering-places, water, booking offices, warehouses, wharves, sidings, works, and conveniences connected therewith respectively, and to confirm any agreement now or hereafter to be made between the Company and the Hawes and Melmerby Railway Company in reference thereto.

To empower the Company to pass over and use with their engines and carriages of every description, and with their clerks, officers, and servants, the Citadel Station at Carlisle and the lines of railway, approaches, works, and conveniences therein or connected therewith, in such manner, upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or as, failing agreement, may be settled under the provisions of the intended Act, and to make arrangements with the Caledonian Railway Company, the Lancaster and Carlisle Railway Company and their lessees, the London and North Western Railway Company, and the other railway companies owning or using the said station, lines, works, and conveniences, or any part thereof, with reference to the use thereof, and to the traffic entering or using the same.

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

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

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a published map, whereon will be defined the general course or direction of such railways, and a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November in this present year, 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; with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton; with the Clerk of the Peace for the county of Westmoreland, at his office at Appleby; and with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle.

And that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to the several parishes within which the

said works or lands are or will be situate, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company (that is to say): local and personal Acts 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, 327, 335, and 359; also of the Act 9 and 10 Vict. cap. 204, and all other Acts relating to the London and North Western Railway Company; also of the Act 7 Vict. cap. 37, and all other Acts relating to the Lancaster and Carlisle Railway Company; also the Act 24 and 25 Vict. cap. 166, relating to the Carlisle Citadel Station; and the Act 7 and 8 Vict. cap. 162, and all other Acts relating to the Caledonian Railway Company; also of the Act 28 and 29 Vict. cap. 244, relating to the Hawes and Melmerby Railway Company.

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

Dated this 6th day of November, 1865.

S. Carter,
Beale, Marigold, and Beale, } Solicitors.

In Parliament—Session 1866.

Wolverhampton and Walsall Railway.

(Deviations; Junctions with Stour Valley Branch of the London and North Western Railway and the South Staffordshire Railway; Confirmation of Agreement with London and North Western Company, and Powers to that Company; Division of Shares; Preference.)

NOTICE is hereby given, that "The Wolverhampton and Walsall Railway Company" (who are herein referred to as "the Company") intend to apply to Parliament in the next session thereof, for leave to bring in a Bill to enable them to abandon the construction of so much of their railway authorized by "The Wolverhampton and Walsall Railway Act, 1865," as lies between a point in the parish of Wolverhampton, measuring, on the deposited plans referred to in that Act, 7 chains from the commencement of the railway in the parish of Wolverhampton, and a point measuring in the same direction 2 miles, 4 furlongs, 2½ chains, in the township of Willenhall, in the parish of Wolverhampton, and instead thereof, to make and maintain with all needful works, stations, approaches, and conveniences connected therewith, a new or substituted railway all in the county of Stafford, commencing in the

township of Wolverhampton, in the parish of Wolverhampton, by a junction with the Stour Valley branch of the London and North Western Railway at a point about 344 lineal yards south of the booking-office door of the Wolverhampton Station, measured along the centre of the said railway, passing thence through or into the following parishes, townships, or other places, that is to say, Wolverhampton, Wednesfield, Wednesfield Heath, and Willenhall; and terminating in the township of Willenhall, in the parish of Wolverhampton, by a junction with the authorized line of the Wolverhampton and Walsall Railway at a point measuring, on the deposited plan before referred to, about 2 miles 4 furlongs 2½ chains from the commencement of the said railway in the town of Wolverhampton.

Also to make and maintain the following railways, all in the county of Stafford, or one of them, with all necessary works, stations, and conveniences connected therewith respectively, namely:

1st. A railway commencing in the township of Wolverhampton, in the parish of Wolverhampton, by a junction with the authorized line of the Wolverhampton and Walsall Railway, in a field or garden belonging to the Great Western Railway Company and in the occupation of William Long and others, and No. 2a on the said deposited plans, passing thence through or into the following parishes, townships, or other places following, or some of them, that is to say: Wolverhampton, Wednesfield, and Wednesfield Heath, and terminating in the township of Wednesfield, parish of Wolverhampton, by a junction with the railway hereinbefore described as the New or substituted Railway, in a field No. 305 on the title commutation map belonging to George Edwards, and in the occupation of Alfred Giles.

A railway commencing in the township of the Foreign of Walsall, in the parish of Walsall, by a junction with the authorized line of the Wolverhampton and Walsall Railway, in a field No. 63 on the plans deposited as aforesaid, belonging to the Earl of Bradford, and in the occupation of John Smith, passing thence through or into the following parishes, townships, or other places following, or some of them, that is to say, Walsall, and Walsall Foreign, and terminating in the said parish of Walsall by a junction with the South Staffordshire Railway, at or near the level crossing which carries Bridgman-street over the said railway.

The said Bill will confer upon the Company the following, or some of the following, among other powers:

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, canals, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended new lines of railway; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways, and to levy tolls, rates, and charges in respect thereof; to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said new lines of railway, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To divide the original shares of the Company into two classes, and to attach a preference of

dividend to the said original shares or to either class thereof.

To authorize the London and North Western Railway Company to contribute towards the cost of constructing the authorized Wolverhampton and Walsall Railway, and also the before-mentioned new lines of railway out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized capitals; and to enable the said Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said London and North Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the railways of the Company, or of any part or parts thereof, the supply of rolling stock, machinery, and of officers and servants for the conduct of the traffic of those railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the Contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

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 Railway Clauses Act, 1863," and it will amend and enlarge the powers and provisions of "The Wolverhampton and Walsall Railway Act, 1865," and also of the 9th and 10th Vic., cap. 204, and of the several other Acts relating to the London and North Western Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property, in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners or lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of railway delineated thereon, so as to show their general course and directions, 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 Stafford, at his office at Stafford; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in case of any extra-parochial place, with the

clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 13th day of November, 1865.

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

Conser and Fowler, Wolverhampton;
H. and J. E. Underhill, Wolverhampton;
Solicitors to the Bill.

In Parliament.—Session 1866.

Bridport, Lyme, and South Coast Railway.

(Incorporation of Company for making a Railway between Bridport, Whitchurch, Canonicorum, Charmouth, Lyme Regis, and the London and South Western Railway, near Chard Road; Powers to Great Western, Bridport, and London and South Western Companies.)

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

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

Railway No. 1, commencing by a junction with the Bridport Railway in the parish of Bradpole, and county of Dorset, on the north-east side of the Bridport station, at or near a point distant about 12 chains from the north-east end of the passenger shed of the said station, passing thence through or into the following places, or some of them, that is to say: Bradpole, Bridport, Allington, Symondsbury, Marshwood, and Whitchurch Canonicorum, all in the county of Dorset, and terminating in a field called "Bonner's Lawn," in the said parish of Whitchurch Canonicorum, belonging to the Ecclesiastical Commissioners of England and Wales, and in the occupation of Henry Edell Fooks.

Railway No. 2, commencing by a junction with the aforesaid Railway No. 1 at its termination, in the said parish of Whitchurch Canonicorum, passing thence through or into the following parishes and places, or some of them, that is to say: Whitchurch Canonicorum, Wootton Fitzpayne, otherwise Wootton Fitzpaine, Marshwood, Bettiscombe, Hawkchurch, and Chardstock, all in the county of Dorset, and Thorncombe and Axminster, in the county of Devon, and terminating by a double junction with the Yeovil to Exeter line of the London and South Western Railway Company; one of such junctions to be made at or near a point about 16½ chains in a south-westerly direction from the north-eastern corner of the gatekeeper's hoist at the Broom-level crossing, in the parish of Thorncombe, in the county of Devon, and the other at or near a point distant about 15 chains in a north-easterly direction from the said north-eastern corner of the said gatekeeper's house.

Railway No. 3, commencing by a junction with the aforesaid Railway No. 1 at its termination in the said parish of Whitchurch Canonicorum,

passing thence through or into the following parishes and places, or some of them, that is to say: Whitchurch, Canonichurum, Gatherstone, Lewston, and Charmouth, all in the county of Dorset, and terminating in the said parish of Charmouth in a field called the off First Charmouth Mead, belonging to Henry H. Coombe Compton, and in the occupation of John Hyde.

Railway No. 4, commencing by a junction with the aforesaid Railway No. 3 at its termination in the said parish of Charmouth, passing thence through or into the following parishes and places, or some of them, that is to say: Charmouth, Whitchurch, Canonichurum, Wootton Fitzpayne, otherwise Wootton Fitzpaine, and Lyme Regis, all in the county of Dorset and Uplyme in the county of Devon, and terminating in a field called Pitoleaves, in the said parish of Lyme Regis, adjoining and on the north-west side of the cemetery in the same parish, and which said field belongs to Henry Cornish Henley, and is in the occupation of Barnard Colebard.

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

To enable the Company to form junctions and communications where necessary with the rails of the Bridport and London and South Western Railways, and otherwise to interfere with those railways and the lands and works thereof, and to regulate such junctions and the use thereof, to deviate from the lines of railway to any extent within the limits of deviation shown upon the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, 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 to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

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

To enable the Company, on the one hand, and the Great Western, Bridport, and London and South Western Railway Companies, or any or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange,

accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenues arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which shall interfere with its objects, and it will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Lands Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Acts Amendment Act, 1860, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Great Western Railway Company, namely: 5 and 6 William IV. cap. 107; 26 and 27 Vic. caps. 113 and 198; the 27 and 28 Vic. cap. 306; and the 28 and 29 Vic. cap. 299; also of the following, and of any other Acts relating to the London and South Western Railway Company, namely: 5 and 6 William IV. cap. 88; 9 and 10 Vic. cap. 131; 11 and 12 Vic. caps. 85 and 87; 17 and 18 Vic. cap. 295; 18 and 19 Vic. cap. 62; 20 and 21 Vic. cap. 121; 21 and 22 Vic. cap. 67; and the 28 and 29 Vic. cap. 304; and also of the following or any other Acts relating to the Bridport Railway Company, namely: 18 and 19 Vic. cap. 11; and the 22 and 23 Vic. cap. 120.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, 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 Dorset, at his office at Sherborne, and 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 works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 13th day of November, 1866, *Wm. Butler, Rose, Norton and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.*
Salter, Clarke, and Lukin, Chard.

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 noiviv eht bus noisnqmo' gnito' r'roo' ed to
 (New) Railways, Roads and Works in the counties
 of Nottingham, and the town and county of the
 town of Nottingham, Chester, Derby, Leicester,
 as Stafford, Warwick, Bedford, the city and county
 of Bristol, Middlesex, and the West Riding of
 to the county of York, and (in abandonment of
 certain authorised Works, Powers for use of
 parts of Lancashire and Yorkshire and Man-
 guidhester, Sheffield and Lincolnshire Railways;
 str Power to Lease or Purchase, the Midland and
 dit' South Western Junction and the Tewkesbury,
 as in and Malvern Railways; Extension of Time for
 -no Completion of Works of Bugsworth Branch;
 -no Additionall Capital; Amendment of Acts, and
 as in the purposes.)

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

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

- A railway to commence in the parish of Sneinton otherwise Snetton, in the county of Nottingham, by a junction with the Nottingham and Lincoln branch of the Midland Railway, at or near a point eleven yards or thereabouts east of the crossing on the level of that branch railway by the highway called New Trent lane or Meadow lane, in the same parish, and to terminate in the parish of Melton Mowbray, in the county of Leicester, by a junction with the Syston and Peterborough branch of the Midland Railway at a point seven chains or thereabouts east of the bridge carrying the turnpike road from Leicester to Melton Mowbray over the said branch railway, which said intended railway will pass from through or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Saint Mary, in the town and county of the town of Nottingham; Sneinton otherwise Snetton; Colwick; Adbelton; West Bridgford; Willford; Gamston otherwise Gameston; Bassingfield; Holme Pierrepont otherwise Holme Pierrepont; Edwalton; Flawford otherwise Flawforth; Tollerton; Royston otherwise Royston Manor; Ruddington; Bradmore; Cotgrave; Plumtree otherwise Plumtree; Clibstone; Keyworth; Bunny otherwise Bunny; Normanton on the Wolds; Lodge on the Wolds; Stanton on the Wolds; Wimerpool; Wysall; Willoughby; Cropwell Bishop; otherwise Cropwell Bishop; otherwise Great Cropwell; otherwise Great Cropwell; otherwise Kinoulton otherwise Kinoulton; Newbold; Hickling; and Upper Broughton otherwise Over Broughton otherwise Broughton; Sulnax, all in the county of Nottingham; Old Dalby otherwise Old Dalby in the Wolds; Netherbroughton otherwise Lower Broughton; Claxton otherwise Long Clawson; Grimstone; Wartnaby; Rothley; Abkettleby otherwise Abkettleby otherwise Abkettleby cum Holwell otherwise Abkettleby cum Holwell; Holwell; Saxelby otherwise Satilby; Ashfordby; Welby; Sysonby; Bykettleby; Melton Mowbray; Burton Lazars; and Freeby, all in the county of Leicester;

A railway to commence in the parish of Radford, in the county of Nottingham, by a junction with the Nottingham and Mansfield branch of the Midland Railway, at or near a point eleven yards or thereabouts northward of the northern end of the Radford station, and to terminate in the parish of Trowell, in the county of Nottingham, by a junction with the Erewash Valley branch of the Midland Railway at a point five chains or thereabouts south of the bridge which carries the turnpike road from Nottingham to Ilkestone over the said last-mentioned branch railway; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Radford; Lenton; Wollaton otherwise Wollaton cum Cossall; Bibborough; Bramcote; Attenborough otherwise Attenborough cum Bramcote otherwise Adenburgh cum Bramcote; Chilwell; and Attenborough; Toton; Stapleford; and Trowell, all in the county of Nottingham; Little Hallam; Ilkestone otherwise Ilkestone; and Stanton by Dale, all in the county of Derby;

A railway to commence in the parish of Stanton by Dale, in the county of Derby, by a junction with the Stanton branch of the Midland Railway at a point thirty-five chains or thereabouts north-westward from the junction with the Stanton branch and the Erewash Valley branch of the Midland Railway at the Stanton Gate station, and to terminate in the township of Shipley, in the parish of Heanor, in the county of Derby, at a point near the Nutbrook Colliery, a field belonging to Alfred Miller, Mundy, Esquire, and the occupation of John Fletcher, the younger, and the said Alfred Miller, Mundy, or one of them, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Stanton; by Dale; Little Hallam; Ilkestone otherwise Ilkestone; Kirk Hallam; West Hallam; Mapperley; Cotmanhay; Codnor; Codnor Park; Shipley; and Heanor, all in the county of Derby;

A railway to commence in the parish of Beighton, in the county of Derby, by a junction with the main line of the Midland Railway at or near and to the north of the bridge carrying the turnpike road from Beilsham, in the county of York, to Beighton aforesaid, over the Midland Railway, and to terminate in the parish of Kallamans, in the county of Derby, in a field called Butcher's Close, lying between the Chesterfield canal and the said turnpike road, and belonging to the Duke of Leeds, in the occupation of Thomas Dobson; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Beighton and Kallamans, both in the county of Derby; and Wales and Harbill with Woodall, both in the West Riding of the county of Yorkshire.

A railway to commence in the township of Sandern, in the parish of Mickley, in the county of Derby, by a junction with the main line of the Midland Railway at a point twenty-four chains or thereabouts to the southward of the bridge carrying that railway over the Grand Cunt Canal, and to terminate in the parish of Swarkestone, in the county of Derby, by a junction with the

line from Normanton to Breedon on the Hill, authorised by "The Midland Railway (New Lines and Additional Powers) Act, 1864," in a field in the said parish of Swarkestone numbered on the deposited plans of the said railway referred to in the said Act 20 in said parish, which intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Finderin, Mickleover, Sinfyn Moor, Sinfyn and Arlestone, Twyford and Stenson, Barrow-on-Trent, Swarkestone, and Weston, all in the county of Derby:

and also to abandon the construction of the railway secondly-described in and authorised by the said Act;

A railway to commence in the parish of Stapenhill, in the county of Derby, by a junction with the Leicester and Swannington Extension of the Midland Railway at or near the mile post on that railway denoting twenty-eight miles from Leicester, and to terminate in the township of Bretby, in the parish of Repton, in the county of Derby, at or near the Bretby Colliery, at a point five chains or thereabouts north of the turnpike road from Burton to Ashby de la Zouch, in a field called House-close belonging to the Earl of Chesterfield, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Stapenhill, Cauldwell, Stanton and Newhall, Newhall Park, Bretby, Gresley otherwise Church Gresley, Castle Gresley, Drakelow, Linton, Oakthorpe and Donisthorpe, Swadlincote, Brizlincote, Winskill, Hartshorn, and Repton, all in the county of Derby;

A railway to commence in the parish of Whittington, in the county of Derby, by a junction with the line of the Midland Railway from Chesterfield to Sheffield, authorised by "The Midland Railway (Chesterfield and Sheffield) Act, 1864," in a field numbered on the deposited plans, referred to in such Act, 90, in the parish of Whittington, and to terminate in the township of Newbold, in the parish of Chesterfield, in the county of Derby, by a junction with the private tramway belonging to the Sheepbridge Iron and Coal Company (Limited), at a point twenty-five chains or thereabouts west of the Sheepbridge Iron works of that Company; which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Whittington, Walton, Tapton, Normanton Temple, Newbold and Dunston, Hasland, Calows, Brimington, and Chesterfield, all in the county of Derby;

A railway to commence in the township of Romiley, in the parish of Stockport, in the county of Chester, by a junction with the Newton Hyde and Compstall branch of the Manchester, Sheffield and Lincolnshire Railway, at or near a point seven chains or thereabouts to the southward of the bridge which carries the said branch railway over the public highway called Dirty Leech-lane, and to terminate in the township of Bredbury, in the said parish of Stockport, by a junction with the Stockport and Woodley Junction Railway, at or near a point fourteen chains or thereabouts north-east of the bridge which carries the public highway called Turner-lane,

otherwise Mill-lane, over the said last-mentioned railway, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Romiley, Werneth, Bredbury, and Stockport, all in the county of Chester;

A railway wholly in the parish of Burton-on-Trent, in the county of Stafford, to commence by a junction with the main line of the Midland Railway at or near a point fifteen chains or thereabouts east of the bridge carrying the road called Horninglow-street over the said railway, and to terminate at or near a point four chains or thereabouts south of the junction of two new roads, intended to be called Victoria-crescent and North Victoria-road, in a field belonging to the Marquis of Anglesea, adjoining and on the south side of the brewery and premises of the London and Colonial Brewery Company, Limited, and fronting to North Victoria-road and Blake Holme-street;

A railway to commence in the parish of Tamworth, in the county of Warwick, by a junction with the main line of the Midland Railway, at or near a point forty chains or thereabouts northward of the bridge carrying the said railway over the Trent Valley line of the London and North Western Railway, and to terminate in the parish of Tamworth, in the county of Warwick, by a junction with the Trent Valley line of the London and North Western Railway at or near a point fifty chains or thereabouts to the eastward of the said bridge, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Amington, Bolehall, Glascoate, and Tamworth, all in the county of Warwick;

To empower the Company to make the following alteration of and deviation in the line and levels of the railway from Spondon to Derby described in and authorised by "The Midland Railway (New Lines and Additional Powers) Act, 1865," and therein numbered 12 (that is to say):

An alteration of and deviation in the line and levels of the said railway to commence in the parish of Osmaston, in the county of Derby, at a point marked on the plans referred to in the said Act as denoting one mile and two furlongs and in or near the field numbered six on the said plans in the said parish of Osmaston, and to terminate in the parish of St. Peter's, Derby, in the county of Derby, by a junction with the Midland Railway at a point one chain or thereabouts south-west of the south-western end of the platform of the Derby passenger station of the Midland Railway, which said railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Osmaston, Chaddesden, St. Peter Derby, Litchurch, All Saints Derby, and St. Michael Derby, all in the county of Derby;

And also to abandon the construction of so much of the line described in and authorised by "The Midland Railway (New Lines and Additional Powers) Act, 1865," and therein numbered 12, as lies between the point marked one mile and two furlongs on the said plans and the termination of the said railway:

To empower the Company, with the consent of

the Great Northern Railway Company, to make a deviation in the line of the Hertford, Luton, and Dunstable branch of the Great Northern Railway Company, wholly in the parish of Luton, in the county of Bedford, commencing at a point one hundred and eight yards or thereabouts south of the mile-post denoting eleven miles from the junction of that railway with the main line of the Great Northern Railway, and terminating at a point sixty-seven yards or thereabouts north of the mile post on the said railway denoting ten and a half miles from the same junction, and to empower the Company and the Great Northern Railway Company to enter into contracts or agreements with reference thereto:

To empower the Company to acquire by compulsion or agreement, and hold as part of their undertaking, the railway next described, and all or any estate and interest in the lands on which the same is constructed, and all stations, works, and conveniences connected therewith (that is to say):

A railway commencing in the parish of Shirland, in the county of Derby, by a junction with the main line of the Midland Railway at or near a point six chains or thereabouts to the northward of the bridge which carries the said railway over the road from Amber Mill to Chesterfield, and terminating at or near the Shirland Colliery near to Coney Green-lane, in the said parish of Shirland, which said railway passes from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Morton Brackenfield and Shirland, all in the county of Derby:

To empower the Company to stop up and discontinue, and extinguish all rights of way over and to appropriate, to the use of the Company so much of the existing public footpath in the parish of Saint Paul, in the borough of Bedford, in the county of Bedford, as lies between the western end of Commercial-road and a point three hundred and fifty yards or thereabouts, measured along the course of such public footpath in a westerly direction, and in lieu thereof to construct a footpath in the same parish, commencing at the point at which the last-mentioned road is proposed to be discontinued, and terminating by a junction with the road leading from Coxes Pit to Bedford, at or near a point seventy-five yards or thereabouts to the westward of the Midland Railway:

To empower the Company to make a new road, wholly in the parish of Ampthill, in the county of Bedford, commencing from and out of the public road leading from Dunstable to Ampthill, at a point sixty-six yards or thereabouts south of the junction of Oliver-street and Dunstable-street, and extending in a westerly direction for a distance of twenty-eight chains or thereabouts, to and terminating at or near the intended passenger station of the Company at Ampthill, in a field numbered on the deposited plans referred to in "The Midland Railway (New Lines and Additional Powers) Act, 1864," 10 in the parish of Ampthill:

To empower the Company to stop up and discontinue and extinguish all rights of way over so much of the existing footpath leading from Harlington to Toddington, in the parish of Harlington, in the county of Bedford, as lies between a point two hundred and twenty yards or thereabouts south-west of the junction of the said footpath with the road leading from Sundon to Barton, and a point on the same footpath measured along the course thereof in a south-westerly direction

for a distance of four hundred and eighty yards or thereabouts, and to appropriate, to the purposes of the Company so much of the said footpath as extends through the Company's lands already staked out for the purposes of their railway and station, and in lieu thereof to make a footpath in the said parish commencing at the point where the proposed discontinuance of the existing footpath will commence, extending in a southerly direction for a distance of two hundred and twenty yards or thereabouts, and in a westerly direction for a distance of three hundred and fifty yards or thereabouts, and terminating by a junction with the said footpath leading from Harlington to Toddington:

To empower the Company to make a new road in the parish of Luton, in the county of Bedford, commencing at or near the junction of the road leading from Sundon to Leagrave with the road leading from and out of that road to Luton, and terminating by a junction with the road leading from Luton to Leagrave at a point one hundred and fifty yards or thereabouts west of the junction of such last-mentioned road with the road leading from Leagrave to Limbury:

To alter, widen, and improve the road leading from Luton to Leagrave, at or near its junction with the road from Leagrave to Limbury, for a distance of fifty yards westward and fifty yards south-westward of such junction:

To empower the Company to stop up and discontinue as a public thoroughfare so much of the public road leading from Luton into the said road from Leagrave to Sundon as lies between the commencement of the proposed new road and the junction of the said roads from Luton to Leagrave, and Leagrave to Limbury, and to appropriate to the use of the Company so much of the said road leading from Luton into the said road from Leagrave to Sundon as extends through the Company's lands already staked out for the purposes of their railway:

To empower the Company to make the following roads in the parish of Luton, in the county of Bedford (that is to say):

No. 1. A road commencing at or near the bridge carrying the Hertford, Luton, and Dunstable branch of the Great Northern Railway over the road leading from Luton to Barton, and terminating by a junction with the same road at a point eleven and a half chains or thereabouts to the eastward of the said bridge, with power for the Company to stop up and discontinue and appropriate to the purposes of the Company so much of the existing road as lies between the commencement and terminus of the intended new road:

No. 2. A road commencing by a junction with the last-mentioned road at a point four and a half chains or thereabouts to the eastward of the said bridge, and terminating by a junction with the road leading from Luton to Hitchin, at a point five chains or thereabouts east of the bridge carrying the Hertford, Luton, and Dunstable branch of the Great Northern Railway over such last-mentioned road, and also terminating at or near High Town Luton by a junction with the road leading through High Town Luton to Round-green, at a point ninety-five yards to the east of the junction of that road with the public footpath from High Town to the road from Luton to Barton:

To empower the Company to widen and improve so much of the existing road within the parish leading from Round-green to Luton, as extends from the last-mentioned terminus to the intended

road lastly hereinbefore described, for a distance of forty yards or thereabouts :

To empower the Company to construct a footpath within the said parish, commencing from and out of the last-mentioned intended road, at a point eleven and a half chains or thereabouts northward of the junction of such last-mentioned intended road with the road leading from Hitchin to Luton, and terminating by a junction with the existing footpath leading from High Town to Luton :

To stop up and discontinue as a public thoroughfare, and extinguish all rights of way over, and appropriate to the use of the Company, the existing public road between the eastern side of the bridge carrying the Hertford, Luton, and Dunstable branch of the Great Northern Railway over the road leading from Luton to Barton, and the eastern side of the bridge carrying the same railway over the road leading from Luton to Hitchin, and also so much of the existing road as lies between the road so proposed to be discontinued and the proposed new road No. 2, hereinbefore described, and also so much of the existing public footpath as lies between the secondly mentioned road proposed to be discontinued and the proposed new road No. 2 :

To empower the Company to make an alteration or diversion in the parish of Luton, in the county of Bedford, in the public road leading from Chiltern-green into the road from Wheathampstead to Luton, such alteration or diversion commencing at a point four and a half chains or thereabouts eastward of its junction with such last-mentioned road, and extending for twenty-one chains or thereabouts in an easterly direction until it forms a junction with such first-mentioned road; and to stop up and discontinue as a thoroughfare and extinguish all rights of way over so much of the existing road as will be rendered unnecessary by reason of such alteration or diversion :

To empower the Company to make the following deviation and alteration of road and new roads in the parish of Hendon, in the county of Middlesex, following (that is to say) :

No. 1. A deviation in and alteration of the line and levels of the road leading from Hendon by Bunn's Farm and Goldbeater's Farm to Edgware, to commence at a point twelve chains or thereabouts to the south-east of the eastern corner of the farm buildings forming part of and known as Bunn's Farm, and which abut on the said road, and to terminate by a junction with the same road at a point thereon eleven chains or thereabouts west of the junction of such road with the road leading thereout by Dold-street to Highwood-hill from Edgware (which portion of road as proposed to be deviated is herein-after referred to as Road No. 1) ;

No. 2. A new road in the same parish (herein-after referred to as Road No. 2), to commence and lead out of Road No. 1 at a point three chains or thereabouts north-westward of the commencement of the Road No. 1 hereinbefore described, and to terminate by a junction with the road from Bunn's Farm to Highwood-hill, at a point three chains or thereabouts north-east of the junction of that road at Bunn's Farm with the road leading from Hendon by Bunn's Farm and Goldbeater's Farm to Edgware ;

No. 3. A new road in the same parish (herein-after referred to as Road No. 3), to commence and lead out of the Road No. 1 at a point seven chains or thereabouts to the south-eastward of the terminus of such road

as hereinbefore described, and to terminate by a junction with the said road leading from Hendon by Bunn's Farm and Goldbeater's Farm to Edgware, at a point one chain or thereabouts westward of the junction of such last-mentioned road with the road leading thereout by Dold-street to Highwood-hill from Edgware ; and to empower the Company to stop up and discontinue as public thoroughfares, and extinguish all rights of way over, so much of the road leading from Hendon by Bunn's Farm and Goldbeater's Farm to Edgware as is situate between the point of commencement of Road No. 1, as hereinbefore described, and the junction of the said road leading from Hendon by Bunn's Farm and Goldbeater's Farm to Edgware with the road leading thereout by Dold-street to Highwood-hill from Edgware ; and also so much of the same road as is situate between the terminus of Road No. 1 and the terminus of Road No. 3, hereinbefore respectively described ; and also so much of the road leading from Bunn's Farm to Highwood-hill as is situate between Bunn's Farm and the terminus of the Road No. 2, hereinbefore described ;

To empower the Company to widen and improve Elstree-street, in the parish of Saint Pancras, in the county of Middlesex, throughout the whole length thereof, and to extend the same from its terminus into Brill-crescent and Phoenix-street ; and also to empower the Company and the Vestry of Saint Pancras to enter into agreements with reference to the widening, improvement, and extension of the said street, and the payment of the expenses thereof, or any part thereof, and to confirm any agreements already made with reference to all or any of such purposes :

To empower the Company to alter, widen, and improve so much of the Kingsland-road, in the out-parish of Saint Philip and Jacob, in the city and county of Bristol, as lies between a point fifty yards or thereabouts north-west of Sussex-street and the south-west side of the Lower-yard branch of the Company's railway, and to construct a new street in continuation of Kingsland road from the south-west side of the said railway to the intersection of Barton-road, Clarke-street, and Union-road, in the same parish, and to alter the line and levels of so much of Kingsland-road as lies between Sussex-street and the south-western side of the said branch railway, and to stop up and discontinue and appropriate to the use of the Company so much of Kingsland-road as lies to the north-westward of the said branch railway and the said intended new street :

To empower the Company to construct one or more bridges for carrying Barton-hill-road, in the out-parish of Saint Philip and Jacob, in the said city and county of Bristol, over the Company's Lower Branch Railway and goods railway, in the same parish, and for such purpose to alter the line and levels of Barton-hill-road :

To empower the Company to alter the mode of constructing so much of their railway from Bedford to London as authorised by "The Midland Railway (Extension to London Act) 1863," and "The Midland Railway (New Lines and Additional Powers Act) 1864," or either of them, as extends from the southern end of the tunnel in the parish of Saint John Hampstead, in the county of Middlesex, for a distance, in a southerly direction, of four chains and three-quarters of a chain or thereabouts, and to empower the Company to construct the said portion of railway by

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

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a published map, whereon will be defined the general course or direction of such railways, and a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November in this present year, be deposited for public inspection as follows (that is to say): as regards the works situate in the county of Derby, with the Clerk of the Peace for the county of Derby, at his office in Derby; as regards the works and lands in the county of Leicester, with the Clerk of the Peace for the county of Leicester, at his office in Leicester; as regards the works and lands in the county of Nottingham, with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; as regards the works and lands in the town and county of the town of Nottingham, with the Clerk of the Peace for the town and county of the town of Nottingham, at his office in Nottingham; as regards the works and lands in the county of Chester, with the Clerk of the Peace for the county of Chester, at his office at Chester; as regards the works and lands in the county of Stafford, with the Clerk of the Peace for the county of Stafford, at his office in Stafford; as regards the works and lands in the county of Warwick, with the Clerk of the Peace for the county of Warwick, at his office at Stratford-on-Avon; as regards the works and lands in the county of Bedford, with the Clerk of the Peace for the county of Bedford at his office in Bedford; as regards the works and lands in the city and county of Bristol, with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol; as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; as regards the works and lands in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office in Wakefield; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively as relates to the several parishes within which the said works will be situate, together with a copy of this notice, will be deposited for public inspection as follows (that is to say): with respect to the parish of Saint Pancras, with the vestry clerk of that parish, at his office in King's-road, Saint Pancras; and with respect to the several other parishes, with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk:

And it is proposed by the said intended Act to alter, amend, extend, and enlarge or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company (that is to say): local and personal Acts 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, 327, 335, and 359; also the Act 22 and 23 Vict. cap. 110; and also all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company:

Also the Act 12, and 13 Vict. cap. 81, and all other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company:

Also the Act 23 and 24 Vict. cap. 72, and 25 and 26 Vict. cap. 56, and all other Acts relating to or affecting the Tewkesbury and Malvern Railway Company:

Also the Act 27 and 28 Vict. cap. 190; and any other Act relating to or affecting the Midland and South Western Junction Railway Company:

Also the Act 9 and 10 Vict. cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company:

And notice is hereby further given, that 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 6th day of November, 1865.

S. Carter,
Beale, Marigold, and Beale, } Solicitors.

Buckley Railway.

(Docks at Connah's Quay, &c.)
Construction by Buckley Railway Company and Wrexham, Mold, and Connah's Quay Railway Company, or one of them, or a Company formed by their Amalgamation, of Docks and Works connected therewith at Connah's Quay, and of River Walls or Embankments on North and South Shores of the River Dee, and of Railways to connect the Railways of the two Companies with the Docks—Confirmation of Agreement between the two Companies—Lease or Transfer of Buckley Railway Company's Undertaking to the Wrexham, Mold, and Connah's Quay Railway Company—Amalgamation of the two Companies—Dissolution of the Buckley Railway Company—Further Money Powers to the two Companies—Levying and Alteration of Tolls and Dues—Amendment of Acts, and other purposes.)

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

To empower the Buckley Railway Company and the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter referred to as "the two Companies") jointly, or either of them separately, or any Company to be formed by the amalgamation of the two Companies, to make and maintain the works hereinafter described, or some of them, or some part thereof, that is to say,—

1st. A dock or docks upon the southern shore of the River Dee, with all necessary and convenient basins, locks, graving-docks, entrance-gates, approaches, roads, quays, jetties, shipping and landing places, staiths, slips, stairs and stages, tug-boats, dredging-machines and boats, wharves, wharf walls, embankments, warehouses, custom-houses, tramways, cranes, drops, dolphins, buoys, moorings, and other works and

conveniences connected therewith, upon the lands next hereinafter described, that is to say:—Lands situate in the ecclesiastical district of Saint Mark's, in the parish of Northop, in the county of Flint, bounded on the north by the low-water navigable channel of the River Dee, on the south by the Chester and Holyhead Railway, on the east by the boundary line separating the parishes of Northop and Hawarden, in the said county of Flint, and on the west by an imaginary line drawn to the said navigable channel from and at right angles to the Chester and Holyhead Railway, at a point thereon distant sixteen and a half chains, or thereabouts, from and to the westward of the bridge in the ecclesiastical district of Saint Mark's, in the parish of Northop aforesaid, carrying that railway over the Buckley Railway, which said dock or docks and other works will be wholly within the several parishes, townships and places, or some or one of them following, that is to say, —Saint Mark's, Northop, Wepre, and Gollfyn, all in the county of Flint.

Secondly. A reservoir upon or in lands through which the Wepre Brook runs, situate in the ecclesiastical district of Saint Mark's, in the parish of Northop, in the county of Flint, belonging respectively to the Right Honourable the Earl Spencer and the River Dee Company, and in the respective occupations of Mr. Gregory Burnett and Mr. Thomas Bennett, which said reservoir will be wholly within the parishes, townships, and places, or some or one of them, following, that is to say, —Saint Mark's, Northop, Wepre, and Gollfyn, all in the county of Flint.

Thirdly. A pipe-track, conduit, or culvert, commencing in the ecclesiastical district of Saint Mark's, in the parish of Northop, in the county of Flint, in and out of the intended reservoir above described, and terminating in the said ecclesiastical district of Saint Mark's, in the parish of Northop, in the proposed new dock or docks at a point twenty yards, or thereabouts, eastward of the boundary fence between certain lands there situate, in the occupation of Thomas Bennett and George Piggott, which intended pipe-track, conduit, or culvert will be within the several parishes, townships, and places following, or some or one of them, that is to say, —Saint Mark's, Northop, Wepre, and Gollfyn, all in the county of Flint.

Fourthly. A river wall, quay, or embankment, commencing on the southern shore of the River Dee, in the parish of Hawarden, and county of Flint, by a junction with the existing embankment on that shore of the said river, at or about the point at which that embankment would be intersected by a line drawn from and at right angles to the Chester and Holyhead Railway, at a point thereon distant twenty and a half chains from and to the eastward of the bridge in the ecclesiastical district of Saint Mark's, in the parish of Northop, and county of Flint, carrying that railway over the Wepre Brook, and terminating in the said ecclesiastical district of Saint Mark's, and parish of Northop, on the same shore of the said river at a point distant two and three quarters chains, or thereabouts (measured along the said shore), from and to the eastward of the eastern side of the quay of the Buckley Railway Company, at Connah's Quay, which intended river wall, quay, or embankment will be wholly within the several parishes, townships, and places following, or some or one of them, that is to say, —Hawarden, Northop, Shotton, Aston, St. Mark's, Wepre, and Gollfyn, all in the county of Flint.

Fifthly. A river wall, quay, or embankment, commencing on the southern shore of the River Dee in the ecclesiastical district of Saint Mark's, and parish of Northop, in the county of Flint, by a junction with the western wall of the quay of the Buckley Railway Company at Connah's Quay aforesaid, and terminating in the said ecclesiastical district of Saint Mark's, and parish of Northop, on the same shore of the said river, at a point distant nine and a quarter chains, or thereabouts (measured along the said shore), from and to the westward of the western side of the said quay of the Buckley Railway Company, which intended river wall, quay, or embankment will be wholly situate within the several parishes, townships, and places following, or some or one of them, that is to say, —Saint Mark's, Northop, Wepre, and Gollfyn, all in the county of Flint.

Sixthly. A river wall, quay, or embankment on the northern side of the navigable channel of the River Dee, in the ecclesiastical district of Saint Mark's, in the parish of Northop, and county of Flint, commencing at or near the landing stage in that parish belonging to the River Dee Company, and terminating at or near the fourth groyne (measuring in a westerly or seaward direction) from the said landing stage, and which groyne is nearly opposite the works known as Dentith's Chemical Works at Connah's Quay aforesaid, and such river wall, quay, or embankment will be wholly situate in the several parishes, townships, and places following, or some or one of them, that is to say, —Saint Mark's, Northop, Wepre, and Gollfyn, all in the county of Flint.

Seventhly. A railway (hereinafter referred to as Railway No. 1) commencing in the ecclesiastical district of Saint Mark's, in the parish of Northop, and county of Flint, by a junction with the branch of the Buckley Railway which joins the Chester and Holyhead Railway at or near a point seven chains, or thereabouts (measured in a northerly direction), from the point where the turnpike road leading from King's Ferry to Flint passes by means of a bridge over the said branch of the Buckley Railway, and terminating in the said ecclesiastical district of Saint Mark's and parish of Northop, on the southern shore of the River Dee, in land belonging to the River Dee Company, and in the occupation of George Piggott, and at a point about ten chains to the east of the works known as Dentith's Chemical Works at Connah's Quay aforesaid, which intended Railway No. 1 will be wholly within the parishes, townships, and places following, or some or one of them, that is to say, —Northop, Hawarden, Shotton, Aston, Saint Mark's, Wepre, and Gollfyn, all in the county of Flint.

Eighthly. A railway (hereinafter referred to as Railway No. 2) commencing in the parish of Hawarden, and county of Flint, by a junction there with a railway proposed to be constructed (if sanctioned by Parliament) by the Wrexham, Mold, and Connah's Quay Railway Company, in a field belonging to the Right Honourable the Earl Spencer, and in the occupation of Mr. Gregory Burnett, situate in the township of Shotton, in the parish of Hawarden, in the county of Flint, and on the north side of the township road leading from Shotton to the Killins Farm, and terminating in the parish of Hawarden aforesaid in a field belonging to the Right Honourable the Earl Spencer, and in the occupation of Mr. Gregory Burnett, on the south side of the turnpike road leading from King's Ferry to Flint, at a point distant about fifty-five yards on the eastern side of the bridge carrying the said turnpike road over Wepre Brook, which

intended Railway No. 2 will be wholly within the parishés, townships, and places of Hawarden and Shotton, both or either of them in the county of Flint.

To confer upon the two Companies, or one of them, or the amalgamated Company, the necessary powers for effecting the purposes, or some of the purposes following, that is to say,—

To divert and convey into the intended reservoir, or the intended dock or docks, the waters of the brook or stream called the Wevre Brook.

To divert water from the River Dee into the intended dock or docks.

To dredge, scour, and deepen from time to time all channels and waters from time to time forming a means of access to the intended dock or docks and the works connected therewith.

To cross, stop up, alter, and divert for the purposes of the Bill, and either temporarily or permanently, roads, ways, railways, tramways, cuts, creeks, channels, rivers, streams, sewers, drains and embankments within the parishes and places above mentioned.

To purchase by compulsion or otherwise lands, houses, and hereditaments within the parishes and places above mentioned for the purposes of the Bill.

To levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, at, upon, or in respect of the intended docks, basins, railways, works, and conveniences, and to confer exemptions from the payment of such tolls, rates, dues, and charges.

To lease or grant the use or occupation of any warehouses, buildings, wharves, yards, cranes, machines, or other conveniences provided for the purposes of the Bill, at such rents and upon such terms and conditions and for such period as the two Companies, or either of them, think fit.

To make provision for the management, use, regulation, and protection of the intended docks, basins, works, and conveniences, and of the existing wharves, shipping-places, and quays of the Buckley Railway Company; the regulation and control of shipping, persons, animals, and goods frequenting or using or approaching to or departing from the said docks, basins, works, and conveniences, wharves, shipping-places, and quays; the pilotage of shipping, the appointment, regulation, and dismissal of dock-masters, pier-masters, pilots, and other officers, the passage and navigation, anchoring and lying of vessels, ships, and craft along or in the River Dee at or near to the intended docks; the placing of dolphins, buoys, lights, beacons, chains, posts, and other conveniences in the River Dee, and upon the bed and banks thereof; and if and so far as may be requisite, to exclude, restrict, alter, or modify existing jurisdictions, rights, powers, and privileges over or affecting the River Dee or the navigation thereof, in the neighbourhood of the intended docks and works.

To authorise the appointment of officers and the making of bye-laws, and the imposition of regulations, penalties, and restrictions, for the purposes or with reference to any of the matters aforesaid.

To prescribe, regulate, and define the limits within which the dock-masters, pier-masters, and other officers to be appointed under the Bill, may exercise jurisdiction, and make, give, and enforce regulations and directions.

To confirm, sanction, and give effect to certain articles of agreement made the 30th day of June, 1863, between the two Companies with reference (amongst other things) to the management, maintenance, repairing, working, and user of the Buckley Railway, and the lease to the Wrexham,

Mold, and Connah's Quay Company (hereinafter referred to as the Wrexham Company) of the undertaking, railway, property, and effects of the Buckley Railway Company, or the amalgamation thereof with the undertaking, railway, property, and effects of the Wrexham Company.

To empower the Buckley Railway Company to lease or to sell and transfer their undertaking, railways, docks, property, rights, and interests (already authorised and acquired, and to be hereafter authorised and acquired), or some part or parts thereof, to the Wrexham Company, for such period and upon such terms and conditions as have been or may be agreed upon, or as shall be provided by the Act, and to authorise the Wrexham Company to accept such lease or transfer accordingly.

To provide for the admission of the Wrexham Company to participate in any working or traffic contracts or arrangements made or to be made between the Buckley Railway Company and any other Companies or Company, and in the powers given by any former Act to the Buckley Railway Company with reference to such contracts or arrangements.

To vest in the Wrexham Company the undertaking, railways, docks, works, property, estates, and effects, rights, powers, and privileges (already authorised and acquired and to be hereafter authorised and acquired) of the Buckley Railway Company, or some part or parts thereof, or some estate or interest therein.

To authorise the Buckley Railway Company and their present and future proprietors and creditors to accept in lieu of their shares, stocks, and securities, any securities, rent-charges, annuities, stocks, or shares of the Wrexham Company, and to authorise the Wrexham Company, if they think fit, to guarantee the payment of the principal and interest of any mortgage, bond, or other debt of the Buckley Railway Company, and so far as may be necessary to classify, regulate, and define the capital, shares, stocks, and securities, charges, rights, and privileges of the proprietors and creditors of the two Companies, or one of them.

To authorise the union and amalgamation of the undertakings, railways, docks, works, proprietaries, stocks, shares, property, rights, powers, and privileges (already authorised, constituted, and acquired, or to be hereafter authorised, constituted, and acquired) of the Buckley Railway Company, or some part or parts thereof, with those of the Wrexham Company.

To vary the tolls, rates, and charges which the two Companies respectively are authorised to take, and to levy new tolls, rates, and charges upon or in respect of their several undertakings, or any part or parts thereof respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

And provision, will, if necessary or expedient, be made for the dissolution of the Buckley Railway Company.

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

To empower and require the two Companies, and each or either of them, for any of the purposes aforesaid, or of the Bill, to apply their existing and authorised funds, and to raise further moneys by the creation of new shares and stock in their respective or several undertakings, with or without preference or priority in payment of interest or other special privileges, and by borrowing on mortgage, or otherwise.

To provide for the appointment of joint com-

mittees, or a joint board of directors, of the two Companies, for the purpose of carrying into effect the objects, or any of the objects, of the Bill; and to provide for the settlement of all questions in difference between the two Companies, or between the members of any such joint committees or board of directors, by arbitration, or otherwise.

To enable the Buckley Railway Company, notwithstanding anything contained in "The Buckley Railway Act, 1860," or the Acts incorporated therewith, to retain and hold lands purchased under the powers, but not required for the purposes, of "The Buckley Railway Act, 1860," and to use and apply such lands for the purposes of the intended Bill.

And it is also intended by the said Bill to empower the two Companies or either of them, or the amalgamated Company, on the one hand, and the London and North-Western Railway Company on the other hand, to enter into and carry into effect contracts, agreements, or arrangements for or with reference to the construction, maintenance, working, and using by any or either of the contracting Companies of the railways, docks, and works of the other or others of them, or any part thereof, and of a joint station or joint stations at or near Connah's Quay, 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 other such agreement as aforesaid, and to confirm any agreements which have been or may be made, touching the matters aforesaid.

And the Bill will incorporate with itself the provisions, or some of the provisions, of the following Acts, or some or one of them, viz., "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 Harbours, Docks, and Piers Clauses Act, 1847."

And it is intended, so far as may be necessary or expedient, to repeal or amend the following Acts, or some or one of them (that is to say):— 23 and 24 Vict., cap. 89, and 26 and 27 Vict., cap. 104, relating to the Buckley Railway Company; 25 and 26 Vict., cap. 221; 27 and 28 Vict., cap. 234; and 28 and 29 Vict., caps. 176 and 261, relating to the Wrexham Company; 11 and 12 Wm. III., cap. 24; 6 Geo. II., cap. 30; 14 Geo. II., cap. 8; 17 Geo. II., cap. 28; 26 Geo. II., cap. 35; 31 Geo. III., cap. 88; and 14 and 15 Vict., cap. 87, relating to the River Dee: 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, 234, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172, and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps.

1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vict., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vict., caps. 5, 77, 79, 108, 177, 208, and 217; 27 and 28 Vict., caps. 62, 194, 196, 226, 263, 288, 296, and 309; and 28 and 29 Vict., caps. 333 and 334, relating to the London and North-Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the intended dock or docks, reservoir, pipe-track, conduit or culvert, river-walls, quays or embankments, railways, and other works, and also plans of the lands and houses to be taken compulsorily under the powers of the Bill, 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 Flint, at his office at Mold, 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 or extra-parochial place in or through which the intended dock or docks, reservoir, pipe-track, conduit or culvert, river walls, quays or embankments, railways, and other works, or any part thereof, are or is intended to be made, or in which any lands and houses to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the "London Gazette," will be deposited for public inspection in the case of each 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 that on or before the 23rd day of December, 1865, 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.

*Roberts, Kelly, and Keene, Mold,
T. and C. Minshall, Oswestry,
J. Devereux Pugh, Wrexham,*
Solicitors for the Bill.

Buckley Railway.

(Additional Powers.)

(Repeal or Amendment of Buckley Railway Acts, 1860 and 1863; Power to the Company to carry Passengers; Further Money Powers; and other purposes.)

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

To repeal or amend "The Buckley Railway Act, 1860," and especially (but not exclusively) the 46th section thereof, and to enable the Buckley Railway Company (hereinafter referred to as "The Company,") to carry passengers on and over their railways and works, and to provide carriages, stock, conveniences, and accommodation for that purpose, and to levy tolls and charges on or in respect of such passengers and their luggage, and to vary the tolls and charges authorised by "The Buckley Railway Act, 1860," and to confer, vary, or extinguish other rights and privileges:

To empower the Company to apply, for the purposes of the Bill, their existing and authorised funds not required for the purposes of their now authorised undertaking, and to raise further money for the purposes of the Bill, and for other the purposes of the Company, by borrowing on mortgage or otherwise, and by the creation of new shares and stock in their undertaking, or any part thereof, and either as part of their general capital or as a separate capital, and (if the Company think fit), to attach to any such shares or stock a preference or priority in payment of interest or dividend:

To repeal or amend "The Buckley Railway Act, 1863," or some of the provisions thereof; and the Bill will incorporate with itself the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," or one of them:

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, 1865.

Dated this 9th day of November, 1865.

Roberts, Kelly, and Keene, Solicitors, Mold.

In Parliament.—Session 1866.

Metropolis Sewage and Essex Reclamation.

(Deviations in line and level of parts of authorised Conduits, or new Conduit in lieu thereof; Abandonment of parts of old Conduits rendered unnecessary by new Works; Part of Foulness Conduit to be open under certain circumstances; Increase of Capital; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Metropolis Sewage and Essex Reclamation Company, hereinafter called "The Company," to make and maintain the following conduits with all necessary, proper, or convenient approaches, works, and conveniences connected therewith (that is to say):—

1. (*Deviation*.) A conduit, hereinafter referred to as Conduit No. 1, commencing by a junction with the conduit described in "The Metropolis Sewage and Essex Reclamation Act," as the Main Conduit, in an arable field in the parish of Hornchurch, known as the Round Oaks Field, belonging to the Wardens and Fellows of New College, Oxford, and in the occupation of Samuel Brooks Gooch, which said field is numbered 46, in the parish of Hornchurch, on the plans deposited with respect to the said Act in November, 1864, 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): Hornchurch, Upminster, Cranham, Great Warley, Little Warley, Childerditch, East Horndon, West Horndon, or West Horndon-with-Ingrave, Dunton, Bulphan, Orsett, Horndon-on-the-Hill, and Stanford-le-Hope, all in the county of Essex, and terminating by a junction with the said Main Conduit in an arable field in the parish of Stanford-le-Hope, known as the Gradle Field, belonging to and in the occupation of William Wilson, which said field is numbered 7, in the said parish of Stanford-le-Hope, on the plans deposited with respect to the said Act as aforesaid.

2. (*Deviation*.) A conduit, hereinafter referred to as Conduit No. 2, commencing by a junction with the said Main Conduit in an arable field in the parish of Wickford, belonging to and in the

occupation of John Offin, which said field is numbered 6, in the parish of Wickford, on the plans deposited, with respect to the said Act as aforesaid; 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): Wickford, North Benfleet, Rawreth, Hockley Rayleigh, Ashingdon and South Fambridge, all in the county of Essex, and terminating by a junction with the conduit described in the said Act, as the Foulness Conduit, in an arable field in the said parish of South Fambridge, belonging to Major William Walter Stephenson, and in the occupation of George James Potter and William Arthur Potter, which said field is numbered 3, in the said parish of South Fambridge, on the plans deposited in respect of the said Act.

3. (*Alteration of Levels*.) An alteration in the levels of the said Main Conduit, commencing at the point hereinbefore described as the termination of Conduit No. 1, and terminating at the point hereinbefore described as the commencement of Conduit No. 2, which said intended alterations in levels will be situate in the several parishes, townships, and extra-parochial or other places following, or them, that is to say: Stanford-le-Hope, Corringham, Fobbing, Vange, Pitsea, Bowers, Gifford, North Benfleet, and Wickford.

And it is proposed by the intended Act to relinquish the construction of all that part of the said Main Conduit which lies between the fields, No. 46, in the parish of Hornchurch, and No. 7, in the parish of Stanford-le-Hope, hereinbefore respectively described as the commencement and termination of Deviation No. 1, together with all that part of the said Main Conduit as lies between No. 6, in the parish of Wickford, hereinbefore described as the commencement of Deviation No. 2, and the termination of the said Main Conduit in the parish of Rawreth. Also all that part of the said Foulness Conduit as lies between the junction thereof with the Main Conduit, in the parish of Rawreth, and the field No. 3, in the said parish of South Fambridge; hereinbefore described as the termination of Deviation No. 2, or such portions only of the said Main Conduit or Foulness Conduit as will be rendered unnecessary by the construction of conduits hereinbefore referred to as Deviations No. 1 and No. 2, or either of them.

4. (*Alternative*.) Or otherwise a conduit (hereinafter referred to as "The New Conduit") commencing by a junction with the said Main Conduit in a field No. 46, in the said parish of Hornchurch, hereinbefore described as the commencement of Deviation No. 1, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places hereinbefore mentioned, or some of them, and terminating by a junction with the said Foulness Conduit in a field No. 3, in the parish of South Fambridge, hereinbefore described as the termination of Deviation No. 2, and to abandon all those parts of the said Main Conduits and Foulness Conduit as lie between the points of commencement and termination immediately before referred to.

And it is proposed by the intended Act to authorise the Company to construct that portion of the said Foulness Conduit which lies between the field No. 79, in the parish of Canewdon, and the termination of the said Foulness Conduit, at or near the Foulness Sands, as an open water-course, instead of a covered conduit, where the owners, lessees, or occupiers of the lands abutting on the same consent to or do not disapprove of such mode of construction.

And it is proposed by the intended Act to

amend and extend to the conduits or conduit to be thereby authorised all or certain of the provisions of the existing Act with respect to the construction of the conduits, and also with respect to sewage irrigation, and otherwise, which now apply to the conduits authorised by the said existing Act.

And it is proposed by the intended Act to take powers to raise further capital by the creation of new ordinary or preference shares or stock, and by mortgage or otherwise, and to alter, divert, stop up, and widen all such turnpike and other roads, drains, watercourses, streams, rivulets, cuts, creeks, navigations, and canals, as may be necessary for the execution of the said intended culverts or culvert and works, or for the purposes of the undertaking, and to purchase by compulsion lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and to purchase or take and hold on lease or otherwise, lands and buildings by agreement; and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings so proposed to be purchased, taken, or used, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended conduits or conduit, or works, or any of them, or the carrying into full and complete effect the objects and purposes of the intended Act, and to confer other rights and privileges, and to amend "The Metropolis Sewage and Essex Reclamation Act, 1865."

And notice is hereby given, that a plan and section, in duplicate, of the intended conduits or conduit and works, and of the lands which may be taken compulsorily under the powers of the intended Act, and a book of reference to such plan, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; 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; 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 day 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.

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

West and King, 3, Charlotte-row, Mansion House.

In Parliament.—Session 1866.

Llynvi Valley Railway.

(Extension to the South Wales Mineral Railway and to Blaenllynvi; Power to raise additional Monies; Additional Lands; Amendment of Acts.)

NOTICE is hereby given, that the Llynvi Valley Railway Company (hereinafter called "The Company"), intend to apply to Parliament, in the next session thereof, for an Act (hereinafter referred to as "The Act"), to effect the following objects, or some of them, to wit:—

To authorise the construction of the railways hereinafter mentioned, or one of them, with all needful works, stations, approaches, and conve-

niences connected therewith, respectively, all in the county of Glamorgan, that is to say:—

A Railway (No. 1), commencing by a junction with the existing Llynvi Valley Railway at or near the northern terminus thereof, near to a bridge over the river Llynvi, and about 19 chains, measuring in a south-westerly direction, from a farm-house, called Tywith, in the Higher Llangonoyd Hamlet, in the parish of Llangonoyd, passing thence through or into the parishes of Llangonoyd and Glynecorrwg, and terminating by a junction with the South Wales Mineral Railway about 7½ chains to the west of the 9th mile-post on that railway, and about 28 chains, measuring in a westerly direction, from the extremity of the village of Cymmer, in the parish of Glynecorrwg and Llangonoyd, or one of them, all in the county of Glamorgan.

A Railway (No. 2), commencing by a junction with Railway No. 1, in a field in the parish of Llangonoyd, belonging to J. P. Treherne, Esq., and occupied by John Maddocks, about 62½ chains, measuring in a northerly direction from the commencement thereof, and 10 chains or thereabouts in a southerly direction from a farm-house, called Blaenllynvi, in the Higher Llangonoyd Hamlet, in the parish of Llangonoyd, and terminating near the River Llynvi, about 36 chains, measuring in a westerly direction from the said farmhouse called Blaenllynvi, and in a field belonging to the Countess of Durraven, and occupied by Mrs. Gwellian Thomas, in the parish of Llangonoyd, and which railway will be wholly within the said parish of Llangonoyd, and in the county of Glamorgan.

To authorise deviations from the lines of railway to any extent within the limits of deviation shown upon the deposited plans; to cross, divert, alter, or to stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary, in constructing or maintaining the intended railways and works; to purchase lands, houses, and other property by compulsion, for the purposes of the Act; to levy tolls, rates, and charges in respect of the proposed railways and works, and to exercise other rights and privileges.

To enable the Company to apply their existing funds and any moneys which they have power to raise to the purposes of the Act, and to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock certain preferences or priority of dividend and other privileges and advantages which the Bill may define.

To enable the Company to take by compulsion for the purpose of their railway additional lands in the parish of Newton Nottage, which said lands are bounded on the west by the Llynvi Valley Railway, on the east by an imaginary line running parallel with and 5 chains distant from the said railway, on the south by the public road leading from Northcawl to Newton Nottage, and on the north by an imaginary line running parallel with and 40 chains distant from the said road.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate with itself the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendments Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will alter, amend, and enlarge the powers and provisions of

the following and of any other Acts relating to the Company, namely, 18 and 19 Vic., cap. 59; 25 and 26 Vic., cap. 115; and 27 and 28 Vic., cap. 48.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners 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 Clerks of the Peace for the county of Glamorgan at his office at Cardiff; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

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

Dated this 13th day of November, 1865.
Baxter, Rose, Norton, and Co., No. 6, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1866.

Wycombe Railway.

(Completion of Transfer of Undertaking to Great Western Railway Company.)

NOTICE is hereby given that application will be made to Parliament in the next session for leave to bring in a Bill to confirm an agreement, which, under "The Great Western Railway (Additional Powers) Act, 1865," has been made and entered into for the transfer to the Great Western Railway Company of the whole undertaking, railways, works, plant, land, property, and effects of the Wycombe Railway Company, and to authorise the said Great Western Railway Company for the purposes of the said transfer to use their corporate funds and revenues, and to raise additional capital by shares or stock and loan, and to attach to such additional capital such preference and priority of dividend and interest, and other advantages over their existing capital as the Bill shall define.

The Bill will vary and extinguish all rights and privileges which may interfere with its objects, and it will amend and enlarge, and if need be repeal, some of the powers and provisions of the following and of any other Acts relating to the Wycombe Railway Company, namely, 10 and 11 Vic., cap. 286; 15 and 16 Vic., cap. 17; 20 and 21 Vic., cap. 158; 22 and 23 Vic., cap. 87; and 25 and 26 Vic., cap. 115. Also of the following and of any other Acts relating to the Great Western Railway Company, namely—The 5 and 6 William IV., cap. 107; the 26 and 27 Vic., caps. 113 and 198; the 27 and 28 Vic., cap. 306; and 28 and 29 Vic., cap. 299.

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

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

Dated this 13th day of November, 1865.

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

In Parliament.—Session 1866.

South Yorkshire Railway.

(Abandonment of Line and Alteration of Works between Doncaster and Thorne, and Deviation between Thorne and Keadby. Increase of Capital. Amendment of Acts.)

A PETITION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other powers:

To confer upon the South Yorkshire Railway and River Don Company (who are meant where the words "The Company" are hereinafter used), the following, or some of the following, among other powers:

To abandon the existing railway of the Company between a place called the New Wash or Weir, in the township of Bentley with Arksey, in the parish of Arksey, and a place called Maud's Bridge, in the township and parish of Thorne, a portion of which railway has been rendered useless by the construction of the new and improved railways authorized by the South Yorkshire Railway Amendment Act, 1864, and the South Yorkshire Railway, Sheffield and Thorne Act, 1862, and the South Yorkshire Railway Act, 1863, which said railway to be abandoned lies in the several parishes of Arksey, Doncaster, Kirk Sandall, Barnby-upon-Don, Hatfield, Kirk Bramwith, Fishlake, and Thorne.

To widen and improve, and to make and maintain a deviation in the Company's line of railway between Thorne and Keadby, to commence at Maud's Bridge, in the township and parish of Thorne, and pass thence through or into the parishes and places of Thorne, Hatfield, Crowle, Belton, Keadby, and Althorpe, and terminate at Keadby Common Bridge, in the said township of Keadby, in the parish of Althorpe.

To abandon so much of the existing line of the Company as will be rendered unnecessary by the adoption of the before-mentioned deviation.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, drains, sewers, pipes, water-courses, streams, and water-courses, so far as may be necessary in constructing or maintaining any of the before-mentioned works; to purchase lands, houses, and other property compulsorily for the purposes of the said works, and to levy tolls, rates, and charges in respect thereof.

To enable the Company, for the purposes of the said Bill and the general purposes of their undertaking, to raise additional capital by shares or loan, and to attach to such capital such preference or priority of interest or dividend over the existing capital of the Company, and any other advantages the Bill may define, and also to attach to the said shares the benefit of the agreement between the Company and the Manchester, Sheffield, and Lincolnshire Railway Company, bearing date the 8th day of June 1861, as though the said additional capital had been comprised in and expressly referred to by the said agreement; and to amend the Acts relating to the Company, and especially the Act 25 and 26 Vic., cap. 141, and the 27 and

28 Vict., cap. 77, and also the 11 and 12 Vict., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; and the Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself certain of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and the amendment thereof, 1860, "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Duplicate plans and sections describing the lines, situation, and levels of the proposed new works, and describing also the lands, houses, and other property intended to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, a published map, with the proposed new lines of railway delineated thereon; and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield, and with the Clerk of the Peace for the parts of Lindsey, in Lincolnshire, at his office at Spilsby; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish 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 13th day of November, 1865.

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

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

In Parliament—Session 1866.

Axholme and Marshland Railway.

(Incorporation of Company for making Railway between North Eastern (Hull and Doncaster Branch) and Great Northern (Doncaster to Gainsborough) Line; also Railway to Marshland; Power to lay down Tramways along Roads; Powers to the South Yorkshire Railway and River Don Company, the Great Northern, Manchester, Sheffield, and Lincolnshire, North Eastern, and Lancashire and Yorkshire Railway Companies.)

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

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain the railways and tramways herein-after mentioned, or some, or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

A railway (No. 1) to commence by a junction with the authorized Hull and Doncaster Branch of the North Eastern Railway in the township of

Hook, in the parish of Snaith, in the West Riding of Yorkshire, about four chains south of the Dutch River, to pass thence through and into the following parishes, townships, and places, or some of them, that is to say, Goole, Snaith, Armin, Hook, Rawcliffe, Goole, Pastures Cowick, Swinefleet, Reedness, Whitgift, Ousefleet, Adlingfleet, Fockerby, Haldenby, Luddington, Eastoft, Crowle, and Thorne, in the West Riding of Yorkshire; and Crowle, Eastoft, Luddington, Haldenby, Fockerby, Adlingfleet, Ealand, Sandhill, Belton, Epworth, Hatfield, Wroot, Owston, Woodhouse, Westend, Ellers, Low Burnham, High Burnham, Misterton, Craiselound, and Haxey, all in the Lindsey division of Lincolnshire, and to terminate in the said township and parish of Haxey, by a junction with the Doncaster and Gainsborough line of the Great Northern Railway, at the point where that railway crosses the public highway leading from Haxey, through Craiselound and Haxey Gate to Misterton.

A railway or tramway (No. 2), to commence in the township and parish of Crowle, at or near a point 15 chains to the west of the point where the road from Midgehall Bridge to Rainsbutt crosses the boundary between Yorkshire and Lincolnshire, to pass thence through and into the parishes, townships and places following (or some of them), that is to say: Crowle, Goole, Swinefleet, Reedness, Rainsbutt, Haldenby, Luddington, Fockerby, Adlingfleet, Ousefleet, and Whitgift, all in the West Riding of Yorkshire; and Crowle, Ealand, Eastoft, Keadby, Arncotts, Luddington, Haldenby, Fockerby, and Adlingfleet, all in the Lindsey division of Lincolnshire; and to terminate in the township and parish of Whitgift, at an occupation road leading from the Ousefleet and Whitgift highway, at a point five chains from Whitgift corn-mill, and about five chains from the Primitive Methodist Chapel.

A railway (No. 3) to commence in the said township of Crowle by a junction with Railway No. 1, at or near the public highway leading from Crowle to the bridge over the Keadby Canal called Godnow Bridge, at a point about 20 chains west from the town of Crowle, to pass thence through or into the several parishes and places following, or some of them, that is to say, Crowle, Tetley, Ealand, and Sandhill, all in the said Lindsey division of Lincolnshire, and to terminate by a junction with the South Yorkshire Railway at a point about 46 chains east of the bridge over the Keadby Canal called Godnow Bridge.

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

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

To authorize the Company on the one hand, and any public officer or authority in whom is vested the control of any public carriage road, within any part of the district through which the railways of the Company will be situate, on the other hand, to agree as to the laying down by the Company of tramways upon and along, and at the sides of, any such public carriage road, and to empower the Company to levy tolls and charges for the use of all such tramways.

To authorize the Company to run over and use

with their engines, carriages, and officers, the following lines, and use the following stations (that is to say):

The North Eastern Railway from the junction therewith of Line No. 1 to the Goole station of the North Eastern, and to use that station.

The Lancashire and Yorkshire Railway from the junction of that railway with the North Eastern Railway to the Goole station of the Lancashire and Yorkshire Railway, and to use that station.

The South Yorkshire Railway, from the junction therewith of Railway No. 3 to the Crowle station of the South Yorkshire Railway, and to use that station.

The Great Northern Railway from the junction therewith by the said Railway No. 1 to the Great Northern Haxey station, and to use that station.

To authorize the South Yorkshire Railway and River Don Company, and the Manchester, Sheffield, and Lincolnshire, the Great Northern, the Lancashire and Yorkshire, and North Eastern Railway Companies, or any or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and if necessary out of capital to be raised by them respectively under the powers of the Bill, by shares or stock, and by debt, and with or without any priority of dividend or interest and other advantage over their respective existing and authorized capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand and the North Eastern, the South Yorkshire, Manchester, Sheffield and Lincolnshire, Great Northern and Lancashire and Yorkshire Railway Companies, or any or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any parts or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

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 17 Vic. cap. 73, the 17 and 18 Vic. cap. 211, and of any other Acts relating to the North Eastern Railway Company; also of the 9 and 10 Vic. cap. 71, and of the several other Acts relating to the Great Northern Railway Company; also of the 12 and 13 Vic. cap. 81, and of any

other Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company; also of the 1 and 2 Will. IV. the 22 and 23 Vic. cap. 110, and any other Acts relating to the Lancashire and Yorkshire Railway Company; and the 27 and 28 Vic. cap. 77, and also of any other Acts relating to the South Yorkshire Railway and River Don Company.

Duplicate plans and sections describing the lines, situation and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lesses, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire at his office at Wakefield, and with the Clerk of the Peace for the Lindsey division of Lincolnshire, at his office at Spilsby, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish 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.

A copy 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 24th day of November, 1865.

Baker, Rose, Noyes, and Co., Victoria Street, Westminster, Solicitors for the

Midland and Great Western Junction Railway. (Incorporation of a Company with Construction of a Railway from Lydney to the Midland Railway at Dursley Junction and Stations with Branches, Running, Towers and Compulsory Facilities over Railways of said other Provisions affecting the Midland, Great Western, Stonehouse, and Nailsworth Railway Companies, and Gloucester and Berkeley Canal Company, and Power to those Companies to Subscribe Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, for an Act to effect the purposes following; or some of them, viz. To incorporate a Company with all necessary powers for making and maintaining the railways herein after mentioned, situate in the county of Gloucester, or some of them, together with all necessary stations, approaches, bridges, roads, communications, and other works and conveniences, that is to say:—

No. 1. A railway, in this notice called Railway No. 1, commencing in the parish of Lydney, by a junction with the South Wales Railway of the Great Western Railway, at a point 25 yards or thereabouts, west of the east end of the up-passenger platform of the Lydney station of the said railway, and terminating by a junction with the Bristol and Birmingham branch of the Midland Railway, at or near and on the western side of the bridge which carries the turnpike road

the Great Western Railway Company, and the Stonehouse and Nailsworth Railway Company, and the Gloucester and Berkeley Canal Company, or any or either of them, to take and hold shares in and subscribe towards the undertaking of the Company, or any part thereof, and to guarantee to the Company interest, dividends, annual and other payments, and for those purposes to empower those Companies respectively, to apply and appropriate any part of their authorized capital, or to raise further capital by the creation of new shares or stock in their respective undertakings, or to do any of the things therein mentioned, without any preference or priority in payment of interest, or dividends, or other privileges attached thereto, and to borrow money on mortgage or otherwise, of any amount, so far as may be requisite for any of the purposes aforesaid, and to amend or repeal the provisions of the several personal Acts, 7 and 8 Vic. caps. 18 and 59; and all other Acts relating to the Midland Railway Company, and also the local and personal Act 5th and 6th William IV. cap. 107, and all other Acts relating to the Great Western Railway Company, the Stonehouse and Nailsworth Railway Act, 1863, and also the local and personal Act 45 Geo. III. cap. 110, and all the Acts relating to the Gloucester and Berkeley Canal Company, and to amend or repeal the same, and to give effect to the same, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and a published map, with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish, with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence, and all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice, and 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, at the Office of the Clerk of the Peace for the County of Gloucester, at Gloucester, in the County of Gloucester, Westminister, Philip Cooke, Gloucester, and 37, Great George Street, Westminister, Solicitors for the Bill.

Additional Lands, and Empowering the Metropolitan District Railway Company
 (who are hereafter called the Company) intend to apply to Parliament in the ensuing session thereof for leave to introduce a Bill for the following, or some of the following, among other purposes:
 1. To enable the Company to purchase by agreement or compulsion for the purposes of their undertaking, the lands, houses and other property hereinafter mentioned, and to stop up, either temporarily or permanently, the streets and ways hereinafter mentioned; and to close up and appropriate the sites of such streets and ways, and also of all streets and ways the houses in

which shall have been or may be purchased by the Company under the powers of the Bill, or of their previous Acts, and to amend or repeal the same, and to give effect to the same, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and a published map, with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish, with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence, and all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice, and 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.

Parish of Saint Mary Abbots, Kensington.
 (12.) Lands and houses bounded on the north and east by the Old Brompton-road, on the west by Gloucester-grove, East, and on the north by the southern limit of deviation shown on the plans deposited with respect to the Metropolitan District Railway Act, 1864.

Parish of Saint George, Vintria Square.
 (13.) Houses in and near Great Tower-street, Skinner-street, Skinner-place, Belgrave Cottages, and Whitaker-street.

Parish of Saint Margaret, Westminster.
 (14.) Lands and houses in and near, Broad-row, Buckingham-row, Loader's-place, Little George-street, Little Chapel-street, Little Green, Church-court, Garden-lane, York-street, Row-hill, buildings, Snow-gents, St. Ermin's-hill, Chapel-place, Whitehorse-yard, and Great Chapel-street.

Parish of Holy Trinity, Whitechapel, the City of London.
 (15.) Lands and houses in and near, Dartmouth-street, Parker-street, Prince's-street, Fleeca-yard, and Cock-yard, New-gould, and the yard.

Parish of Holy Trinity, Whitechapel, the City of London.
 (16.) Lands and houses in and near, Little Trinity-lane, the Swedes-court, Crown-court, and Galkick-hill.

Parish of Saint Andrew, Whitechapel, the City of London.
 (17.) The house No. 51, Galkick-hill.

Parish of Saint Thomas, Appleston, the City of London.
 (18.) Houses and shops in Queen-street.

Parish of Saint Dunstan in the East, the City of London.
 (19.) House forming the corner of Dist-street and King-william-street, and No. 60, King-william-street, and the last name of the street in the Westminister-division of the City of London, near the houses in and near Love-lane, Eastcheap, and St. Mary-at-Hill, in the parish of Saint Dunstan in the East, the City of London.

Parish of All Hallows Barking, the City of London.
 (20.) Houses in and near Great Tower-street, Redcross-square, Seething-lane, Catherine-court, Black Raven-court, Trinity-square, and Barking-churchyard.

To extend to the Whidderlands, houses, and other property such of the powers and provisions as are applicable thereto of the Metropolitan District Railway Act, 1864, and to amend and enlarge the powers of the said Acts, and to alter certain of the provisions thereof.

To authorize the Company to underpin, or otherwise secure buildings which may be rendered insecure by the works of the Company, and which the Company do not require to purchase for the purposes of their undertaking, and to enable the Company to apply their existing

of such persons as to be necessary to be carried through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices, thereof, of all traffic of whatever description coming from or destined for the undertaking of the Company upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and if need be, to alter the tolls and charges which may be taken upon the South Staffordshire Railway, and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act 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 Wolverhampton and Walsall Railway Act, 1865," and also of the several Acts relating to the South Staffordshire Railway.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property, in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, 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 Stafford, at his office at Stafford, 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 branch 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.

In Parliament, Session 1866.
Llynvi Valley Railway Company and Ogmore Valley Railway Company (hereinafter called the Amalgamated Company) as to Capital and amongst Shareholders. Alteration of Preferences, Priorities, and other Rights of Shareholders; Amendment of Acts, and other Purposes.

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act (hereinafter called "the Act") for the amalgamation and consolidation, from and after such period, and upon such terms, stipulations, and conditions as may have been or may hereafter be agreed upon, or as may

be fixed or determined in and by, or under the provisions of the Act, of the undertakings of the Llynvi Valley Railway Company and the Ogmore Valley Railway Company respectively, into one united and consolidated Company (hereinafter called the Amalgamated Company); and so that the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said two Companies respectively, or to the joint undertakings of the said two Companies, or to the undertakings of any other Company, body of persons, or to undertakings in which the two Companies respectively may have only a partial interest, and whether with reference to the purchase of lands and houses, construction of works, levying of tolls, rates, and duties, or otherwise, vested in and belonging to, or exercisable and enjoyed by the said Companies severally or jointly at the time of the said amalgamation, and whether vested in or conferred upon them or either of them by virtue of any existing Act of Parliament, or to be vested in or conferred upon them or either of them by virtue of any future Act of Parliament, may be vested in, and belong to, and be exercised and enjoyed by the amalgamated Company.

And the Act will provide for the dissolution (if need be) of one or both of the Companies, and for the incorporation of the shareholders in the two Companies under the name of one of the Companies, or under a new name, and for altering, regulating, fixing and enlarging the capital stock and borrowing powers of the amalgamated Company, and the rights, privileges, preferences, and priorities of the shareholders in the said two Companies, and of the different classes of such shareholders as amongst each other in the capital stock of the amalgamated Company, and for the re-arrangement of the capitals of the two Companies respectively, and for conferring on some portion of the capital of the amalgamated Company certain preferences, privileges, and advantages over the rest of the capital of the amalgamated Company, and for conferring on all or some portion of the capital of the Llynvi Valley Railway Company certain preferences, privileges, and advantages over all or some portion of the capital of the Ogmore Valley Railway Company, and for the alteration or extinguishment of the present preferences, priorities, and advantages now attached to certain shares in the Llynvi Valley Railway Company, and for determining the order and manner in which proprietors of stock and shares in the two Companies shall be entitled to the profits of the amalgamated Company applicable to dividend, and for the fulfilment and discharge by the amalgamated Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the said two Companies severally or jointly or otherwise howsoever, and capable of taking effect or being enforced at the period of such union and amalgamation.

The Act will also provide for or contain provisions varying or affecting the mortgage and bonds, or other debts of the said two Companies, and the security of the holders of such mortgages and bonds, and of other creditors; and also provisions altering, varying, or increasing the tolls, rates, and duties leviable by the said two Companies, or either of them, in respect of their respective undertakings, and also provisions conferring varying or extinguishing exemptions from the payment of such tolls, rates, and duties, and other rights and privileges.

And it is also proposed to confirm by the Act

any agreement already made, or which prior to the passing of the Act, may be made between the said two Companies, or between them or either of them, and any other company or companies, person or persons, in relation to the purposes aforesaid, or any of them, or to the undertakings of the said two Companies respectively, or either of them, and the traffic of both or either of them, or any other matters connected therewith.

And it is also proposed by the Act to authorize the amalgamated Company to apply any moneys which the said two Companies, or either of them, have raised or are authorized to raise under any Act of Parliament for the purposes of the Act, and to raise by the creation of new shares or stocks, and by borrowing further sums of money for the purposes of the Act, and to authorize the assigning to all or any of such new shares or stock (such preferences, priorities, or advantages, over or pari passu with all or any other classes or class of shares or stocks in the amalgamated Company, as may be agreed upon, or as may be provided for under the provisions of the Act) or to pre-empt to be a

And it is also proposed by the Act to alter, amend, extend, enlarge, and repeal, and if need be, consolidate all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is, to say, 18 and 19 Vic. cap. 50, 25 and 26 Vic. cap. 115, 27 and 28 Vic. cap. 48, and all other Acts relating to the Wycombe Valley Railway Company, 26 and 27 Vic. cap. 139, 27 and 28 Vic. cap. 48, 28 and 29 Vic. cap. 205, and all other Acts relating to the Ogmore Valley Railway Company.

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 18th day of November, 1865.
 Baxter, Esq., Clerks, 11, Abchurch Lane, London, E.C.
 and J. Howard, Esq., 11, Abchurch Lane, London, E.C.
 Solicitors for the Bill.
 J. Newell, Esq., 44, Parliament Street, Westminster, Parliamentary Agent.

INCORPORATION OF COMPANY FOR MAKING RAILWAY FROM WYCOMBE RAILWAY TO MARLOW, AND TO BRIDGE, POWERS OF GREAT WESTERN RAILWAY COMPANY.

NOTICE is hereby given that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill to incorporate a Company (herein referred to as the Company), and to enable them to make and maintain the railway or one of the railways, hereinafter mentioned, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say to

A railway commencing by a double junction with the Wycombe Railway, in the parish of Wooburn, in the county of Bucks, one of such junctions to be in the Marlow Road parish of the Wycombe Railway, and the other of such junctions to be at a point about twelve chains south-west of the said station, passing thence through or into the following parishes and places, or some of them, that is to say, Wooburn, Little Marlow, and Great Marlow, all in the said county of Bucks, and terminating in the said parish of Great Marlow at or near the north-west corner of a field

about one chain eastward of the entrance gate to Suffolk Lodge, station, in the parish of Great Marlow, in the county of Bucks.

A railway to commence by a junction with the said Wycombe Railway, in the said parish of Wooburn, at or near a point about ten chains south-east of the Loudwater station on the said Wycombe Railway, to pass thence through or into the following parishes and places, or some of them, that is to say, Wooburn, Loudwater, High Wycombe, otherwise Chipping Wycombe, Penn, Beaconsfield, Farnham Royal, Seer Green, Chalfont St. Giles, Chalfont St. Peter, Fulmer, Gerrard's Cross, Iver and Denham, in the county of Bucks, Beaconsfield, in the county of Hertford, and Hillingdon, Cowley and Uxbridge, in the county of Middlesex, and to terminate at Uxbridge, in the said parish of Hillingdon, by a junction with the Uxbridge branch of the Great Western Railway at or near a point thirty chains south of the terminus of the said branch.

And it is proposed by the said Bill to confer upon the Company the following, or some of the following, among other powers, to wit:

To deviate from the lines of railway to any extent within the limits of deviation shown upon the deposited plans, and to cross, divert, alter or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigation 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, to levy tolls, rates and charges in respect thereof, and to exercise other rights and privileges;

And it is also intended by the said Bill to authorize the Great Western Railway Company to contribute towards the cost of constructing the said intended railways and works out of their corporate funds, and if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized capitals, and to enable the said Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and the Bill will enable the Company on the one hand and the said Great Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock or machinery, and of engines 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 sign working, use, management, construction and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreements as aforesaid, and to confirm any agreement already made, or which may be made, for which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1863, but the said Companies Clauses Act, 1863, shall not apply to the said Bill.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1863, but the said Companies Clauses Act, 1863, shall not apply to the said Bill.

consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Wycombe Railway Company, viz:—9 and 10 Vic. cap. 236; 15 and 16 Vic. cap. 147; 20 and 21 Vic. cap. 158; 24 and 25 Vic. cap. 87; and 25 and 26 Vic. cap. 5; and also of the following, and of any other Acts relating to the Great Western Railway Company, viz:—5 and 6 Wm. 4, cap. 107; 26 and 27 Vic. caps. 113 and 198; and 27 and 28 Vic. cap. 306; and also of the several Acts relating to the Uxbridge and Rickmansworth Railway.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the lands, houses and other property in and through which they will be made, together with books of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property; 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 Bucks, at his office at Aylesbury; with the Clerk of the Peace for the county of Hertford, at his office at St. Albans; and with the Clerk of the Peace of the county of Middlesex, at his office at Clerkenwell; and on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended railways will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence.

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

Dated this 10th day of November, 1865.

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

In Parliament—Session 1866.

Metropolitan, Wimbledon, and, Richmond Railway.

(Railway from Kensington to Putney, Wimbledon, and Richmond: Use of Barnes and Putney Stations of London and South Western Railway; Power to agree with Metropolitan District Railway Company.)

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

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain the 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 commencing in the parish of St. Mary Abbott, Kensington, in Middlesex, by a junction with the authorized Metropolitan District Railway, where the same is shown by the plans deposited, with respect to "The Metropolitan District Railway Act, 1864," as intended to cross Warwick-road, being about 300 yards to

the north of the Richmond-road, passing through the parishes of Fulham, in the county of Middlesex, and Wandsworth and Putney, in the county of Surrey, and terminating in the said parish of Putney, at or near and on the westward of the point where Putney-hill and Princes-road join Kingston-road.

No. 2. A railway commencing in the parish of Putney, in the county of Surrey, on the south bank of the Thames, by a junction with Railway No. 1, at about 300 yards eastward of the south end of Putney-bridge, passing through the said parishes of Wandsworth and Putney, and terminating in the parish of Putney by a junction with the London and South Western Railway at or near the east end of the Putney station thereof.

No. 3. A railway commencing in the parish of Fulham, in the county of Middlesex, by a junction with Railway No. 1, at or near the spot where the same is intended to cross the road called North End, and about 200 yards northward of St. John's Church, Walham Green, passing through the several parishes, townships, and places following, and some of them, that is to say:—Fulham, in the county of Middlesex, Barnes, Putney, Mortlake, and Richmond, in the county of Surrey, and terminating in the said parish of Richmond, on the east side of Waterloo-place, and to the north of Princes-street.

No. 4. A railway commencing in the parish of Barnes, in the county of Surrey, by a junction with the last-described railway (No. 3) on Barnes Common, at about 35 yards from the south-east corner of the Putney cemetery, in the same parish, and terminating by a junction with the London and South Western Railway at or near the east end of the Barnes station thereof.

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

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

To enable the Company and the Metropolitan District Railway Company, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid:

To enable the Company, and all companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms

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 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 Officer, 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

COALS FOR STEAM VESSELS,

		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 treat with such persons as may be willing to contract for supplying all such quantities of

VEGETABLES,

as may be demanded for the use of Her Majesty's Ships and Vessels at the following places, from the 1st January, 1866, to the 31st March, 1869, both days included; viz.:

ENGLAND.

Bradwell
Lymington
Newhaven
Ryde
Swanage
Porquay

Separate tenders must be made for each port, and at a rate per 100 pounds, instead of at per cwt.;

and no attention will be paid to any offers not so made. Contractors in claiming payment for veg tables 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 twelve o'clock at noon, 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 carcase, should the Lords Commissioners of the Admiralty think proper to demand the beef to be delivered in the carcase, 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, Ramsgate, Weymouth, Yarmouth, Genoa, 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.

CONTRACT FOR COALS FOR SHANGHAI.

Contract Department, Admiralty,
Somerset House, November 21,
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 and delivering into Store on shore or on board Her Majesty's Steam Ships and Vessels at Shanghai,

4,000 TONS OF COALS,

One-half of the Coals to be shipped by the 31st December, 1865, and the remainder by the 31st March, 1866.

One-third of the quantity to be shipped within each of the above-mentioned periods to consist of North of England Coals, and two-thirds of South Wales Coals.

All the Coals to be fit for the service of Her Majesty's Steamships and Vessels.

A form of the tender and conditions of contract may be seen in the Lobby of the Storekeeper-General's Department, Admiralty, Somerset House.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an Agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words "Tender for Coals for Shanghai," 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 £25 per cent. on the value for the due performance of the contract.

CONTRACT FOR OXEN FOR SALT BEEF FOR HER MAJESTY'S NAVY.

Contract Department, Admiralty,
Somerset House, November 23,
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 14th December next, 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

OXEN FOR SALT BEEF,

as shall from time to time be demanded between the 1st January, and the 31st July, 1866, both days inclusive.

Two rates must be inserted in each tender for oxen that may be delivered between the 1st January and the 31st March next; viz.:-

One rate per 100 lbs. for oxen to be cured in the usual manner, and a second rate per 100 lbs. for oxen to be cured by the process known as "infiltration" before dressing; and two rates must also be inserted for oxen that may be delivered between the 1st April and the 31st July next, and to be cured according to the respective methods above stated.

Parties tendering can obtain any information that they may require regarding the process of curing known as "infiltration" before dressing, on application at the Royal Victoria Yard at Deptford.

The Lords Commissioners of the Admiralty reserve to themselves an unlimited power of selection in accepting the tenders.

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 Oxen for Salt Beef," 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 £500 for the due performance of the contract.

CONTRACT FOR COALS FOR HONG KONG.

Contract Department, Admiralty,
Somerset House, November 24,
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 and delivering into Store or on board Her Majesty's Steam Ships and Vessels at Hong Kong,

2,000 TONS OF SOUTH WALES COALS,
fit for the Service of Her Majesty's Steam Ships and Vessels.

A form of the tender and conditions of contract may be seen in the Lobby of the Storekeeper-General's Department, Admiralty, Somerset House.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Coals for Hong Kong," 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 £25 per cent. on the value for the due performance of the contract.

Royal Exchange Assurance Office.

Royal Exchange, London,
November 22, 1865.

THE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Tuesday, the 12th of December next, to Thursday, the 4th of January following; that the Annual General Court appointed by their Charter will be holden at their Office on the Royal Exchange, on Wednesday, the 20th of December, at twelve o'clock at noon; and that a Dividend will be considered of at the said Court.

Robert P. Steele, Secretary.

The East Clogau Gold Mining Company (Limited).

NOTICE is hereby given, that an Extraordinary General Meeting of the Shareholders of this Company will be held at the offices of the Company, on Wednesday, the 6th day of December, 1865, at two o'clock, p.m., precisely:—

"To confirm the following resolutions passed unanimously at the Extraordinary General Meeting of the Shareholders, held at the offices of the Company, on Wednesday, the 15th day of November, 1865, viz:—

"That the Company be wound up voluntarily.

"That Warine B. M. Lysley, John H. Hale, and U. P. Harris, Esqrs., be, and are hereby appointed the Liquidators to wind up the Company, and that their remuneration be fixed by the Directors."

By order,

U. P. Harris, Secretary.

NOTICE is hereby given, that a General Meeting of the Shareholders in the Sheffield Fire Office will be held at No. 15, George Street, Sheffield, on Friday, the 29th day of December next, at 11 o'clock in the forenoon, for the purpose of having laid before them the accounts of the Liquidators, under and in accordance with "The Company's Act, 1862."

Sheffield, 20th day of November, 1865.

Wm. Wake, Bernard Wake, Liquidators.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Manchester Queensland Cotton Company (Limited), held at the office of the Company, No. 3, Bank-street, in the city of Manchester, on the 17th day of October, 1865, the following resolutions were unanimously passed, and at a subsequent Extraordinary General Meeting of the said Company, held at the place aforesaid, on the 9th day of November, 1865, the said resolutions were unanimously confirmed:—

Resolved—"That this Company be dissolved and wound up voluntarily.

"That Mr. William Sale, of Manchester, Gentleman, be appointed Liquidator for the purpose of winding up the affairs of the Company and distributing the property thereof.

Dated the 22nd day of November, 1865.

W. McConnel, Chairman.

In the Matter of the London and Mediterranean Bank (Limited).

NOTICE is hereby given, that at an Extraordinary General Meeting of the Company, held at the Baltic Sale Room, South Sea House, Threadneedle-street, in the city of London, on Monday, the 6th day of November, 1865, it was resolved:—

"That the London and Mediterranean Bank (Limited), be wound up voluntarily,"

which resolution was duly confirmed at an Extraordinary General Meeting of the said Company, held at the Baltic Sale Room, South Sea House, Threadneedle-street, in the city of London, on Wednesday, the 22nd day of November, 1865.

Wm. James Matwell, Chairman at the Meetings of the 6th and 22nd November, 1865.

In the Matter of the Companies Act, 1862, and of The London and Burton Brewery Company (Limited).

A SPECIAL resolution having been passed for winding up the above Company voluntarily, and for transferring to, and vesting in, Caledon Du Pre Alexander, Esq., who has become the sole beneficial proprietor, the property and effects of the Company, after its debts and liabilities have been paid or provided for, notice is hereby given, that the creditors of, and all persons having claims against, the said Company, are required, on or before the 1st day of January next, to send in their names and addresses, and the particulars of their debts or claims, to me, the undersigned, at the offices of the said Company, situate at Ratcliffe, in the county of Middlesex, after which day I shall transfer and make over to the said Caledon Du Pre Alexander all the property and effects of the said Company which will remain after paying and satisfying the debts and claims of which I shall then have notice.

Dated this 23rd day of November, 1865.

C. G. Fountaine, Liquidator

NOTICE is hereby given, that the Partnership existing between Isaac Younghusband, John MacKenzie, and Robert King, of Melbourne, in the Colony of Victoria, and of London, in England, Warehousemen, prior to the 16th day of July, 1864, was on that day dissolved by mutual consent, the said Robert King retiring from the said business.—Dated this 17th day of July, 1864.

*I. Younghusband.
Jn. MacKenzie.
Rbt. King.*

NOTICE is hereby given, that the Partnership hitherto existing between Isaac Younghusband and John MacKenzie, Merchants, of Melbourne, in the Colony of Victoria, and of Basinghall-street, in the city of London, under the style or firm of Younghusband and Company, has been this day dissolved by mutual consent. All monies due to the late firm of Younghusband and Company, or payable by them, will be received or paid by the said Isaac Younghusband.—Dated this 1st day of April, 1865.

*I. Younghusband.
Jn. MacKenzie.*

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on by us the undersigned, Peter Marsland, William Roberts, and Henry Greenwood, all of Nelson, within the township of Great and Little Marsden, in the county of Lancaster, Engineers, Millwrights, and Iron and Brass Founders, carrying on business under the style or firm of Marsland, Roberts and Company, was this day dissolved by mutual consent; and all debts due and owing to or by the said firm will be received and paid by the said Peter Marsland, who will in future carry on the said business on his own account.—Dated the 15th day of November, 1865.

*Peter Marsland.
William Roberts.
Henry Greenwood.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Timothy Ambler and Amos Greenwood, as Wool, Waste, Rag, and Paper Dealers, at Morton, in the parish of Bingley, in the county of York, was, on the 1st day of April last, dissolved by mutual consent.—As witness our hands this 20th day of November, 1865.

*Timothy Ambler.
Amos Greenwood.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by John Nichols and William Heard, at Runcorn, in the county of Chester, under the firm of Nichols and Heard, in the trade or business of Contractors, was this day dissolved by mutual consent.—As witness our hands this 20th day of November, 1865.

*John Nichols.
William Heard.*

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, James Shelly and John Maunder, as Piano Forte Manufacturers, at Brill-yard, Somers Town, and No. 19, Horsesey New-road, in the county of Middlesex, is dissolved by agreement bearing even date herewith.—Dated this 10th day of November, 1865.

*James Shelly.
John Maunder.*

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on between us the undersigned, George Peter De Rhe Philippe and Edmund Herbert De Rhe Philippe, as Attornies and Solicitors, at No. 7, Gray's-inn-square, in the county of Middlesex, under the style or firm of Philippe and Son, was, on the 15th day of November instant, dissolved by mutual consent.—Dated this 21st day of November, 1865.

*G. P. De Rhe Philippe.
E. H. De Rhe Philippe.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Lambe, William Bingham, Richard Oliver, and John Atcherley, as Linen Drapers and Silk Mercers, carrying on business in Saint Ann's-square, in the city of Manchester, in the county of Lancaster, under the style or firm of John Satterfield and Co., and as Milliners and Dressmakers, carrying on business in Saint Ann's-square aforesaid, under the style or firm of Cowper and Co., was this day dissolved by mutual consent. All debts due to and owing by the late partnership will be received and paid by the said John Lambe, Richard Oliver, and John Atcherley, who will continue the respective businesses on their own account.—Dated this 22nd day of November, 1865.

*John Lambe.
W. Bingham.
R. Oliver.
John Atcherley.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John William Stoney and William Rodley, of No. 24, Basinghall-street, in the borough of Leeds, in the county of York, lately carrying on business there, in copartnership, as Boot and Shoe Manufacturers, under the style or firm of Stoney and Rodley, was, on the 17th day of November, 1865, dissolved by mutual consent.—Dated this 20th day of November, 1865.

*John William Stoney.
his
William X Rodley,
Mark.*

NOTICE is hereby given, that the Partnership (if any) between the undersigned, John Hiscox and Frederick Haigh, in the trade or business of Cloth Finishers, carried on at the Victoria Mill, Holbeck, in the parish of Leeds, in the county of York, was this day dissolved by mutual consent; and that the business will in future be carried on by the said John Hiscox on his own sole and separate account.—As witness our hands this 16th day of November, 1865.

*John Hiscox.
Fredk. Haigh.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business at Salford, in the county of Lancaster, under the firm of Gilbert, Sharp, and Company, was this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1865.

*George Gilbert.
Benjamin Sharp.
Joseph Garside.
Walker Stead.*

NOTICE is hereby given, that the Partnership existing between the undersigned, George Wyld and Edmund James Welch, as Fancy Drapers, carried on by us at No. 108, King's-road, Chelsea, in the county of Middlesex, was this day dissolved by mutual consent; and all debts due to and owing by the said George Wyld and Edmund James Welch will henceforth be received and paid by the said George Wyld.—Dated this 22nd day of November, 1865.

*George Wyld.
Edmund James Welch.*

22nd November, 1865.

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, Robert Arrowsmith, Henry Arrowsmith, and Thomas Arrowsmith, as Cotton Spinners and Manufacturers, under the firm of Robert and Henry Arrowsmith, at Astley, in the county of Lancaster, was dissolved by effluxion of time on the 1st day of July, 1865, since which time the business has been carried on, and is still carried on, under the same firm, by the said Henry Arrowsmith and Thomas Arrowsmith, in partnership with the undersigned Charles Henry Arrowsmith.

*Robert Arrowsmith.
Henry Arrowsmith.
Thomas Arrowsmith.
Charles Henry Arrowsmith.*

NOTICE is hereby given, that the Partnership existing between the undersigned, Charles Smith and William Bramé, in the trade or business of Wholesale Jewellers, carried on at No. 4, Bond-court, Walbrook, in the city of London, under the firm of Charles Smith and Bramé, was this day dissolved by mutual consent; and the said business will be carried on for the future by the said Charles Smith on his own sole and separate account, and the said Charles Smith will pay and receive all debts and dues owing from and to the said partnership on account thereof and in respect of the said trade.—Witness our hands this 23rd day of November, 1865.

*Charles Smith.
William Bramé.*

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Thomas Parker and Henry Taylor, carrying on business as Cotton Dealers, in Barton-lane, Old Hall-street, in Liverpool, in the county of Lancaster, under the style or firm of Parker and Taylor, is this day dissolved by mutual consent.—As witness our hands this 20th day of November, 1865.

*Thomas Parker.
Henry Taylor.*

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, Hull Terrell, John Matthews Chamberlain, and John Dyer Blake, in the profession of Attornies and Solicitors, heretofore carried on by them at No. 30, Basinghall-street, in the city of London, was, on the 29th day of September, 1865, dissolved, as to the said John Dyer Blake.—Dated this 17th day of October, 1865.

*Hull Terrell.
J. M. Chamberlain.
Jno. D. Blake.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Frederick Bennett and William Stanhope, carrying on business as Wholesale and Retail Saddlers, at No. 55, Regent-street, London, in the County of Westminster, was dissolved by mutual consent on the 25th day of September instant, and dated this 20th day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said William Stanhope, who will in future carry on the said business.—Dated this 20th day of November, 1865.

Frederick Bennett.
William Stanhope.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Stanhope and John Grover, carrying on business as Wholesale and Retail Saddlers, at No. 55, Regent-street, London, in the County of Westminster, was dissolved by mutual consent on the 25th day of September instant, and dated this 20th day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said William Stanhope, who will in future carry on the said business.—Dated this 20th day of November, 1865.

William Stanhope.
John Grover.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Stanhope and William Liversage, carrying on business as Wholesale and Retail Saddlers, at No. 55, Regent-street, London, in the County of Westminster, was dissolved by mutual consent on the 25th day of September instant, and dated this 20th day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said William Liversage, who will in future carry on the said business.—Dated this 20th day of November, 1865.

William Stanhope.
William Liversage.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Abraham Maude and George Wilson, Builders and Contractors, trading under the style or firm of Maude and Wilson, was by mutual consent, this day dissolved; and that all debts due to and owing by the said Abraham Maude and George Wilson, will be received and paid by the said Abraham Maude.—Dated this 20th day of November, 1865.

Abraham Maude.
George Wilson.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Sargent and Thomas Henry Ladd, both of the Borough of Finsbury, in the County of Cornwall, as Attorneys at Law and Solicitors, under the style or firm of Sargent and Ladd, has been dissolved by mutual consent, on the 21st day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said John Sargent.—Dated this 21st day of November, 1865.

John Sargent.
Thomas Henry Ladd.

NOTICE is hereby given, that the Copartnership heretofore subsisting between the undersigned, Thomas Steel and Thomas Kees Steel, both of the County of Gloucester, as Brewers and Dealers in Beer, Ale, and Porter, under the firm of Thomas Steel and Son, has been dissolved by mutual consent; and Mr. Thomas Kees Steel is empowered to discharge and settle all debts due to and by the said copartnership.—As witness our hands this 21st day of November, 1865.

Thomas Steel.
Thomas Kees Steel.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Murgatroyd, of Green-gates, in the Parish of Bradford, in the County of York, and James Rhodes, of Bradford aforesaid, heretofore carrying on trade as Wholesale and Retail Saddlers, under the style or firm of Murgatroyd and Rhodes, is this day dissolved by mutual consent. All debts due to and owing by the said firm will be respectively received and paid by the said Joseph Murgatroyd.—Witness the hands of the said parties this 20th day of November, 1865.

Joseph Murgatroyd.
James Rhodes.

NOTICE is hereby given, that the Partnership business heretofore subsisting between the undersigned, Frederick Bennett and William Stanhope, carrying on business as Wholesale and Retail Saddlers, at No. 55, Regent-street, London, in the County of Westminster, was dissolved by mutual consent on the 25th day of September instant, and dated this 20th day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said William Stanhope, who will in future carry on the said business.—Dated this 20th day of November, 1865.

Frederick Bennett.
William Stanhope.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Stanhope and John Grover, carrying on business as Wholesale and Retail Saddlers, at No. 55, Regent-street, London, in the County of Westminster, was dissolved by mutual consent on the 25th day of September instant, and dated this 20th day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said William Stanhope, who will in future carry on the said business.—Dated this 20th day of November, 1865.

William Stanhope.
John Grover.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Stanhope and William Liversage, carrying on business as Wholesale and Retail Saddlers, at No. 55, Regent-street, London, in the County of Westminster, was dissolved by mutual consent on the 25th day of September instant, and dated this 20th day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said William Liversage, who will in future carry on the said business.—Dated this 20th day of November, 1865.

William Stanhope.
William Liversage.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Frederick Herman Weyergang, of the Borough and County of Newcastle-upon-Tyne, James Merthant, and Joseph Henderson, of the same place, Gentlemen, in respect of a certain Saw Mill, at Mandal, in the Kingdom of Norway, has this day been dissolved by mutual consent; and that in future the business shall be carried on by the said Frederick Herman Weyergang alone.—Dated this 20th day of November, 1865.

Frederick Herman Weyergang.
James Merthant.
Joseph Henderson.

PURSUANT to a Decree, Order of the County Court of Middlesex, made in the case of Robert Sadler against Isaac Green, it was declared that the Partnership between the plaintiff and defendant do stand dissolved as from the 31st day of July last (1865). All creditors are hereby notified to come in and prove their claims at the County Court, at the County Court House, at the Strand, London, on Monday, the 21st day of December next, at ten o'clock in the forenoon, in my chambers, appointed for hearing and adjudicating upon the claims of the said Robert Sadler, of No. 14, Temple-lane, Birmingham, is the Solicitor for the plaintiff.—Dated this 22nd day of November, 1865.

J. N. GUEST, Registrar.

WILLIAM COBBE, Deceased.
Pursuant to the Statute, passed in 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 the creditors and all persons having any claims or demands against the estate of William Cobbe, late of Helsby, in the County of Chester, Farmer, deceased, who died on the 23rd day of May, 1865, and whose will was proved in Her Majesty's Court of Probate, at Chester, on the 31st day of October, 1865, by Harriett Cobbe, Edwin Cobbe, and James Lord, the executors therein named, are hereby re-

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Frederick Bennett and William Stanhope, carrying on business as Wholesale and Retail Saddlers, at No. 55, Regent-street, London, in the County of Westminster, was dissolved by mutual consent on the 25th day of September instant, and dated this 20th day of November, 1865. All debts due to and owing by the said firm will be received and paid by the said William Stanhope, who will in future carry on the said business.—Dated this 20th day of November, 1865.

Frederick Bennett.
William Stanhope.

quired to send the particulars in writing of such claims or demands to us the undersigned, Day and Sedgwick, Solicitors, of No. 19, Vicar-street, Runcorn, in the said county of Chester, on or before the 16th day of January next, at the expiration of which time the said executors will proceed to pay and distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the debts or claims of which they shall have had notice; and that the said executors will not afterwards be liable for such assets, or any part thereof, to any person or persons of whose claims they shall not then have received notice; and all persons indebted to the estate of the said William Cobbe, deceased, are hereby required to pay the amount of their respective debts to the said Day and Sedgwick without delay.—Dated this 20th day of November, 1865.

RUNCORN and WIDNES, Attorneys for the said Executors.

JOHN TENNANT, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Tennant, late of Kirkby Lonsdale, in the county of Westmorland, High Bailiff of the Kirkby Lonsdale County Court, who died on the 28th day of April, 1865, and whose will was proved on the 20th day of May, 1865, in the District Registry of the Court of Probate for the counties of Cumberland and Westmorland, at Carlisle, by William Tennant, of Lesmahagon, in the county of Lanark, Scotland, Stonemason, and Mary Dodd, of Kirkby Lonsdale aforesaid, Widow, the executor and executrix of the said will named, are hereby required to send in the particulars of their respective claims or demands to the said executor or executrix, to the office of Mr. R. F. Thompson, of Stramongate, Kendal, in the said county of Westmorland, their Solicitor, on or before the 1st day of January, 1866, after which time the said executor and executrix will proceed to distribute the assets of the said John Tennant amongst the parties entitled thereto, having regard only to the claims or demands of which they shall then have had notice; and that the said executor and executrix will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1865.

ROB. F. THOMPSON, No. 48, Stramongate, Kendal, the Solicitor to the Executors and Executrix.

JOHN MEREDITH, Esq.; and Mrs. ELIZA MEREDITH, Widow, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt, claim, or demand against or upon the estate of John Meredith, late of No. 11, Buckingham-vale, in the parish of Clifton, in the city and county of Bristol, Gentleman (who died on the 11th day of December, 1862, and whose will was proved by Eliza Meredith, Widow, his relict, since deceased, the sole executrix named in his said will, on the 20th day of January, 1863, in the District Registry of Bristol attached to Her Majesty's Court of Probate); or against or upon the estate of the said Eliza Meredith, late of No. 11, Buckingham-vale aforesaid (who died on the 18th day of August, 1865, and whose will was proved by Charles Lemon, of Hendon House, Hampton Park, Cotham, in the city and county of Bristol aforesaid, Esquire, Elliott Armstrong, of Pembroke-villas, Clifton aforesaid, Esquire, and Jane Herley, of No. 3, Richmond Park, Clifton aforesaid, Widow, the executors named in her said will, on the 15th day of September, 1865, in the District Registry attached to Her Majesty's Court of Probate at Bristol aforesaid), are hereby required to send in particulars of their respective debts or claims to us, the undersigned, Solicitors to the said executors of the said Eliza Meredith, on or before the 31st day of January next, at the expiration of which time the said executors will distribute the whole of the assets of the said John Meredith and Eliza Meredith respectively, having regard only to the claims of which they shall have then had notice.—Dated this 17th day of November, 1865.

O'DONOGHUE and RICKARDS, No. 1, St. Stephen-street, Bristol.

HENRY CHILD, Deceased.

Pursuant to the Statute 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 persons having any claims or demands against or upon the estate of Henry Child, late of the parish of Edgware, in the county of Middlesex, Farmer, deceased (who died on the 20th day

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of September, 1865, and whose will was proved by Mary Ann Child, of Edgware, in the county of Middlesex, in the Principal Registry of Her Majesty's Court of Probate, on the 27th day of October, 1865), are hereby required to send to the said Mary Ann Child, or to us, the undersigned, her Solicitors, on or before the 21st day of December, 1865, the particulars of their respective claims and demands; after that day the executrix will distribute the assets of the testator among the parties entitled thereto, or will otherwise deal therewith, having regard therein only to the claims of which she shall then have had notice; and the executrix will not be liable for the assets, or any part thereof, so distributed to any person of whose claim she shall not then have had notice.—Dated this 20th day of November, 1865.

STILEMAN and NEATE, No. 16, Southampton-street, Bloomsbury-square, Solicitors for the Executrix.

JAMES ASTLEY, 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, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of James Astley, late of The Grapes Inn, Church-gate, in Stockport, in the county of Chester, Innkeeper, who died on the 26th day of October, 1865, and whose will was duly proved in the District Registry at Chester of Her Majesty's Court of Probate, on the 4th day of November, 1865, are required to send in particulars of such claims or demands to us, the undersigned, Brooks, Marshall, and Brooks, the Solicitors to the executors of the said James Astley, deceased, on or before the 26th day of December next, after which day the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that the said executors will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 20th day of November, 1865.

BROOKS, MARSHALL, and BROOKS, Solicitors to the said Executors, No. 40, Brown-street, Manchester.

JOHN EVEREST, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt, claim, or demand upon or affecting the estate of John Everest, late of the Brewery, Wandsworth, in the county of Surrey, Gentleman (who died on the 20th day of September, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 19th day of July, 1865, by Frances Prentice, of West Hill, Wandsworth aforesaid, Spinster, Sarah Gurney, of No. 22, Oberstein-road, New Wandsworth, Widow, and William Henry Wells, of The Cedars, Putney, Surrey, Esquire, the executors thereof), are hereby required to send in the particulars of their debts, claims, or demands to us the undersigned, Solicitors to the said executors, on or before the 25th day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said John Everest, deceased, amongst the parties entitled thereto, having regard only to the debts, claims, or demands 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, claim, or demand, they shall not then have had notice.—Dated this 20th day of November, 1865.

GODWIN and PICKETT, No. 3, King's Bench-walk, Temple, London, E.C., Solicitors to the Executors.

THOMAS BLAKELEY, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt, claim, or demand against or upon the estate of Thomas Blakeley, late of the city of Canterbury, Grocer (who died on the 21st day of September, 1865, and whose will was proved in the District Registry of Her Majesty's Court of Probate, at Canterbury, on the 11th day of November, 1865, by Eleanor Blakeley, of the city of Canterbury aforesaid, Widow, and Walter Blakeley, late of Bowers Gifford, in the county of Essex, but now of Fobbing, in the same county, Farmer, the executors therein named), are hereby required to send in the particulars of their claims or demands to the said executors, at the office of their Solicitors, Messrs. Sankey, Son, and Flint, Castle-street, Canterbury, on or before the 21st day of February, next, at the

expiration of which time the said executors will proceed to distribute the assets of the said Thomas Blakeley 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; and all persons indebted to the estate of the said testator are hereby requested to pay the amount of their respective debts forthwith to Mr. George Daniell, at Mr. Sparkes Grocer, No. 39, High-street, Canterbury.—Dated this 18th day of November, 1865.

SANKEY, SON, and FLINT, Canterbury, Solicitors to the Executors.

(WILLIAM SQUIRE, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claim or demand against the estate of William Squire, late of Southelmham, Saint Cross, in Suffolk, Farmer (who died on the 10th day of June, 1864, and whose will was proved on the 20th day of October following, in the Ipswich District Registry of Her Majesty's Court of Probate, by Noah Squire, one of the executors therein named), are required to send particulars of their claims or demands to the undersigned, Solicitor to the said executor, on or before the 1st day of January, 1866, after which time the said executor will proceed to distribute the assets of the said testator, having regard only to the claims 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 claim or demand he shall not then have had notice.—Dated this 17th day of November, 1865.

W.M. REEDS FOX, Harleston, Norfolk, Solicitor to the said Executor.

The Honourable WINDHAM HENRY WYNDHAM QUIN, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt or claim against or upon the estate of the Honourable Windham Henry Wyndham Quin, late of Dunraven Castle, in the county of Glamorgan, who died on the 24th day of October last, and whose will was proved by the executors therein named in the Principal Registry of Her Majesty's Court of Probate on the 21st day of November, 1865, are hereby required to deliver the particulars of such debt or claim to the undersigned, on or before the 31st day of December next, at the expiration of which time the said executors will distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts or claims of which they shall then have had notice.—Dated the 22nd day of November, 1865.

FREER, CHOLMELEY, and FORSTER, No. 28, Lincoln's-inn-fields, Solicitors for the Executors.

FREDERICK LEYCESTER BARWELL, Esquire, Deceased.

NOTICE is hereby given, pursuant to the provisions of the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, "To further amend the Law of Property and to relieve Trustees," for all creditors and others having any claims or demands against the estate of Frederick Leicester Barwell, late of No. 18, West Hill-road, Brighton, in the county of Sussex, Esquire, who died on the 27th of October, 1865, and letters of administration to whose estate and effects were, on the 18th of November instant, granted out of the Principal Registry of Her Majesty's Court of Probate to his mother, Eden Sarah West Barwell, of No. 6, Devonshire-terrace, Kensington, Widow, to send in to the said administratrix, at our office, No. 13, Suffolk-street, Pall Mall East, London, S.W., the full particulars of such claims and demands by or before the 10th day of January next, as on or after that day the said administratrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims (if any) of which she shall then have had notice; and that she will not be liable for the assets so distributed, or any part thereof, to any person of whose claim she shall not then have had notice.—Dated this 21st day of November, 1865.

SAWARD and JAMES, Solicitors to the said Administratrix, No. 13, Suffolk-street, Pall Mall East, London, S.W.

MISS ELIZABETH BARNES, Deceased.

Pursuant to the Act 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 of, and all persons having any claims or demands upon or against the estate of Elizabeth Barnes, late of No. 31,

Penton-street, Pentonville, in the county of Middlesex, Spinster (who died on the 14th day of May, 1865, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 29th day of June, 1865, by John Gaskin and James Ford, the executors therein named), are hereby required to send in the particulars of their claims to me as undermentioned, on or before the 22nd day of January next, after which day the said executors will proceed to distribute the assets of the said Elizabeth Barnes, deceased, among the parties entitled thereto, having regard to the claims and demands only of which they shall then have had notice.—Dated this 22nd day of November, 1865.

EDWARD MOTE, No. 14, Warwick-court, Gray's-inn, W.C., Solicitor for the said Executors.

In the Matter of WILLIAM WITHALL JAMES,

Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt, claim, or demand against the estate of William Withall James, late of No. 37, Southernhay, in the county of the city of Exeter, Surgeon, who died on or about the 17th day of March, 1865, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate, at Exeter, on the 25th day of April, 1865, by Thomas Shapter and Thomas Julius Bremridge, the executors therein named, are hereby required to send in the particulars of such debt, claim, or demand to me the undersigned, Thomas Julius Bremridge, one of the said executors, on or before the 25th day of December, 1865, at the expiration of which time the said executors will pay over the estate and assets of the deceased to the parties entitled thereto under the said will, having regard to the claims and demands only of which they shall then have had notice.—Dated this 21st day of November, 1865.

BREMIDGE, Samplyde-street, Exeter, one of the above-named Executors.

JAMES HAMER, Deceased.

Pursuant to the provisions of an Act of Parliament passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of James Hamer, late of No. 7, Hampton-street, and formerly of Hamer's buildings, both in Salford, in the county of Lancashire, Labourer, deceased (who died on the 6th day of October, 1865, and whose will was proved on the 21st day of October, 1865, in the Manchester District Registry of Her Majesty's Court of Probate, by John Hamer, of No. 79 Hampton-street, Salford, and the son of the deceased, and Thomas Jackson, of No. 10, Park-place, Cross-lane, Salford, aforesaid, the executors therein named), are hereby required to send in the particulars of such claim to the undersigned, Messrs Briggs and Bailey of No. 25, Wood-street, Bolton, in the said county, Solicitors to the said executors, on or before Saturday, the 30th day of December next; and notice is also hereby given, that after Saturday, the 30th day of December next, the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice.—Dated the 9th day of November, 1865.

BRIGGS and BAILEY, No. 25, Wood-street, Bolton, Solicitors to the said Executors.

ANN SWANN, Widow, 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 all creditors and other persons having any claims or demands upon or against the estate of Ann Swann, late of Dorking, in the county of Surrey, Widow, deceased (who died on the 26th day of October, 1865, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 15th day of November, 1865, by John Rowe, of Dorking aforesaid, Printer, the executor therein named, are required to send in the particulars of their respective debts, claims, or demands to the said executor, at the office of Messrs Hart and Hart, in Dorking aforesaid, on or before the 28th day of December next.

HART and HART, Solicitors to the said John Rowe.

Re ELIZABETH WARD, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors, and persons having any claims or demands upon or against the estate of Elizabeth Ward, late of Duffield, in the county of Derby,

Spinster, deceased (who died on the 4th day of January, 1865, and whose will was proved in the District Registry of Her Majesty's Court of Probate at Derby, on the 17th day of March, 1865, by John Hudson, of Lillichurch, in the said county of Derby, Esquire), are hereby required to send in the particulars of their claims or demands to the undersigned, the Solicitor for the said executor, on or before the 18th day of December next. And notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executor shall then have notice; and that he 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 then have notice.—Dated this 16th day of November, 1865, at Derby, in the county of Derby, by J. M. COOKE, Solicitor for the Executors.

ERDMUND KIRBY, 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 claims or demands upon the estate of Edmund Kirby, late of Yardley Gobdon, in the parish of Potterspury, in the county of Northampton, Gentleman, who died on the 24th day of January, 1864, and whose will was proved in the District Registry at Northampton of Her Majesty's Court of Probate, on the 28th day of April, 1864, are hereby required to send the particulars of such claims or demands to John Clarke Robert, of Grafton Regis, in the said county of Northampton, Gentleman, or John Malsbury Kirby, of the town and county of Northampton aforesaid, Cleric (the acting executors of the deceased), at the office of John Malsbury Cooke, of Fowcester, in the said county of Northampton, Gentleman, on or before the 23rd day of January next, at the expiration of which time the executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and the said executors will not be liable for such assets, or any part thereof, so distributed to any person of whose debt or claim they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1865.

J. M. COOKE, Solicitor for the Executors.

The Rev. **FREDERICK ROBERT KITE, Deceased.**
Pursuant to the Statute 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 all creditors and other persons having any claims or demands against the estate of the Rev. Frederick Robert Kite, formerly of Wood Vale, Sydenham, in the county of Kent afterwards of St. John's Parsonage, Kenilworth, in the county of Warwick, and late of Arundel-square, Aslington, in the county of Middlesex, Clerk, deceased (who died on the 18th day of August, 1865, and whose will, with a codicil thereto, was proved on the 5th day of October, 1865, by Robert Brown, Esquire, and Archer Thomas Upton, Esquire, the executors named in the said will, and Ralph Brown, Esquire, the executor named in the said codicil), are hereby required to send in their claims to the said executors at the office of their Solicitors, Messrs. Upton, Johnson, and Upton, No. 20, Austin Friars, London, on or before the 25th day of January next, at the expiration of which time the said executors will apply the assets of the said testator in accordance with the provisions of the said will and codicil, 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 22nd day of November, 1865.

UPTON, JOHNSON, and UPTON, by JAMES RICHARD UPTON.

Re JOHN NIELD, Deceased.
Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, 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 claim or demand upon or against the estate of John Nield, late of Tattenhall, in the county of Chester, Farmer, deceased (who died on the 29th day of August, 1865, and whose will was proved in the District Registry at Chester of Her Majesty's Court of Probate on the 31st day of October, 1865, by Francis Rainsford, of No. 61, New Town-row, Birmingham, in the county of Warwick, Butcher, and Samuel Harris, of No. 232, New Town-row, Birmingham aforesaid, Button Burnisher, the executors therein named), are hereby required to send in the particulars of their claims or demands to me, the undersigned, Joseph Bridgman, Solicitor to the said executors, on or before the 26th day of February next, after which day the said executors will proceed to distribute the assets of the said testator among the per-

sons entitled thereto, having regard to the claims and demands only of which they shall have had written notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 21st day of November, 1865.

J. BRIDGMAN, Westminster-building, New-gate-street, Chester, Solicitor to the said Executors.

Mr. WILLIAM BANKS, Deceased.
Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty 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 or demands upon or against the estate of William Banks, late of the Plough Inn, Rochester-row, Westminster, Licensed Victualler, deceased (who died on the 17th day of October, 1865, at the Plough Inn aforesaid, intestate, and to whose personal estate and effects letters of administration were granted by the Principal Registry of Her Majesty's Court of Probate on the 13th day of November, 1865, to Charles Waters Banks, at No. 5, Cambridge-terrace, Mare-street, Hackney, in the county of Middlesex, Publisher, the brother of the said William Banks, deceased, by the half blood), are hereby required to send in particulars of their respective claims or demands, with the nature of the securities (if any) to us, the undersigned, Solicitors acting for the said administrator, on or before the 1st day of January next, after which time the said administrator will proceed to distribute the assets of the said intestate among the parties entitled thereto, having regard only to the claims of which the said administrator will then have had notice; and the said administrator will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 22nd day of November, 1865.

FURLEY, HALLETT and CREERY, Ashford, Kent, Solicitors to the Administrator.

JANE HEARN CASTLE, Deceased.
Pursuant to the Statute made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Jane Hearn Castle, formerly of North Shields, in the county of Northumberland, afterwards of Durham, in the county of Durham, and late of Dinsdale Park, in the same county, Widow, who died on the 8th day of April, 1865, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 30th day of May, 1865, by Shallett John Dale, the surviving executor therein named, are hereby required to send in the particulars of their claims to the said executor, at the office of Henry Syme Redpath, the Solicitor to the said executor, No. 3, Suffolk-lane, in the city of London, on or before the 1st day of January, 1866. And notice is hereby also given, that after the said 1st day of January, 1866, the executor will distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims of which he shall then have had notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not have had notice at the time of distribution of the said assets, or a part thereof, as the case may be.—Dated the 21st day of November, 1865.

H. SYME REDPATH, No. 3, Suffolk-lane, London, E.C.

JOHN BLEADEN, Deceased.
Pursuant to the Statute made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of John Bleaden, late of Eagle Cottage, Epsom in the county of Surrey, Gentleman, who died on the 16th day of August, 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 Anne Maria Bleaden, of Eagle Cottage, Epsom aforesaid; his Widow and relict, are hereby required to send in the particulars of their claims to the said administratrix, at the office of Henry Syme Redpath, the Solicitor of the said administratrix, No. 3, Suffolk-lane, in the city of London, on or before the 1st day of January, 1866. And notice is hereby also given, that after the said 1st day of January, 1866, the administratrix will distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims of which he shall then have had notice, and that

the said administratrix will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not have had notice at the time of distribution of the said assets, or a part thereof, as the case may be.—Dated the 21st day of November, 1865.

H. SYME REDPATH, No. 3, Suffolk-lane, London, E.C.

Re GEORGE SELVESTER, Deceased.

Pursuant to the Act 23 and 24 Vict., chap 35 (intituled "An Act to further amend the Law of Property and to relieve Trustees").

NOTICE is hereby given, that all creditors and other persons having claims or demands upon or against the estate of George Selvester, late of Sheffield, in the county of York, Coach Builder, deceased (who died on the 19th day of June, 1865, and whose will was proved at Wakefield on the 19th day of June, 1865, by Sarah Ann Hibbert, Spinster, the sole executrix therein named), are hereby required to send to the executrix, at the offices of the undersigned, her Solicitors, situate in Bank-street, in Sheffield aforesaid, on or before the 1st day of January, 1866, particulars of such claims and demands, at the expiration of which time the executrix will distribute the assets of the testator among the parties entitled thereto, having regard to the debts and claims only of which she shall then have notice, and the executrix will not be liable for the assets so distributed to any person of whose claim or demand she shall not have had notice at the time of such distribution. And all persons indebted to the estate of the said George Selvester are hereby required to pay the amount of their debts to the said executrix or to us the undersigned.

WIGHTMAN and SON, No. 5, Bank-street, Sheffield, Solicitors to the Executrix.

Mrs. JANE CAROLINE SKINNER, Deceased.

Pursuant to an Act of Parliament of the 23 and 24 Vict., 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 claim or demand against the estate of Jane Caroline Skinner, late of No. 13, Ormes-square, Bayswater, in the county of Middlesex, Widow (who died on the 4th day of November, 1865), and whose will was proved in the Principal Registry of Her Majesty's Court of Probate by Henry Harpur, of No. 17, Coburg-place, Upper Kennington-lane, in the county of Surrey, Esquire, are hereby required to send the particulars (in writing) of their debts, claims or demands to the said Henry Harpur, at the office of his Solicitors, Messrs. Drake and Son, of No. 38, Walbrook, in the city of London, on or before the 15th 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, or to deal with and dispose of the same for their benefit, having regard only to the debts, claims, and demands of which the said executor shall then have had notice.—Dated this 15th day of November, 1865.

DRAKE and SON, No. 38, Walbrook, Solicitors for the Executor.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the Trusts of the will and codicil of Thomas Gummer, deceased, whereby the following enquiries are directed, that is to say:

First. An enquiry what children Sophia Birt, the daughter of Thomas Gummer, the testator, in his will named had, and when they were respectively born; and whether they are all living; or if any of them are dead, when they respectively died, and who are now their respective legal personal representatives.

Second. An enquiry whether the said testator's sister, Jane McKone, in his said will called Jane McGowan, is living or dead, and if dead when she died, and who is now her legal personal representative.

Third. An enquiry what nephews and nieces the said testator had living at the death of his son, Thomas Gummer, deceased, and when they were respectively born, and whether any or which of them have since died, and whether any and which of such nieces are married, and to whom their shares now belong.

All persons claiming to be children of the said Sophia Birt, or to be the personal representatives of such, if any of such children as are dead.

The said Jane McKone, otherwise Jane McGowan, or if dead her legal personal representative.

And all persons claiming to be nephews and nieces of the said testator, or to be entitled to the shares of any of such nephews and nieces living at the death of the said testator's son, Thomas Gummer, deceased, and who have since died, are, by their solicitors, on or before the 11th day of January, 1866, to come in and prove their identities and claims at the Chambers of the Vice-Chancellor,

Sir William Page Wood, at 11, New-square, Lincoln's-inn-fields, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order.

Thursday, the 18th day of January, 1866, at twelve o'clock at noon, at the said Chambers, is appointed for hearing and adjudicating upon the claims.

The said testator, Thomas Gummer, was a Stock Broker, residing at Hoxton Old Town, in the county of Middlesex, and died in or about the month of December, 1829.

The said testator's son, Thomas Gummer, was a Licensed Victualler, residing at The Star, Goldington-street, Saint Pancras, and died on the 11th day of August, 1864, at No. 52, Clifton-road, East St. John's-wood, both in the county of Middlesex.

The said Sophia Birt was the wife of Joseph Birt, residing at No. 6, Wellose-square, in the county of Middlesex, and died on the 3rd day of October, 1861.

The said testator's sister, Jane McKone, otherwise Jane McGowan, is alleged to have been the wife of William McKone, residing at Little Suffolk-street, Haymarket, and Martin-street, Leicester-square, both in the county of Middlesex, and died on the 25th day of January, 1842.—Dated this 20th day of November, 1865.

PURSUANT to a Decree of the High Court of Chancery made in a cause Carroll against Harrison, the persons claiming to be next of kin to the Reverend Joseph Dixon, late of Beighton Villa, in the parish of Beighton, in the county of Derby, who died in or about the month of April, 1837, are, by their Solicitors, on or before the 26th day of May, 1866, to come in and prove their claims at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Friday, the 1st day of June, 1866, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 14th day of November, 1865.

PURSUANT to a Decree of the High Court of Chancery made in a cause Edmund Goffe against Edmund John Gore, the creditors of John Gore, late of Calcutta, in the East-Indies, a Captain in Her Majesty's 82nd Regiment, and formerly of the 7th Hussars, who died in or about the month of May, 1864, are, on or before the 4th day of April, 1866, to send by post, prepaid, to Messrs. Wilde, Rees, Humphry, and Wilde, of No. 21, College-hill, in the city of London, in England, the Solicitors of the plaintiff, who is the administrator of the said John Gore, 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, England, on Friday, the 4th day of May, 1866, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1865.

PURSUANT to an Order of the High Court of Chancery made in the matter of the estate of William Whaley, deceased, and in a cause Jonah Smith, plaintiff, against Henrietta Whaley, defendant, the creditors of William Whaley, late of John-street, Wandsworth, in the county of Surrey, Builder, deceased, who died in or about the month of June, 1865, are, on or before the 23rd day of December, 1865, to send by post, prepaid, to Messrs. Sole, Turners, and Hardwick, of No. 68, Aldermanbury, in the city of London, the Solicitors of Henrietta Whaley, the executrix of the will of the said William Whaley, 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 Sir Richard Torin Kindersley, at his chambers, situated No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Friday, the 12th day of January, 1866, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1865.

PURSUANT to an Order of the High Court of Chancery made in the matter of the estate of Samuel Saynor, Esq., deceased, and in a cause of Adamthwaite against Butler and others, the creditors of Samuel Saynor, late of No. 23, Sutherland-square, Walworth, in the county of Surrey, Esquire, who died in or about the month of May, 1863, are, on or before the 21st day of December, 1865, to send by post, prepaid, to Mr. James Crowdy, of No. 17, Serjeant's-inn, Fleet-street, London, E.C., the Solicitor of the executors, their Christian and surnames, addresses and descriptions, the full particulars of their

claims and statements 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, Sir John Sturges, at his chambers, O situated, No. 12, Old-square, Lincoln's-inn, Middlesex, on Wednesday, the 10th day of January, 1866, at twelve o'clock at noon, being the time appointed for adjudicating on the claims. Dated this 22nd day of November, 1865.

PURSUANT to a Decree of the High Court of Chancery, made in a cause, *Caroline Wybourn Skeel*, by her next friend, and others, against *George Skeel* and another, the creditors of *James Shipton*, late of Leamington, in the county of Warwick, Gentleman, who died in or about the month of February 1865, are on or before the 14th day of December, 1865, to send by post, prepaid, to Mr. Wm. Hann, of Leamington-street, Wolverhampton, Staffordshire, the Solicitor of *George Skeel* and *Samuel Samuel Lloyd*, the executors of the said *James Shipton*, their Christian names and 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 his chambers, No. 12, Old-square, Lincoln's-inn, in the County of Middlesex, on Monday, the 11th day of January, 1866, 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 *John Thomas*, deceased, and in a cause of *Martha Thomas*, an infant, by *David Thomas*, her brother and next friend, and the said *David Thomas*, against *John Dixon* and *Alfred Hadden*, the creditors of the above-named *John Thomas*, late of Oxford-street, in the town and county of Southampton, Widow, deceased, who died in or about the month of February 1864, are on or before the 15th day of December, 1865, to send by post, prepaid, to Mr. Hickman, of Southampton, the Solicitor of the said *John Dixon* and *Alfred Hadden*, the trustees and executors of the will of the said *John Thomas*, their Christian names and 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 Wood, at No. 12, New-square, Lincoln's-inn, Middlesex, on Monday, the 15th day of January, 1866, at twelve o'clock at noon, being the time appointed for adjudicating on the claims. Dated this 18th day of November, 1865.

NOTICE is hereby given that the Trustees, under a Deed of Assignment for the equal benefit of the creditors of *James Warburton*, of Isleworth, Midd. Mill, near Newchurch, Rosefield, in the county of Lancaster, Cotton Manufacturer, made on the 24th day of October, 1865, will, on the 22nd day of December next, at the office of the undersigned, at twelve o'clock at noon, precisely, declare a Dividend of the estate and effects of the said *James Warburton*, when and where the creditor who has not already paid shall not in the meantime have sent in particulars of their debts and to give notice in particulars of the same, or they will be excluded from the benefit of the said Dividend. Dated this 22nd day of November, 1865.

EDWIN STOREY, Solicitor to the Trustees, at No. 28, Fountain-street, Manchester, to give notice. **NOTICE** is hereby given, that by an indenture bearing date the 1st day of October, 1865, and made between *David John Browne Edwards*, late of Rhyd-y-gors, but then and now of Johnstown, both in the county of the borough of Carmarthen, Esq., (the first part), *William Morris*, then and now of the county of the borough of Carmarthen, Esq., M.P.; and *John Picton*, then and now of No. 80, Cadogan-place, in the county of Middlesex, Esq., of the second part, and the several persons, companies, and firms, being creditors of the said *David John Browne Edwards*, or entitled to prove some claims or demand against his estate, under an adjudication of bankruptcy against him, if made upon a petition for such adjudication and presented on the day of the date of the said indenture, of the third part, the said *David John Browne Edwards* conveyed all his estate and effects to the said *William Morris* and *John Picton*, absolutely, to be applied and administered for the benefit of the creditors of the said *David John Browne Edwards*, in the manner as if the said *David John Browne Edwards* had been at the date thereof duly adjudged bankrupt, and which said indenture was executed on the day of the date thereof by

the said *David John Browne Edwards*, in the presence of and attested by *George Thomas*, Attorney and Solicitor, and *John Picton*, and was executed by the said *William Morris* on the 1st day of November, 1865, in the presence of and attested by the said *George Thomas*, and was executed by the said *John Picton*, on the 2nd day of November, 1865, in the presence of and attested by *Oliver Richards*, of No. 16, Warwick-street, Regent-street, in the county of Middlesex, Solicitor and Attorney, and which said deed was on the 10th day of November, 1865, duly registered pursuant to the provisions of "The Bankruptcy Act, 1861," under sec. 194.

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, sec. 187, 192, 194, 196, and 198:—The said entry is in pursuance of an order of the Court of Bankruptcy, made on the 1st day of November, 1865, in the matter of the estate of *Albert Davis*, late of the Kings Arms Tavern, High-misch street, Hoxton, in the county of Middlesex, and now of the county of Surrey, out of the names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—

A short statement of the nature of the Deed—A Deed of Composition for payment by the debtor within twenty-eight days from the date thereof, of one shilling and sixpence in the pound to his several creditors, on the amount of their respective debts, and release by the creditors.
When made for Registration—20th November, 1865, at the Court of Bankruptcy, in the County of Middlesex.
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—

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, sec. 187, 192, 194, 196, and 198:—The said entry is in pursuance of an order of the Court of Bankruptcy, made on the 1st day of November, 1865, in the matter of the estate of *Robert Marrable*, Builder, Beestonham, in the county of Kent, Gentleman.
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—

A short statement of the nature of the Deed—A Deed of Composition for payment by the debtor, in and by annual quarterly payments of £250 to be divided proportionately among such creditors, until their whole of them be paid in full.
When made for Registration—21st November, 1865, at the Court of Bankruptcy, in the County of Kent.
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—

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, sec. 187, 192, 194, 196, and 198:—The said entry is in pursuance of an order of the Court of Bankruptcy, made on the 30th day of October, 1865, in the matter of the estate of *Robert Marrable*, Builder, Beestonham, in the county of Kent.
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—

When left for Registration—21st 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—14,976.
Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.
Date of Deed—17th November, 1865.
Date of execution by Debtor—20th November, 1865.

Name and description of the Debtor, as in the Deed—
Georgia Louisa Gnode, of No. 28, Norfolk-square, Brighton, in the county of Sussex, Widow.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
Francis Gnode of No. 24, Norfolk-square Brighton—Aforesaid Widow (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 to pay or tender to all her creditors five shillings in the pound, within seven days after registration of the deed, and a release from them to her.

When left for Registration—21st 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—14,980.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—2nd November, 1865.

Date of execution by Debtor—2nd November, 1865.

Name and description of the Debtor, as in the Deed—
Samuel Philip Giffin, of Great Ilford, in the parish of Barking, in the county of Essex, Grocer and Cheesemonger.

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 three shillings in the pound, in discharge of the debts due from the debtor to his creditors, payable on the 30th November, 1865, and a release to the debtor.

When left for Registration—21st 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—14,984.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—2nd November, 1865.

Date of execution by Debtor—2nd November, 1865.

Name and description of the Debtor, as in the Deed—
John Sanders, of Morice Town, Devonport, in the county of Devon, Builder, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
George Vosper, of Devonport aforesaid, Contractor, second part; and the creditors, third part.

A short statement of the nature of the Deed—Deed, whereby the debtor covenants to pay, and his creditors to accept, 2s. 6d. in the pound, in full, of their debts; and a release by creditors to debtor.

When left for Registration—21st 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—14,982.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—20th November, 1865.

Date of execution by Debtors—20th November, 1865.
Names and descriptions of the Debtors as in the Deed—
Josiah Jones the younger and William Quiggin, both of Sefton-street, Liverpool, in the county of Lancaster, Shipbuilders, trading together in copartnership under the style or firm of Jones, Quiggin, and Company.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
William Alexander, of Liverpool aforesaid, Accountant (trustee).

A short statement of the nature of the Deed—Conveyance by the debtors of all their estate and effects to the trustee, to be administered for the benefit of their creditors, as in bankruptcy.

When left for Registration—21st 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—14,983.
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—
Maurice Herschhorn, of No. 10, Grenham-street West, in the city of London, Importer of and Dealer in

Artificial Flowers, first part; and the creditors, second part; and the creditors, third part.
The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
Benjamin Vaudsaun of No. 17, Red-Cross-square, in the city of London, Manufacturer of Artificial Flowers (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 the sum of 2s. in the pound, by two equal instalments, payable at three and six months respectively after the registration of such deed; and a release by them to him.

When left for Registration—21st 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—14,984.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—26th October, 1865.

Date of execution by Debtor—26th October, 1865.

Name and description of the Debtor, as in the Deed—
Samuel Laverance, Salisbury, of Brexham, in the county of Devon, Grocer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—
William Armstrong, of Drake-street, Devon, Wholesale Grocer, and Edward Peters, of the city of Exeter, in the said county, Grocer.

A short statement of the nature of the Deed—Conveyance 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—21st 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—14,985.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—13th November, 1865.

Date of execution by Debtor—13th November, 1865.

Name and description of the Debtor, as in the Deed—
Henry Alexander Johnston, of Marden Ash, High Ongar, in the county of Essex, Licensed Malterer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—

Andrew Ling, of Chelmsford, in the county of Essex, Esquire (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assignment of all the debtor's estate (both real and personal, with a covenant to surrender his copyhold), for the benefit of all his creditors, except household furniture to the value of ten pounds, and the linen and wearing apparel of himself and family.

When left for Registration—21st 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—14,986. 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—Arthur Thomas Becks, of Richard-street, Dartmouth-street, Birmingham, in the county of Warwick, Sheet Iron Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; Henry Taylor, of Oldale House, near Dudley, in the county of Worcester, Commission Agent, and Charles Reliance, of Birmingham, Commission Agent (trustee), third part.

A short statement of the nature of the Deed—A Deed, whereby in consideration of 45, 21 in the pound, covenant to be paid by the debtor to the said trustees in trust for his creditors, 7s. 6d. per lb. on the 23rd November instant, 6d. on the 23rd February, 1866, and 6d. on the 23rd August, 1866; the release and discharge of the debtor therefrom.

When left for Registration—21st 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—14,987. Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition. Date of Deed—30th October, 1865. Date of execution by Debtor—17th November, 1865. Name and description of the Debtor, as in the Deed—George Hewitson, of Birmingham, in the county of Warwick, Rope, Twine, and Bed Sacking, Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Wilson, of Birmingham, in the county of Warwick, Ivory and Bone Turner (surety), second part, and the creditors, third part.

A short statement of the nature of the Deed—A Deed, for payment of 5s. in the pound upon the debts owing by the debtor, payable by two equal instalments, the first on demand thereof in writing, made on or after the 30th day of December next, and the other on demand thereof in writing, made on or after the 30th day of April next; the payment of which instalments are secured by the joint and several covenant of the said debtor and surety.

When left for Registration—22nd 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—14,988. Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance. Date of Deed—25th October, 1865. Date of execution by Debtor—25th October, 1865. Name and description of the Debtor, as in the Deed—John Chittenden, of the Royal Paper Mill, Tovil, in the borough of Maidstone, in the county of Kent, Inn-keeper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Alfred Spencer, of High-street, Maidstone, in the county of Kent, Wine and Spirit Merchant (trustee).

A short statement of the nature of the Deed—A Conveyance by the debtor of all his estate and effects to the trustee, to be administered, for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—22nd 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—14,989. 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—Alfred Henry Taylor, of No. 88, Albion-street, Cheltenham, in the county of Gloucester, Leather Seller and Currier, second part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors of the debtor, first part; Henry Taylor, of the High-street, Cheltenham, aforesaid, Boot Maker, and Thomas Fisher Willis, of Winchcomb-street, in Cheltenham, aforesaid, Butcher (guarantors), third part.

A short statement of the nature of the Deed—A Deed, whereby in consideration of a composition of 7s. in the pound, payable by two instalments of 3s. 6d. each, the first within one week after the complete registration of the deed, and the second within three calendar months from its date, the second instalment being secured by the covenant of the said Henry Taylor and Thomas Fisher Willis, the creditors release the debtor from their debts.

When left for Registration—22nd 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—14,990. Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Assignment. Date of Deed—1st November, 1865. Date of execution by Debtor—1st November, 1865.

Name and description of the Debtor, as in the Deed—William Water Bryden, of No. 80, Brunswick-road, in Liverpool, in the county of Lancaster, Wholesale Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry James Shoobred, of No. 24, High-street, in Manchester, in the said county of Lancaster, Wholesale Draper.

A short statement of the nature of the Deed—Assignment by the debtor of all his estate and effects to the trustee, absolutely, to be administered, for the benefit of his creditors, as in bankruptcy.

When left for Registration—22nd 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—14,991. 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—Frederic Manning, of No. 20, Cross, Worcester, in the county of Worcester, Jeweller and Silversmith.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Lowe Henry, of Hagton Garden, in the county of Middlesex, Jeweller, George Franche, of No. 5, Newcastle-place, Clerkenwell, in the county

aforsaid, Jeweller, and James Henry Sloane, of The Crescent, Wells-road, in the city of Bath, Jeweller (trustee), second part; and the creditors, third part. A short statement of the nature of the Deed—An Assignment of all the debtor's estate and effects, except the wearing apparel of himself and family, to the trustees, upon trust, for the equal benefit of all the creditors of the said debtor.

When left for Registration—22nd 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—14,992.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—11th November, 1865.

Date of execution by Debtor—11th November, 1865.

Name and description of the Debtor, as in the Deed—William Lewis Dale, of Davenham, in the county of Chester, Bookkeeper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Alfred Parks, of Wincham, in the said county, Bookkeeper (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustee, absolutely, to be administered, for the benefit of his creditors, as in bankruptcy; and a release to the debtor by his creditors.

When left for Registration—22nd 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—14,993.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—13th November, 1865.

Date of execution by Debtor—13th November, 1865.

Name and description of the Debtor, as in the Deed—James Perry, of Wolverhampton, in the county of Stafford, Licensed Retailer of Ale, Wine, and Tobacco.

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, by which the debtor covenants to pay his creditors five shillings in the pound on their debts, by two equal instalments, at three and six months from the registration of the deed.

When left for Registration—22nd 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—14,994.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Inspectorship.

Date of Deed—27th October, 1865.

Date of execution by Debtor—27th October, 1865.

Name and description of the Debtor, as in the Deed—Adolph Moritz Viener, of Blackpool and Southport, in the county of Lancaster, Jeweller (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Joseph, of Birmingham, in the county of Warwick, Jeweller, and John Thomas King, of Queen-street, Cheapside, in the city of London, Stationer (trustees), second part; Jane Viener, of Blackpool, in the county of Lancaster, Widow, of the third part; and the creditors of the said debtor, fourth part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to all his creditors a composition of thirteen shillings in the pound on and in respect of their several debts, by four equal instalments of three shillings and threepence in the pound, the first of such instalments payable at the expiration of twenty-eight days from the date of registration of the deed, the second, third, and fourth of such instalments at the expiration of eight, sixteen, and twenty-four calendar months from such last-mentioned date respectively, with power to the debtor to carry on his business under the inspection and supervision of the trustees; and a release by the creditors to the said debtor; and by the said deed the said Jane Viener postponed the payment of the instalment upon her own debt, until the instalments payable to the other creditors had been duly satisfied.

When left for Registration—22nd 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—14,995.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—17th November, 1865.

Date of execution by Debtor—17th November, 1865.

Name and description of the Debtor, as in the Deed—John Roy, of No. 3, Grove-cottages, Saint James-street, Old Kent-road, Surrey, Bricklayer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Marshall, of No. 8, Cornwall-road, Peckham, Surrey, Gentleman (trustee), second part; and all creditors, third part.

A short statement of the nature of the Deed—A Deed, by which the debtor covenants to pay to his creditors four shillings in the pound on their debts, at the expiration of two months from the date of registration.

When left for Registration—22nd 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—14,996.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—25th October, 1865.

Date of execution by Debtor—25th October, 1865.

Name and description of the Debtor, as in the Deed—William Farnhead, of Gorton, near Manchester, in the county of Lancaster, Builder (first part).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Prest, of Bedford Leigh, in the said county of Lancaster, and Thomas Mitchell, of Richmond-street, Greenheys, Manchester, aforesaid, Joiner and Builder (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustees, for the benefit of the debtor's creditors, as in bankruptcy; and a release by the creditors to the debtor.

When left for Registration—22nd 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—14,998.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—1st November, 1865.

Date of execution by Debtor—1st November, 1865.

Name and description of the Debtor, as in the Deed—Elizabeth Battell, of Derby, in the county of Derby, Widow, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Frank Earp, of Derby aforesaid, Sharebroker, and Williams Williamson, of the same place, Butcher (trustees), of the second part; and the creditors, of the third part.

A short statement of the nature of the Deed—An Assignment by the debtor of her life estate under her late husband's will in all the real and personal estate given thereby, in trust, for her, to the

trustees for the term of ninety-nine years, if she should so long live, upon trust to receive the annual produce, and thereout to pay the costs incidental to the deed, and of an insurance by the debtor to be effected (if required by the trustee) on their life in the Prudential Life Office for 2500 for seven years, and the premiums and duty thereon, and then to pay 25 quarterly to the debtor, and subject thereto to pay the balance proportionally amongst the creditors with a provision making the life policy applicable to the payment of the balance due to the creditors, in case the debtor should die before payment of her debt is fulfilled.

When left for Registration—22nd 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—14,999.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—26th October, 1865.

Date of execution by Debtor—26th October, 1865.

Name and description of the Debtor, as in the Deed—Edwin Herbert Gordon, of Bank Wharf, within the liberties of the Castle, of Nottingham, in the county of Nottingham, and of the town of Nottingham.

Name and description of the Trustees or other parties to the Deed, not including the Creditors—William Nixon, of Wellington-street, in the parish of Lepton, in the county of Nottingham, Lace Manufacturer; and William Scott, of the town of Nottingham, Draper (trustees).

A short statement of the nature of the Deed—A Conveyance by the debtor of all his estate and effects to the trustees, to be administered, for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—23rd 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—15,000.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—26th October, 1865.

Date of execution by Debtor—26th October, 1865.

Name and description of the Debtor, as in the Deed—Samuel Palethorpe, of the town of Nottingham, and of Sherwood, in the county of Nottingham; Druggist (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William White Stork, of Kingston-upon-Hull, Merchant, and William Whitehead, of the town of Nottingham, Auctioneer (trustees).

A short statement of the nature of the Deed—A Conveyance by the debtor of all his estate and effects to the trustees, to be administered, for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—23rd 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—15,001.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—27th October, 1865.

Date of execution by Debtor—27th October, 1865.

Name and description of the Debtor, as in the Deed—James Brown, late of Heaton Mosey, but now of Bolton-le-Moors, both in the county of Lancaster, Tailor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Aldwell Charles Taylor, of Stockport, in the county of Chester, Public Accountant (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 his trustee, upon trust, a ter sale thereof to distribute the same amongst his creditors.

When left for Registration—23rd 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—15,002.

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—George Edward Baker, late of No. 46, Westgate-street, in the town and county of Newcastle-upon-Tyne, Hotelkeeper, but now of No. 4, Little Britain, in the city of London, of no occupation, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Randall, of No. 42, Notting Hill-square, in the county of Middlesex, Gentleman (trustee), second part; and all creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants with the trustee, that he will pay his creditors four shillings in the pound on their debts, on the 29th day of November, 1865; and the creditors covenant to accept same and release the debtor therefrom.

When left for Registration—23rd 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—15,003.

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—George Edward Baker, late of No. 46, Westgate-street, in the town and county of Newcastle-upon-Tyne, Hotelkeeper, but now of No. 4, Little Britain, in the city of London, of no occupation, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Randall, of No. 42, Notting Hill-square, in the county of Middlesex, Gentleman (trustee), second part; and all creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants with the trustee, that he will pay his creditors four shillings in the pound on their debts, on the 29th day of November, 1865; and the creditors covenant to accept same and release the debtor therefrom.

When left for Registration—23rd 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:—

the registration of the said deed; and a release from them to him.

When left for Registration—23rd 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—15,004.

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—Sarah Green, of High-street, West Bromwich, in the county of Stafford, Jeweller and Dealer in Fancy Goods (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Mary Green, of the same place, Spinster (surety), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, by which the creditors agree to accept 10s. in the pound on their debts to be secured by the debtor and several promissory notes of the debtor and surety bearing even date with the deed, and payable in three equal instalments, at three, six, and nine calendar months respectively, and, on payment of the notes, release by the creditors.

When left for Registration—23rd 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—15,005.

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—George Edward Baker, late of No. 46, Westgate-street, in the town and county of Newcastle-upon-Tyne, Hotelkeeper, but now of No. 4, Little Britain, in the city of London, of no occupation, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Randall, of No. 42, Notting Hill-square, in the county of Middlesex, Gentleman (trustee), second part; and all creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants with the trustee, that he will pay his creditors four shillings in the pound on their debts, on the 29th day of November, 1865; and the creditors covenant to accept same and release the debtor therefrom.

When left for Registration—23rd 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—15,006.

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—James Brown, late of Heaton Mosey, but now of Bolton-le-Moors, both in the county of Lancaster, Tailor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Aldwell Charles Taylor, of Stockport, in the county of Chester, Public Accountant (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 his trustee, upon trust, a ter sale thereof to distribute the same amongst his creditors.

When left for Registration—23rd 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—15,007.

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—James Brown, late of Heaton Mosey, but now of Bolton-le-Moors, both in the county of Lancaster, Tailor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Aldwell Charles Taylor, of Stockport, in the county of Chester, Public Accountant (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 his trustee, upon trust, a ter sale thereof to distribute the same amongst his creditors.

When left for Registration—23rd 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—15,008.

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—James Brown, late of Heaton Mosey, but now of Bolton-le-Moors, both in the county of Lancaster, Tailor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Aldwell Charles Taylor, of Stockport, in the county of Chester, Public Accountant (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 his trustee, upon trust, a ter sale thereof to distribute the same amongst his creditors.

When left for Registration—23rd 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—15,009.

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—James Brown, late of Heaton Mosey, but now of Bolton-le-Moors, both in the county of Lancaster, Tailor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Aldwell Charles Taylor, of Stockport, in the county of Chester, Public Accountant (trustee), second part; and the creditors, third part.

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—15,005.
 Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.
 Date of Deed—30th October, 1865.
 Date of execution by Debtor—30th October, 1865.
 Name and description of the Debtor, as in the Deed—James Wilson, of No. 1, Wapping, Liverpool, in the county of Lancaster, Ship Chandler, trading under the style of James Wilson and Co.
 The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Archibald Black Gullan, of Liverpool aforesaid, Commission Merchant, and Robert Stanley Bleas, of Liverpool aforesaid, Accountant.
 A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustees, to be administered for benefit of his creditors, as in bankruptcy.

When left for Registration—23rd 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—15,006.
 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—Caleb Carder, of Wordsley, near Stourbridge, in the county of Stafford, Draper.
 The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Alfred Simpson, of Birmingham, in the county of Warwick, Agent (trustee), second part, and the creditors, third part.

A short statement of the nature of the Deed—Assignment by debtor to trustee of the whole of his real and personal estate, upon certain trust, to realize the same, and after payment of all proper costs and charges to divide the proceeds thereof equally amongst the creditors of the said debtor.
 When left for Registration—23rd 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—15,007.
 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 Evans, of Holywell, in the county of Flint, Blacksmith.
 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, by which the debtor covenants to pay to his creditors 5s. in the pound on their debts, on or before the 1st day of December, 1865.
 When left for Registration—23rd 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—15,008.
 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—Evan Roberts, of Wrexham, in the county of Denbigh, Grocer.
 The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay to his creditors a composition of 6s. 8d. in the pound upon the amount and in full of their debts, by two equal instalments, in three and six months from 23rd October, 1865, secured by bills of exchange, drawn by the debtor upon and accepted by Robert Parry, of Epsom, in the county of Surrey aforesaid, and endorsed by the debtor to his creditors.

When left for Registration—23rd 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—15,009.
 Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.
 Date of Deed—4th day of November, 1865.
 Date of execution by Debtor—4th day of November, 1865.
 Name and description of the Debtor, as in the Deed—Duncan Fletcher, late of Givais Grove, Leatherhead, in the county of Surrey, and No. 12, Hyde Park Square, in the county of Middlesex, but now of No. 77, Cambridge Terrace, in the same county, Esquire.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Henderson, of North Mincing Lane, in the city of London, Merchant, Charles James Durant, of No. 11, Oldbath Court, in the said city, Silk Broker, and John Hleugh, of Manchester, Merchant (trustees), second part, and the creditors, third part, of the Deed.

A short statement of the nature of the Deed—Conveyance and assignment of all the real and personal estate and effects of the debtor to the trustees, upon trust, for the benefit of his creditors, and the creditors release the debtor from their debts.
 When left for Registration—23rd 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—15,010.
 Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.
 Date of Deed—21st November, 1865.
 Date of execution by Debtor—21st November, 1865.
 Name and description of the Debtor, as in the Deed—Thomas Shenat, of No. 5, Carlisle Terrace, Fairfield Road, Bow, in the county of Middlesex, Flour Factor.
 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 on the amount to each of their several and respective debts, due by the debtor to his creditors, payable by four equal instalments, on the 1st of March, 1st of June, 1st of September, and 1st of December, 1866, and a release by the creditors to the debtor.
 When left for Registration—23rd 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—15,011.
 Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.
 Date of Deed—27th October, 1865.
 Date of execution by Debtors—27th October, 1865.
 Name and description of the Debtor, as in the Deed—John Booth of Church, in the county of Lancaster, Ironfounder, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edward Duckworth, of Rishton, in the said county, Canal Ranger, Lang Bridge, of New Acington, in the said county, Ironmonger; and William Walton, of Burnley, in the said county, Ironmonger: (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assignment of all the estate and effects of the debtor to the trustees, to be administered for the benefit of his creditors as in bankruptcy, and a release from them to him.

When left for Registration—23rd 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—15,018.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—21st November, 1865.

Date of execution by Debtor—23rd November, 1865.

Name and description of the Debtor, as in the Deed—Henry Fyfe, of No. 2, Duff-street, East India-road, Poplar, in the county of Middlesex, Outfitter.

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 for the payment to his creditors of two shillings in the pound on their debts, payable by two equal instalments on or within one month from the execution of the deed, and on or within three months from the execution thereof.

When left for Registration—24th 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—15,014.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—30th October, 1865.

Date of execution by Debtor—30th October, 1865.

Name and description of the Debtor, as in the Deed—Robert Jamison, of No. 31, New Bond-street, in the county of Middlesex, Bailor (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Thomas Powell, of No. 13, Newgate-street, in the city of London, Woollen Draper (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustee, to be administered for the benefit of his creditors as in bankruptcy.

When left for Registration—23rd 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—15,014.

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—Allen Mondford, of High-street, in the city of Worcester, Bailor and Draper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Francis Spooner, of the same city, Gentleman, and Joseph Smith Hanson, of the same city, Woollen Draper (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 by them to him.

When left for Registration—24th 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—15,015.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—30th October, 1865.

Date of execution by Debtor—30th October, 1865.

Name and description of the Debtor, as in the Deed—James Kempster, of Wellington, in the county of Salop, Merchant and Draper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Kempster, of Whitchurch, in the county of Salop, Gentleman; and Edward Jackson, of the city of Manchester, Merchant (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 real and personal estate, in trust for his creditors, the money realized

thereunder, to be applied for their benefit, as in bankruptcy.

When left for Registration—24th 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—15,019.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—21st November, 1865.

Date of execution by Debtor—23rd November, 1865.

Name and description of the Debtor, as in the Deed—Henry Fyfe, of No. 2, Duff-street, East India-road, Poplar, in the county of Middlesex, Outfitter.

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 for the payment to his creditors of two shillings in the pound on their debts, payable by two equal instalments on or within one month from the execution of the deed, and on or within three months from the execution thereof.

When left for Registration—24th 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—15,019.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—28th October, 1865.

Date of execution by Debtors—28th October, 1865.

Names and descriptions of the Debtors, as in the Deed—Ely Smith Stott and William Stott, both of Greatland, in the parish of Halifax, in the county of York, Manufacturers and Copartners in Trade (first part).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; and Joseph Rhodes, of Greatland aforesaid, Wool and Waste Dealer, John Armitage, of Dewsbury, in the said county of York, Shoddy Merchant, and William Walton, of Halifax, in the said county of York, Woolstapler (trustees), third part.

A short statement of the nature of the Deed—An Assignment by the debtors of all their personal estate, to the trustees, to be void on payment by the debtors to their creditors of a composition of 15s. in the pound, by two instalments of 4s. in the pound on 1st March, 1866, and the 1st November, 1866; and three shillings in the pound on the 1st May, 1867; and release by the creditors to the debtors if the instalments should be so paid.

When left for Registration—24th 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—15,020.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—4th November, 1865.

Date of execution by Debtor—4th November, 1865.

Name and description of the Debtor, as in the Deed—Charles Gratto Kelvey, of Ipswich-road, and No. 6, Eldon-terrace, both in the townships of Tranmere, in the county of Chester, Watch and Chronometer Maker.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Higgs Orchard, of Kensington-view, Chester-road, in the township of Tranmere, in the county of Chester, Gentleman (trustee).

A short statement of the nature of the Deed—An Assignment by debtor of all his estate and effects to the trustee, to be administered for the benefit of the creditors, as in bankruptcy.

THE SEAL OF THE COURT.

When left for Registration—24th 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—15,021.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—2nd November, 1865.

Date of execution by Debtor—2nd November, 1865.

Name and description of the Debtor, as in the Deed—Daniel Matthews, of New Hill, in the parish of Wath-upon-Dearne, in the county of York, Earthenware Manufacturer, trading under the style of firm of Joseph Twigg and Company, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Harry Staniland Binney, of Wath-upon-Dearne aforesaid, Gentleman, second part (trustee); and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the creditors release the debtor, in consideration of the payment to them of a composition of 5s. 6d. in the pound on the amount of their respective debts, payable as follows:—2s. in the pound within six months, 2s. in the pound within twelve months, and 1s. 6d. in the pound within 18 months from the date of deed, each instalment to be secured by the joint and several promissory notes of the debtor and trustee.

When left for Registration—24th 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—15,022.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—20th November, 1865.

Date of execution by Debtor—20th November, 1865.

Name and description of the Debtor, as in the Deed—John Page, of Bideford, in the county of Devon, Wheelwright, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors second part, and Charles Sweet Willshire, of Barnstaple, in the county of Devon, Ironfounder, and John Williams, of Bideford aforesaid, Ironmonger (trustees), third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to the trustees, a composition of five shillings in the pound on all debts, then due from him or before the 25th day of November, 1865; and release to the debtor.

When left for Registration—24th 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—15,023.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—28th October, 1865.

Date of execution by Debtors—28th October, 1865.

Name and description of the Debtor, as in the Deed—Timothy Swarbeck, of Blackpool, in the county of Lancaster, Boot and Shoe Maker.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Satterthwaite, of Preston, in the said county, Leather Merchant, George Frederick Wynne, of Chester, in the county of Chester, Shoe Manufacturer, and Walter Bibby, of Preston aforesaid, Leather Merchant (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustees to be administered for the benefit of the debtors creditors, as in bankruptcy.

When left for Registration—24th 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—15,024.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—13th November, 1865.

Date of execution by Debtor—13th November, 1865.

Name and description of the Debtor, as in the Deed—William Armstrong, of Lofthouse Gate, in the county of York, Shopkeeper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Swales, of Leeds, in the county aforesaid, Corn Miller (trustees).

A short statement of the nature of the Deed—Assignment of the debtor's estate and effects to the trustee, to be administered, for the benefit of his creditors, as in bankruptcy.

When left for Registration—24th 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—15,025.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—1st November, 1865.

Date of execution by Debtor—1st November, 1865.

Name and description of the Debtor, as in the Deed—Thomas Manship, of Rollesby, in the county of Norfolk, Farmer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Samuel Walters Spelman, of Great Yarmouth, in the county of Norfolk, Auctioneer and Robert Kidman, of Rpps-cum-Bastwick, in the same county, Farmer.

A short statement of the nature of the Deed—Assignment of all the estate and effects of the debtor to the trustees, to be administered for the benefit of his creditors, as in bankruptcy; and release by the creditors.

When left for Registration—24th 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—15,026.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—23rd November, 1865.

Date of execution by Debtor—23rd November, 1865.

Name and description of the Debtor, as in the Deed—Thomas Gapes, of No. 30, Trafalgar-square, Stepney, in the county of Middlesex.

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 two shillings in the pound on their debts within twelve months after date of registration of deed; and on payment, release to debtor.

When left for Registration—24th 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—15,027.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—30th October, 1865.

Date of execution by Debtor—30th October, 1865.

Name and description of the Debtor, as in the Deed—James Farthing, of Market-street, Harwich, in the county of Essex, Cabinet Maker and Tobacconist.

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, by which debtor, covenants to pay to his creditors 7s. 6d. in the pound on the amount of their respective debts, in full; and creditors release debtor from all further liability in consideration of such payment.
When left for Registration—24th 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—15,028.
Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.
Date of Deed—1st November, 1865.
Date of execution by Debtor—1st November, 1865.
Name and description of the Debtor, as in the Deed—Daniel Magee, of Wylve, in the county of Wilts, Inn-keeper and Coal Merchant.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Andrew Ingram, of Wylve aforesaid, Gentleman, and Alexander Gordon, of Frome, in the county of Somerset, Wine Merchant (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustees, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.
When left for Registration—24th 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. 14923, the name of one of the debtors, Charles Heptonstall, has been inadvertently advertised Charles Heptonstall.

ERRATUM.—In the notice inserted at page 5657 of the London Gazette of 21st November, 1865, the name of the debtor should have been advertised as Bedwell, and not Bedwith.

ERRATUM.—In the London Gazette of Tuesday, the 21st day of November, 1865, page 5659, in the advertisement of Trust Deed No. 14955, the description of the debtor should be Charles Vosse, of North-street, Leeds, in the county of York, Sewing Machine Maker, and not North-street, in the county of York, as advertised.

Particulars of Freehold Mill, Engine House, Dwelling House, Barn, Stables, Outbuildings, and Land, situate at Little Gomersal, in the parish of Birstal, in the county of York.

TO be sold by public auction, by Mr. Benjamin Thornton, at the White Horse Inn, at Gomersal Hill Top, in Gomersal, in the county of York, on Wednesday, the 29th day of November, 1865, at six o'clock in the evening, in the following or such other lots as may be determined upon at the time of Sale, and subject to such conditions, as will be then and there produced.

The whole of the following property is freehold, adjoining to good roads, and at a convenient distance from the Heckmondwike, Cleckheaton, and Birstal Railway Stations. The buildings are in good repair, and abundantly supplied with town and other water for all manufacturing purposes. The Steam Engines, Shafting, and other Machinery, Fixtures, and things attached to the freehold, and which are to be sold therewith, are in first rate working order and condition, and have recently been worked by Messrs. George and James Blackburn, bankrupts, for the manufacture of cloth. Lot 1 offers an eligible opportunity for a safe and permanent investment of capital, and for carrying on an extensive manufacturing business. The building lots are advantageously situate in a populous and improving locality, where dwelling-houses are much in demand; and are adapted for residential or business purposes.

Lots 2 to 6 inclusive will be sold subject to a reservation of the Coal, by a lease to expire on or about the 16th July, 1896.

Lots 7 to 12 inclusive, will be sold subject to a reservation of the Middleton or Easden bed of Coal, by a lease to expire on or about the 2nd of November, 1892.

To view, application may be made upon the premises. Plans and Particulars may be obtained, and a list of fixtures seen, at the office of the Auctioneer, Huddersfield;

Mr. Josh. Dyson Butler, Surveyor, Cleckheaton; Messrs. Tennant and Rayner, Solicitors, Dewsbury; Messrs. Bond and Barwick, Solicitors, Leeds.

Particulars.

Lot 1.—All that freehold mill, situate at Little Gomersal aforesaid, with the Engine-house, Boiler-house, Weaving-shops, Warehouses, and other erections; three Steam Engines, Boiler, Shafting, three pairs of Mules, Scouring Machine, Tentering Machine, two Hydraulic Presses, and all other fixtures and fixed machinery now in and belonging to the same, as per list to be produced at the time of sale; and also all that Messuage, Dwelling-house, or Tenement, with the Garden adjoining; and also all those two closes or parcels of land called the Laith Croft and the Tenter Croft, contiguous to the above premises, with the two Reservoirs therein, and containing, with the sites of the said Buildings and Reservoirs, 3A, 2R, 21R. or thereabouts, and lately occupied by Messrs. George and James Blackburn, bankrupts.

Lot 2.—All that plot of Building land, being part of a close of land called the Lane End Close, situate on the east side of, and adjoining to lot 1, and containing 792 square yards.

Lot 3.—All that other plot of Building land, part of the last-mentioned close, lying on the east side of, and adjoining to lot 2, and containing 555 yards.

Lot 4.—All that other plot of Building land, lying on the east side of and adjoining to lot 3, and containing 624 square yards.

Lot 5.—All that other plot of Building land, situate on the west side of and adjoining the highway from Little-town, and containing 515 square yards.

Lot 6.—All that other plot of Building land, lying on the west side of and adjoining to lot 5, and containing 512 square yards.

Lot 7.—All that plot of Building land, situate on the east side of and adjoining to the Holme-land End and Heckmondwike Turnpike-road, at Little Gomersal aforesaid, and containing 2203 square yards.

Lot 8.—All that other plot of Building land, lying on the east side of and adjoining to lot 7, and containing 2326 square yards.

Lot 9.—All that other plot of Building land, lying on the east side of and adjoining to lot 8, and containing 1372 square yards.

Lot 10.—All that other plot of Building land situate on the east side of and adjoining to the said Turnpike-road at Little Gomersal aforesaid, and containing 3040 square yards.

Lot 11.—All that plot of Building land, lying on the east side of and adjoining to lot 10, and containing 2561 square yards.

Lot 12.—All that other plot of Building land, lying on the east side of and adjoining to lot 11, and containing 2672 square yards.

In the Matter of James Crosher, of Hockley, in the town of Nottingham, Grocer, Bankrupt.

NOTICE is hereby given, that a Meeting of Creditors of the above-named bankrupt will be held at the office of Mr. Robert Wood, No. 61, King William-street, in the city of London, on the 7th day of December next, at one o'clock in the afternoon precisely, when the Trade Assignees will submit statements of the bankrupt's estate and effects recovered and outstanding, and of all receipts and of all payments made or to be made thereout. And the creditors at the said Meeting will consider and resolve and give such directions for the winding-up of the said estate as the majority in value of the creditors by any resolution to be then and there passed may determine.—Dated this 22nd day of November, 1865.

ROBERT WOOD, Solicitor to the Trade Assignees.

The Bankruptcy Act, 1861.

In the Court of Bankruptcy, London.

In the Matter of George Alphonse De Lamartine Birch, late of the British Hotel, Jermyn-street, and No. 38, Bury-street, both in the county of Middlesex, a Bankrupt.

NOTICE is hereby given, that a Meeting of Creditors of the above-named bankrupt will be held at the Court of Bankruptcy, Basinghall-street, in the city of London, on the 6th day of December next, at eleven o'clock in the forenoon, when the creditors may resolve that the estate should be wound up under a deed of arrangement, composition, or otherwise, pursuant to the 165th section of The Bankruptcy Act, 1861.—Dated this 21st day of November, 1865.

NOTICE is hereby given, that a Meeting of the Creditors of William Bridgewater Page, of West Cliff, Four Posts, in the parish of Millbrook, in the county of Southampton, and of Nos. 37 and 38, Oxford-street, in the town and county of Southampton, Seed Merchant, by whom a Petition for adjudication of Bankruptcy was filed in the

Court of Bankruptcy, London, on the 26th 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 eleven o'clock in the forenoon, 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 to pay his creditors a composition on their debts, and that the estate be wound up under a deed of arrangement, composition, or otherwise, under the 185th section of The Bankruptcy Act, 1861.

Declaration of Dividend under a Petition, dated 22nd January, 1862, against Frederick William Dickens, late of the Red Lion Hotel, Wingham, Kent, and the Crown Hotel, Cranbourne-court, Leicester-square, formerly a Clerk in the War Office.

NOTICE is hereby given, that the First Dividend, at the rate of 6 $\frac{1}{2}$ 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 29th 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 23, 1865.

M. PARKYNS, Official Assignee.

Declaration of Dividend under a Petition, dated 18th June, 1864, against Abraham Robert James, of No. 16, Grenadette-terrace, Commercial-road, Ironmonger.

NOTICE is hereby given, that the First Dividend, at the rate of 3s. 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. 36, Basinghall-street, City, on Wednesday, the 29th 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 a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 23, 1865.

M. PARKYNS, Official Assignee.

Declaration of Dividend under a Petition, dated 28th April, 1864, against John Smith Skelton, of St. Giles, Norwich, Tailor and Draper.

NOTICE is hereby given, that the First Dividend, at the rate of 2s. 8d. 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 29th 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 or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 23, 1865.

M. PARKYNS, Official Assignee.

In the Matter of Joseph Allen, of Whitchurch, in the county of Salop, Draper, Dealer and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 22nd day of February, 1864, may receive a Second Dividend of 2 $\frac{1}{2}$ d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three 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 20, 1865.

GEORGE KINNEAR, Official Assignee,
No. 17, Waterloo-street, Birmingham.

In Re Thomas Watson Wood, of Bishopwearmouth, Furniture Dealer, against whom a Petition for adjudication of Bankruptcy, bearing date the 4th August, 1863, was duly filed.

HEREBY give notice, that a First Dividend, at the rate of 8s. in the pound, may be received by all the creditors who have proved their debts under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 25th instant, or on any subsequent Saturday, between the hours of eleven and two. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 22, 1865.

CHARLES J. BAIDMAN, Official Assignee,
Newcastle-upon-Tyne.

In the Matter of Hopps and Hunter, of Liverpool, Provision Merchants. Petition dated 27th September, 1864.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 7 $\frac{1}{2}$ d. in the pound, upon application at my office, Central-chambers, No. 17c, South Castle-street, Liverpool, on Wednesday, the 22nd of November instant, or any subsequent Wednesday, between the hours of twelve 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.

CHARLES TURNER, Official Assignee.

In the Matter of Ann Henry, of Liverpool, Licensed Victualler. Petition dated 29th September, 1862.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 4 $\frac{1}{2}$ d. in the pound, upon application at my office, Central-chambers, No. 17c, South Castle-street, Liverpool, on Wednesday, the 29th of November instant, or any subsequent Wednesday, between the hours of twelve 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.

CHARLES TURNER, Official Assignee.

In the Matter of Thomas Brown, of No. 37, Corporation-street, in the city of Manchester, in the county of Lancaster, Glass, China, and Earthenware Dealer, adjudicated Bankrupt 8th May, 1865.

THIS is to certify, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3s. 9d. in the pound, upon application at my office, No. 45, George-street, Manchester, on Tuesday, the 5th day of December next, or any subsequent Tuesday, between the hours of eleven and one.

GEORGE MORGAN, Official Assignee.

WHEREAS a Petition for adjudication of Bankruptcy, was, on the 20th day of April, 1865, filed in Her Majesty's Court of Bankruptcy, London, against Henry Knight, of High-street, Slough, in the county of Bucks, Baker and Confectioner; notice is hereby given, that by an order of the said Court, bearing date the 17th day of November, 1865, the said adjudication was annulled.—Dated this 17th day of November, 1865.

TAKE notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy on the 6th day of October, 1865, by William Edward Neeve Marriott, of Swaffham, in the county of Norfolk, Tailor, did, on the 23rd day of November, 1865, annul the adjudication of Bankruptcy made against the said William Edward Neeve Marriott under the said Petition, and dismissed the same.

The Bankruptcy Act, 1861.

WHEREAS a Petition for adjudication of Bankruptcy was presented, on the 15th day of April, 1865, to the Court of Bankruptcy, London, by the name and description of George Beynton, formerly of Badminton, Bristol, in the county of Somerset, Brewer's Assistant, and next and now of Northumberland-park, Tottenham, in the county of Middlesex, out of business and employ, and such Petition was transferred by Order of the said Court, bearing date the 19th day of May, 1865, to the Bristol District Court of Bankruptcy, at Bristol; this is to give notice, that by an Order of the said Court of Bankruptcy for the Bristol District, made on the 26th day of November, 1865, the said adjudication was annulled, and Petition dismissed.

The Bankruptcy Act, 1861.

In the County Court of Derbyshire, holden at Chesterfield, In the Matter of John Moyns Williamson, of Killamere, in the county of Derby, Farmer and Farm Labourer, adjudged Bankrupt on the 2nd of November, 1865.

NOTICE is hereby given, that at a sitting of the above County Court, held on the 22nd day of November, 1865, it was ordered, that the adjudication of Bankruptcy against the above-named John Moyns Williamson be annulled.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

Philip Moore, late of No. 1, High-street, Homerton, in the county of Middlesex, Trunk and Packing Case Maker, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Gaol, Whitecross-street, London, on the 20th 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 Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. 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.

Charles Dubois, late of No. 16, Percy-street, Tottenham Court-road, formerly of No. 125, Great Portland-street, Regent's Park, both in the county of Middlesex, Commission Agent, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Gaol, at Whitecross-street, London, on the 20th day of November, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, 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 6th 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. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Henry Lidyard, of No. 12, Edward-street, York-road, Battersea in the county of Surrey, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 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. Joseph Hall, of No. 65, Coleman-street, is the Solicitor acting in the bankruptcy.

George Gribble, of No. 2, The Crescent, Lower Edmonton, in the county of Middlesex, Gentleman, out of business or employ, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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. Goldrick, of No. 342, Strand, is the Solicitor acting in the bankruptcy.

John Marsh, of No. 8, Western-cottages, North End, Hammermith in the county of Middlesex, Cow-keeper and Dairyman, 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 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 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. J. Goldrick, of No. 342, Strand, is the Solicitor acting in the bankruptcy.

Francis Canon, formerly of No. 223, Oxford-street, then of No. 22, Mary-street, Hampstead-road, and now of No. 35, Elmore-street, Essex-road, Islington, all in the county of Middlesex, Assistant to a Watchmaker and Jeweller, and occasionally dealing in Articles of Jewellery, out of business or employ, 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 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 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. B. King, of No. 33, Fenchurch-street, is the Solicitor acting in the bankruptcy.

Richard Stallwood, of London-road, Chipping Wycombe, otherwise High Wycombe, in the county of Buckingham, Chair Manufacturer, Grocer and Dealer in Bread, Linen, Draper and General-shop Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 21st 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 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. R. N. Spicer, of No. 5, Staple Inn, Holborn, is the Solicitor acting in the bankruptcy.

Frederic William Webster, of No. 27, Bush-lane, Cannon-street, in the city of London, and late of No. 1A, North-place, Spicer-street, Mile End New Town, and now of No. 2, Norfolk-terrace, Grange-road, Dalston, both in the county of Middlesex, General Merchant and Commission Agent, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 21st 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 one in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Edwards, of No. 26, Bush-lane, Cannon-street, London, is the Solicitor acting in the bankruptcy.

William Davis (sued and committed as William Davies), heretofore of Blandford-lodge, Saint John's-wood, then of No. 44, Belsize-road, Hampstead, and No. 3, Desborough-place, Harrow-road, all in the county of Middlesex, Builder, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 15th 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. R. H. Munday, of No. 6, Essex-street, Strand, London, is the Solicitor acting in the bankruptcy.

John Edwin Piper, of No. 5, Calédonian-street, King's Cross, in the county of Middlesex, Wine Merchant, and Philip Brown Hodgson, of No. 24, Prince of Wales-road, Kenish Town, in the county of Middlesex, Wine Merchant, trading in copartnership together at No. 114, East-road, City-road, in the county of Middlesex, as Wine Merchants, under the style of firm of Piper and Company, 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 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. H. Newstead, of No. 18, Ely-place, Holborn, London, is the Solicitor acting in the bankruptcy.

William Park, formerly of No. 1, St. Martin's-le-Grand, and from December, 1863, to February, 1865, of the Kabbaragalla, Burn, and Barta Galla Estates, all near Kandy, and also of Kandy, all in the Island of Ceylon, Coffee Planter, thence for a few days residing at the Queen's Hotel, St. Martin's-le-Grand, in the city of London, afterwards of Willow-bank-cottage, Peterhead, in the county of Aberdeen, in that part of the United Kingdom called Scotland, late of No. 41, Edmon-road, St. Pancras, in the county of Middlesex, and now of No. 207, Euston-road, aforesaid, 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 20th 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 one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Webb, of No. 159, Euston-road, London, is the Solicitor acting in the bankruptcy.

Salmonia Sterne, of No. 60, Cornhill, in the city of London, Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd 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 one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. M. Abrahams, of No. 17, Gresham-street, London, is the Solicitor acting in the bankruptcy.

Edwin John Goodwin, of No. 11, Upper Vernon-street, Percy-circus, Pentonville, Assistant to a Middle Man-

facturer, late of No. 179, Tottenham-court-road, both in the county of Middlesex, Milliner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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. T. Beard, of No. 10, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

George Goldsmith, of the sign of the Crown, at Lower Sydenham, in the county of Kent, Retailer of Beer and Wine, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 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 one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. Fesanneyer, of No. 23, Bedford-row, Holborn, London, is the Solicitor acting in the bankruptcy.

Andrew Paul, of No. 27, Mecklenburgh-square, 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 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. J. Hall, of No. 65, Coleman-street, London, is the Solicitor acting in the bankruptcy.

Thomas Kearnton, formerly of No. 35, Brick-lane, Spital-fields, in the county of Middlesex, Butcher, and now of No. 5, Hedgers-grove, Hackney Wick, Victoria-road, in the said county, Journeyman Butcher, 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 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 one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Edwards, of No. 26, Bush-lane, London, is the Solicitor acting in the bankruptcy.

Robert Buchanan, of No. 3, Avenue-road, New-road, Hammersmith, Middlesex, Literary Writer and Newspaper Proprietor, before then of No. 8, Wellington-road, Kentish Town, Saint Pancras, Middlesex, Literary Writer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 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. J. Briggs, of No. 119, Chancery-lane, London, is the Solicitor acting in the bankruptcy.

James Junes, late of King's Lynn, in the county of Norfolk, Marine Store Dealer, having been adjudged bankrupt by a Registrar attending at Norwich Gaol, Norfolk, on the 15th day of November, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London aforesaid, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

William Grothall, late of the city of Canterbury, in the county of Kent, Builder, having been adjudged bankrupt by a Registrar attending at Canterbury Gaol, Kent, 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 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 13th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

George William Wright, sometimes known as William Wright, of No. 28, Penton-place, part of the time having a yard at Manor-place, both in Waltham, previously of No. 208, New Kent-road, both in the county of Surrey, Stonemason and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. R. Buchanan, of No. 13, Basinghall-street, is the Solicitor acting in the bankruptcy.

Thomas Joseph William Marsh, of No. 23, New Kent-road, in the county of Surrey, Surgeon and Apothecary, 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 of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. S. H. Perrin, of No. 1, New-inn, Strand, is the Solicitor acting in the bankruptcy.

Robert Agate, of Bay-cottage, Tottenham-lane, Hornsey, in the county of Middlesex, 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 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 o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. R. J. Doble, of No. 1, Guildhall-chambers, Basinghall-street, is the Solicitor acting in the bankruptcy.

John Hackett, late of No. 26, Upper Park-street, Clifton, in the county of Gloucester, then of Willow-vale, Shepherds' Bush, in the county of Middlesex, then of No. 43, St. Mark's-crescent, Notting-hill, in the said county, but now of No. 41, Portland-villas, Portland-road, Notting-hill, in the said county, Assistant to a Brace Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 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 in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lewis and Sons, of No. 7, Wellington-square, are the Solicitors acting in the bankruptcy.

Elizabeth Catherine Hewitt, of Oaklands, Eltham, in the county of Kent (Widow), Schoolmistress, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 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 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Harrison and Lewis, of No. 24, Old Jewry, are the Solicitors acting in the bankruptcy.

Charles Nicholas Newman the younger (commonly known as and called Charles Newman), of No. 12, Westferry-road, Millwall, Poplar, in the county of Middlesex, Grocer and Cheesemonger and Journeyman Shipwright, 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 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 13th day of December next, at one in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. R. Buchanan, of No. 13, Basinghall-street, is the Solicitor acting in the bankruptcy.

Ezekiel Zembal, of Prospect-street, in the town and county of the town of Kingston-upon-Hull, Jeweller and

Tobacconist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of 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 13th of December next, 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 Messrs. Reed and Abbey, of Hull, are the Solicitors acting in the bankruptcy.

George Bulmer, of the borough of Kingston-upon-Hull, Ale and Porter Merchant and Beer Seller, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 23rd 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 13th day of December next, at twelve o'clock at noon precisely, at the said Court, at the Town Hall, Kingston-upon-Hull. Mr. George Young, of Hull, is the Official Assignee, and Messrs. Jackson and Son, of Hull, are the Solicitors acting in the bankruptcy.

Richard Neville, late of Birkdale-park, Southport, in the county of Lancaster, Brick Merchant and Agent, and late 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 15th day of November, 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 7th 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.

Patrick Doyle, late of No. 209, Great Homer-street, Liverpool, in the county of Lancaster, Chemist and Druggist, 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 17th day of November, 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 7th 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.

William Smith, late of Whitefield-road, Everton, near Liverpool, in the county of Lancaster, Builder, and late a Prisoner for Debt in the Liverpool Borough Gaol at Walton, having been adjudged bankrupt by a Registrar of the Liverpool District Court of Bankruptcy, attending at the Gaol aforesaid, on the 15th of September, 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 7th 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.

Thomas Lloyd, of No. 90, Vauxhall-road, Liverpool, in the county of Lancaster, Provision Dealer, and late a Prisoner for Debt in the Liverpool Borough Gaol at Walton, in the county aforesaid, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Liverpool District, attending at the Gaol aforesaid, on the 17th day of November, 1865, and the adjudication being directed to be prosecuted in the Court of Bankruptcy for the Liverpool District, at Liverpool, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 170, South Castle-street, Liverpool, is the Official Assignee.

Richard Ogden, late of Heven Nook, off Featherstone-road, Oldham, in the county of Lancaster, Publican and Grocer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt by a Registrar of Her Majesty's Court of Bankruptcy for the Manchester District, attending at the Gaol at Lancaster, on the 15th day of November, 1865, and the adjudication

being directed to be prosecuted in the Court of Bankruptcy, at Manchester, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee.

David King, of No. 43, Stockport-road, Ardwick, in the city of Manchester, and formerly of No. 239, Broad-street, Pendleton, both in the county of Lancaster, Grocer and Provision Dealer and Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 21st 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 7th day of December next, at twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Surton and Elliott, of Manchester, are the Solicitors acting in the bankruptcy.

Henry Sellers, of Blackburn, in the county of Lancaster, Cotton Manufacturer, and also formerly of Church, in the said county, Cotton Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 21st day of 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 7th day of December next, at twelve o'clock at noon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Atkinson, Saunders, and Co., of Manchester, are the Solicitors acting in the bankruptcy.

Frederick Munton, of School Mills, Long Millgate, in the city of Manchester, in the county of Lancaster, Miller, 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 11th day of November, 1865, is hereby required to surrender himself to George Harris, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. Thomas Grundy, of Manchester, is the Solicitor acting in the bankruptcy.

John Grigg, of No. 31, Ryehill-street, in the borough and county of Newcastle-upon-Tyne, Commission Agent and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 15th day 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 twelve o'clock at noon precisely, at the said Court, at Newcastle-upon-Tyne. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Messrs. Keenlyside and Forster, of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

Benjamin Dryden, residing at Cowpen, in the county of Northumberland, carrying on business at Blyth, in the same county, as B. L. Dryden and Co., and as Benjamin Dryden, Ship Broker, Coal Fitter, Coal Merchant, Timber Merchant, and General 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 Newcastle-upon-Tyne District, on the 15th day 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 twelve o'clock at noon precisely, at the said Court, at Newcastle-upon-Tyne. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Messrs. Hoyle and Simpson, of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

John Woodward Gilbert, of No. 41, High-street, Shrewsbury, in the county of Salop, Chemist and Druggist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of 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. J. Broughall, of Shrewsbury, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

John Bradfield, of Holbeach, in the county of Lincoln, Gentleman, and formerly of Shanghai, China, Chemist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 21st day of November, 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 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.

Joseph Augustus Utting, of Kegworth, in the county of Leicester, Grocer and Tea Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 21st 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 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. J. Giles, of Loughborough, is the Solicitor acting in the bankruptcy.

Howell Thomas, now and for seven years and upwards last past residing and carrying on business at No. 43, Elm-street, in the parish of Roath, in the county of Glamorgan, late Collector of Income Tax, and now Collector of Rents, and next previously thereto for ten years and upwards residing and carrying on business at the Blue Bell Inn, in the parish of Saint Mellon's, in the county of Monmouth, Licensed Victualler and Dealer in Tobacco, 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 20th 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. J. A. Hill, of Bristol, is the Solicitor acting in the bankruptcy.

Philip Richards, of the Custom House Hotel, in the town of Cardiff, in the county of Glamorgan, Innkeeper, 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 21st 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. T. H. Ennor, of Cardiff, and Messrs. Abbot and Leonard, of Bristol, are the Solicitors acting in the bankruptcy.

Robert Henry Michell, of Truro, in the county of Cornwall, Hatter and Cap Manufacturer, 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 20th day of November, 1865, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December instant, at twelve o'clock at noon precisely, at the said Court, in Queen-street, Exeter. Mr. Theophilus Carrick, of Queen-street, Exeter, is the Official Assignee, and Mr. Cock, of Truro, and Mr. E. H. Clarke, of Exeter, are the Solicitors acting in the bankruptcy.

John Robinson, late of Mean-street, Liverpool, in the county of Lancaster, Labourer, formerly of Barnoldswick, in the county of York, Publican and Clogger, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Manchester District, attending at the Gaol or Prison of Lancaster, on the 18th day of October, 1865, and the adjudication being directed to be prosecuted, at the Court of Bankruptcy for the Leeds District, is hereby required to surrender himself 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 o'clock in the forenoon precisely, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee.

William Staincliffe, late of No. 36, Duke-street, Liverpool, in the county of Lancaster, previously of Huddersfield, in the county of York, Commission Agent, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Manchester District, attending at the Gaol or Prison of Lancaster, on the 15th of November, 1865, and the adjudication being directed to be prosecuted at Her Majesty's Court of Bankruptcy for the Leeds District, is hereby required to surrender himself 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 o'clock in the forenoon precisely, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee.

Edwin Daniel, of Halifax, in the county of York, Beer-seller, Plumber, and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 20th day of November, 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. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Abraham Naylor Briggs, Jonas Sunderland, Joshua Barrow, and John Peacock, of Bradford, in the county of York, Worsted Spinners and Copartners, trading under the firm of Briggs, Sunderland, and Co., having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 21st day of November, 1865, are hereby required to surrender themselves to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th 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. Rawson, George, and Wade, of Bradford, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

John Bamford, of Little Bradley, in the parish of Halifax, in the county of York, oil of business, but recently having carried on business at Halifax aforesaid, in partnership with one Eli Wadsworth, as a Wholesale Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 16th day of November, 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 Mr. Walker Storey, of Halifax, and Mr. Thomas Simpson, of Leeds, are the Solicitors acting in the bankruptcy.

William Townsend, of Stanningley, in the county of York, late Coal Agent, and now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of 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. Lees and Senior, of Bradford, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

George Jones, in lodgings, at the house of John Townsend, at No. 13, Lawley-street, Birmingham, in the county of Warwick, Milk-seller, previously of No. 70, Great Liston-street, Birmingham aforesaid, Milk-seller, and formerly of Aston-New-Town, near Birmingham aforesaid, Milk-seller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 14th 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. Edwin Allen, of Union-passage, Birmingham, is the Solicitor acting in the bankruptcy.

William Wollers, for the last five days in lodgings, at No. 30, Edgbaston-street, Birmingham, in the county of War-

wick, out of business, and employment; previously and for six months of the Turf Tavern, Pershore-street, Birmingham aforesaid, Beer-seller, Dealer in Tobacco, and Refreshment-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 22nd 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. Alfred H. East, of Birmingham, is the Solicitor acting in the bankruptcy.

Edward Hardwick, of North-Carry, in the county of Somerset, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Taunton, on the 21st day of November, 1865, is hereby required to surrender himself to Mr. William Giles, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at twelve o'clock at noon precisely, at the County Court Office. Mr. William Giles, of Taunton, is the Official Assignee, and Mr. Frederick Alfred Trenchard, of Taunton, is the Solicitor acting in the bankruptcy.

Benjamin Tregon, of the Bell Inn and Bowling Green, in Church-street, in the parish and borough of Tewkesbury, in the county of Gloucester, Innkeeper, heretofore of Barton-street, Tewkesbury aforesaid, Commercial Traveller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in the County Court of Gloucestershire, holden at Tewkesbury, on the 20th day of November, 1865, is hereby required to surrender himself to Mr. William Brown, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office of Tewkesbury. Mr. William Brown, of High-street, Tewkesbury, is the Official Assignee, and Mr. Thomas Teaghton, of Gloucester, is the Solicitor acting in the bankruptcy.

Samuel Fisher, now and for three weeks last past residing in furnished lodgings at No. 39 St. John's-square, Burslem, in the county of Stafford, Furnace, Builder, and during the aforesaid period of three weeks, and previously thereto, of New-street, Lichfield, in the county of Stafford, Furnace, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Oldbury, on the 20th of November, 1865, is hereby required to surrender himself to George Steward Watson, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at ten o'clock in the forenoon precisely, at his Chambers, High-street, West-bromwich. George Steward Watson, Esq., of Westbromwich, is the Official Assignee, and William Shakespeare Esq., of Oldbury, is the Solicitor acting in the bankruptcy.

Edward Dixon, of Barrow-in-Furness, in the county of Lancashire, Carter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Ulverston, on the 12th day of November, 1865, is hereby required to surrender himself to Mr. J. Pearson Postlethwaite, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 27th day of November instant, at ten o'clock in the forenoon precisely, at the Court-house, Mr. J. Pearson Postlethwaite, Esq., is the Official Assignee, and Mr. Stephen Hart Jackson, of Ulverston, is the Solicitor acting in the bankruptcy.

Francis Pitt, of Hylton-street, in the city of Worcester, out of business, living in lodgings, previously of Newport-street, in the city of Worcester, Cooper and Publican, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, on the 21st of November, 1865, is hereby required to surrender himself to Henry Crisp, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at 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 Archibald Wilson, of Worcester, is the Solicitor acting in the bankruptcy.

William Leitch Dodd, late of Waterloo, in the chapelry of Horton, in the county of Northumberland, Attorney-at-Law and Solicitor, having been adjudged bankrupt by the Registrar of the County Court of Northumberland, holden at Morpeth, sitting at Morpeth Gaol, on the 16th day of January, 1865, and the adjudication being directed to be

prosecuted in the County Court of Northumberland, holden at Morpeth, is hereby required to surrender himself to Francis Brumell, the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at ten of the clock in the forenoon precisely, at the County Court Office, Morpeth. Mr. Francis Brumell, of Morpeth, is the Official Assignee, and Messrs. Litch and Kewney, of North Shields, are the Solicitors acting in the bankruptcy.

Thomas Green, of Wall, in the parish of Saint Michael, near Lichfield, in the county of Stafford, Blacksmith and Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Lichfield, on the 18th day of November, 1865, is hereby required to surrender himself to Mr. George Birch, 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 ten of the clock in the forenoon precisely, at the County Court Office, Lichfield. Mr. George Birch, is the Official Assignee, and Mr. Walter Wilson, of Lichfield, is the Solicitor acting in the bankruptcy.

James Smart, now and for the last six months having resided at No. 41, Prince-street, in the city of Gloucester, carrying on business as a Baker, Grocer, and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Gloucester, on the 21st of November, 1865, is hereby required to surrender himself to Mr. Frederick Wilton, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at twelve o'clock at noon precisely, at the County Court Office, Gloucester. Mr. Frederick Wilton, of Gloucester, is the Official Assignee, and Mr. J. P. W. Cooke, of Gloucester, is the Solicitor acting in the bankruptcy.

Daniel Niblett, of Robins Wood Hill, in the hamlet of Barton Saint Mary, in the county of Gloucester, Commission Agent, heretofore carrying on business in Eastgate-street, Gloucester, as a Grocer and Tea Dealer, and previously thereto at Vauxhall Inn, in the said hamlet of Barton Saint Mary, as an Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Gloucester, on the 21st day of November, 1865, is hereby required to surrender himself to Mr. Frederick Wilton, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at twelve of the clock at noon precisely, at the County Court Office, Gloucester. Mr. Frederick Wilton, of Gloucester, is the Official Assignee, and Mr. Thomas Taynton, of Gloucester, is the Solicitor acting in the bankruptcy.

James Hagley, of No. 7, Lowther-street, in the city of York, Hoier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at York, on the 20th of November, 1865, is hereby required to surrender himself to Mr. Richard Perkins, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Richard Perkins, of No. 25, Coney-street, York, is the Official Assignee, and Mr. James Grayson, jun., of New-street, York, is the Solicitor acting in the bankruptcy.

John James Ramsden, of the town of Nottingham, Journeyman Joiner and Eating-house Keeper, and late of Old Radford, in the county of Nottingham, Retailer of Beer, in partnership with Joseph Burrows, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Nottingham, on the 20th day of November, 1865, is hereby required to surrender himself to Edwin Patchitt, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 27th day of December next, at eleven of the clock in the forenoon precisely, at the Shire-hall, Nottingham. Edwin Patchitt, Esq., of Nottingham, is the Official Assignee, and Mr. F. Lees, of Nottingham, is the Solicitor acting in the bankruptcy.

Walter George Sykes, late of Drake-street, Everton-road, previously of Alma-square, formerly of Bold-street, Salford, previously of Drake-street aforesaid, formerly of Moreton-street, Strangeways, previously of Hyde-street, Chorlton-road, all near Manchester, Salesman, for some time out of employment, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in the County Court of Lancashire, holden at Manchester, on the 14th day of November, 1865, is hereby required to surrender himself to Mr. Samuel

Key, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 18th day of December next, at half-past nine o'clock in the forenoon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay, of Manchester, is the Official Assignee, and Mr. J. Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

George Barnes, of Old Basford, in the county of Nottingham, Fishmonger, having been adjudged bankrupt on the 21st day of November, 1865, under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Nottingham, on the 20th of November, 1865, is hereby required to surrender himself to Edwin Patchitt, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 27th day of December next, at eleven o'clock in the forenoon precisely, at the Shirehall, Nottingham. Edwin Patchitt, of Nottingham, is the Official Assignee, and Mr. George Beek, of Middle-pavement, Nottingham, is the Solicitor acting in the bankruptcy.

Herbert Complin, of High-street, Shirley, in the county of Southampton, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Southampton, on the 20th day of November, 1865, is hereby required to surrender himself to Mr. A. S. Thorndike, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. A. S. Thorndike, of Southampton, is the Official Assignee, and Mr. W. H. Mackey, of Manchester-street, Southampton, is the Solicitor acting in the bankruptcy.

George Brooker, of No. 62, Bartholomew-street, in the parish of Newbury, in the county of Berks, Plumber, Glazier and Painter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Berkshire, holden at Newbury, on the 14th day of November, 1865, is hereby required to surrender himself to Mr. Joseph Vines, 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. Joseph Vines, of Newbury, is the Official Assignee, and Mr. Frederic Talbot, of the same place, is the Solicitor acting in the bankruptcy.

John James Harrison, of Holbeach, in the county of Lincoln, Dealer in Musical Instruments and Professor of Music, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Lincoln, on the 17th day of November, 1865, and the adjudication being directed to be prosecuted at the County Court of Lincolnshire, holden at Holbeach, is hereby required to surrender himself to Richard Caparn, Esq., the Registrar of the said last-mentioned 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 County Court Office, Holbeach. Richard Caparn, Esq., of Holbeach, is the Official Assignee, and Thomas Francis Brown, Esq., of Lincoln, is the Solicitor acting in the bankruptcy.

Fredrick John Applin, of No. 130, Thomas-street, in the city of Bristol, now a Prisoner for Debt in the Gaol at Bristol, Tobacconist and Lithographic Printer, having been adjudged bankrupt (in forma pauperis) by the Judge of the County Court of Gloucestershire, holden at Bristol, on the 20th day of November, 1865, is hereby required to surrender himself to Edward Harley and James Gibbs, Esqrs., the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 8th day of December next, at twelve of the clock at noon precisely, at the Guildhall, Bristol. Edward Harley and James Gibbs, Esqrs., are the Official Assignees.

Henry McClean, of No. 6, Tankard's-close, in the city of Bristol, Gentleman's Servant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Bristol, on the 18th day of November, 1865, is hereby required to surrender himself to Edward Harley and James Gibbs, Esqrs., the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 8th day of December next, at twelve of the clock at noon precisely, at the Guildhall, Bristol. Edward Harley and James Gibbs, Esqrs., are the Official Assignees, and Mr. F. G. Sherrard is the Solicitor acting in the bankruptcy.

Harriet Williams, Widow, of Bitton, in the county of Gloucester, late a Prisoner for Debt in the Gaol at Gloucester, having been adjudged bankrupt by the Registrar of the County Court of Gloucestershire, holden at Gloucester, and the adjudication being directed to be prosecuted in

the County Court of Gloucestershire, holden at Bristol, on the 18th day of November, 1865, is hereby required to surrender herself to Edward Harley and James Gibbs, Esqrs., the Registrars of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrars, on the 8th day of December next, at twelve o'clock at noon precisely, at the Guildhall, Bristol. Edward Harley and James Gibbs, Esqrs., are the Official Assignees.

Georgé Edmund Harrison, of No. 55A, King's-road, Brighton, in the county of Sussex, Beerhouse Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton, on the 20th day of November, 1865, is hereby required to surrender himself to Ewen Evershed, 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. Ewen Evershed, Esq., of Brighton, is the Official Assignee, and Alfred Thorncroft Mills, Esq., of No. 42, Bond-street, Brighton, is the Solicitor acting in the bankruptcy.

John King, late of No. 7, Kingsmead-square, in the city of Bath, in the county of Somerset, Beerhouse Keeper and Common Brewer, having been adjudged bankrupt by a Deputy-Registrar of the County of Somersetshire, holden at Taunton, attending at the Taunton Gaol, on the 15th day of November, 1865, and the adjudication being directed to be prosecuted at the County Court of Somersetshire, holden at Bath, is hereby required to surrender himself to Mr. Edward George Smith, a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at his Office, at Abbey street, Bath. Mr. Edward George Smith, of Bath, is the Official Assignee.

George Dunn, of No. 1, Abbey-street, in the city of Bath, in the county of Somerset, Modeller in Wax and Upholsterer's Porter, having been adjudged bankrupt by a Registrar of the County Court of Somersetshire, holden at Taunton, attending at the Taunton Gaol, on the 15th day of November, 1865, and the adjudication being directed to be prosecuted at the County Court of Somersetshire, holden at Bath, is hereby required to surrender himself to Mr. Edward George Smith, a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at his Office, at Abbey-street, Bath. Mr. Edward George Smith, of Bath, is the Official Assignee.

George Tehbutt, now and for the last six weeks living in furnished lodgings at Baroda-place, Watery-lane, Bordesley, in the parish of Aston, near Birmingham, in the county of Warwick, out of business and employment, previously and for about four years at the Railway Tavern, George-street, in that part of the parish of Tamworth, in the county of Warwick, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Tamworth, on the 20th day of November, 1865, is hereby required to surrender himself to Mr. John Shaw, 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 ten o'clock in the forenoon precisely, at the said Court. Mr. John Shaw is the Official Assignee, and Mr. William Edwards Wood, of Tamworth and Birmingham, is the Solicitor acting in the bankruptcy.

John Bowcott, late of the Greyhound, High-street, Caeharris, Dowlais, in the county of Glamorgan, Publican, and now of No. 70, High-street, Caeharris, Dowlais aforesaid, Inspector of Underground-working Horses, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Merthyr Tydfil, on the 21st day of November, 1865, is hereby required to surrender himself to James Ward Russell, 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 eleven o'clock in the forenoon precisely, at the County Court Office, No. 71, High-street, Merthyr Tydfil. Mr. James Ward Russell, of No. 71, High-street, Merthyr Tydfil, is the Official Assignee, and Mr. John Pléws, of Merthyr Tydfil, is the Solicitor acting in the bankruptcy.

James Allan, of Hatfield, in the county of York, Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Thorne, on the 17th day of November, 1865, is hereby required to surrender himself to William Johnson Fox, Esq., 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 two of the clock in the afternoon precisely, at the Court-room, Thorne.

The Registrar of the said Court is the Official Assignee, and Edwin Woodhead, of Doncaster, 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.

Edward Tyrrell, formerly of No. 32, Lothian-road, Camberwell, afterwards of No. 6, Albert-street, George-road, Camberwell, both in the county of Surrey, but now of Chelmsford-villas, Victoria-road, Romford, in the county of Essex, Commercial Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd 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 Thomas Ewing Winslow, Esq., Commissioner of the said Court, on the 2nd day of November 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. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Andrew Walton Bone, of King's Lynn, in the county of Norfolk, Stone Mason, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 4th day of November, 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., 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 in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Clowes and Hickley, of No. 10, King's Bench-walk, are the Solicitors acting in the bankruptcy.

Samuel Willifer, of No. 36, Barisburry-road, Islington, in the county of Middlesex, out of business, previously of the King's Arms, Sumnerstown, Oxford, in the county of Oxford, Licensed Victualler, and formerly of Peasey, Saint Helen's, Lancashire, Commercial Traveller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 Thomas Ewing Winslow, Esq., 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 twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. J. Croft, of No. 12, Mark-lane, is the Solicitor acting in the bankruptcy.

Joseph Vincent Forse, formerly of Span's-buildings, Paneras-road, then of No. 2, Church-row, Howerton, and now of No. 10, Churchway, Easton-road (all in Middlesex), Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of

November, 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., Commissioner of the said Court, on the 19th day of December, 1865, 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. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. F. Waldron, of No. 59, Lambs Conduit-street, is the Solicitor acting in the bankruptcy.

George Clarke, formerly of No. 13, Commercial-road, East India-road, Limehouse, in the county of Middlesex, Tailor, but now of Rich-street, Limehouse aforesaid, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of November, 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., Acting 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 twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. John Long, of No. 38, Bucklersbury, is the Solicitor acting in the bankruptcy.

Charles Bruton, of No. 11, Abery-terrace, Darnley-road, Hackney, in the county of Middlesex, Confectioner, formerly of No. 75, Downham-road, Islington, in the said county, and lately renting a stable and a room, at No. 19, Abery-terrace aforesaid, late of No. 36, Jewin-street, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 Thomas Ewing Winslow, Esq., 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 twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Thos. Angell, of No. 27, King-street, Guildhall, is the Solicitor acting in the bankruptcy.

John Samuel Newson Badd, formerly of Champion Grove, Camberwell, in the county of Surrey, Clerk in the War Department at the Tower, in the city of London, then at Teignmouth, in the county of Devon, out of employment then of the city of Madras, India, Accountant to the Madras Irrigation Company (his wife part of the time residing with him at Champion-grove, aforesaid, afterwards by herself at Teignmouth aforesaid, and then at 8, Marine-place, Dover, in the county of Kent) then of 8, Marine-place, Dover, aforesaid, and now of 5, Stamford-villas, Fulham-road, in the county of Middlesex, of no employment, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of November, 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., Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Charles Wolly, of No. 9, Marion Villas, Richmond-road, Dalston, in the county of Middlesex, formerly of No. 41, New road, Commercial-road East, in the same county, then of No. 17, Gnoch-street, Birmingham, in the county of Warwick, then of No. 45, Great Prescott-street, White-chapel, then of No. 1, Hay-place, Victoria road, Dalston, then of No. 6, Templar-road, Hackney, all three last-mentioned places of residence, being the county of Middlesex, and engaged in all these residences as a Commercial Traveller and General Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd day of November, 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., Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W.

Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Thomas Powke, now of No. 3, Henry-cottages, Hook's lane, Peckham, in the county of Surrey, Fellowship Porter and previously of No. 61, Saint Andrew-road, Trinity-square, Bow, in the said county of Surrey, Fellowship Porter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 4th day of November, 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., Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Samuel Wootton, of the city of Coventry, Watch Manufacturer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 3rd 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 George Williams Sanders, Esq., a Commissioner of the said Court, on the 20th 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 Mr. H. J. Davis, of Coventry, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

John Plant, of Horseleyfields, Wolverhampton, in the county of Stafford, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, at Birmingham, on the 4th 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 George Williams Sanders, Esq., a Commissioner of the said Court, on the 20th 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 Mr. G. H. Chambley, of Wolverhampton, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

Frederick Francis Hole, of Spreyton, in the county of Devon, Clerk in Holy Orders, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Exeter District, on the 2nd 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 Biggs Andrews, Esq., the Commissioner of the said Court, on the 8th day of January next, at the said Court, at Queen-street, Exeter, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carriek, of Queen-street, Exeter, is the Official Assignee, and Mr. Thomas Flood, of Exeter, is the Solicitor acting in the bankruptcy.

Simeon Malt, of Dartmouth, in the county of Devon, Grocer and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Exeter District, on the 6th 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 Biggs Andrews, Esq., the Commissioner of the said Court, on the 8th of January next, at the said Court, at Queen-street, Exeter, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carriek, of Queen-street, Exeter, is the Official Assignee, and Mr. Thomas Flood, of Exeter, is the Solicitor acting in the bankruptcy.

Charles Grant, of East Firsley, in the county of Lincoln, Farmer, 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 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 William George Ayton, Esq., a Commissioner of the said Court, on the 13th of December next, at the said Court, at the Townhall, Kingston-upon-Hull, at twelve o'clock at noon

precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Hull, is the Official Assignee, and Mr. H. Williams, of Lincoln, is the Solicitor acting in the bankruptcy.

Charles Jackson, residing in lodgings at Mr. Arthur John Jackson's, Wolverhampton-street, Dudley, in the county of Worcester, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Dudley, on the 16th day of 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 Dudley, on the 16th day of December next, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Alfred B. East, of Birmingham, is the Solicitor acting in the bankruptcy.

William Hooper, of Bridgwater, in the county of Somerset, Painter, Glazier, House Decorator, Tobacconist and Stationer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Bridgwater, 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 Bridgwater, on the 15th day of December next, at nine o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Henry Lovibond, of Bridgwater, is the Official Assignee, and Messrs. Reid and Cook, of Bridgwater, are the Solicitors acting in the bankruptcy.

Jane Williams, of the Red Lion Inn, Llandeiniolen, in the parish of Llandeiniolen, in the county of Carnarvon, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Carnarvonshire, holden at Carnarvon, on the 29th day of August, 1865, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held at the said Court, at Carnarvon, 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. Richard David Williams, Esq., is the Official Assignee, and William Jones, Esq., of Menai Bridge, is the Solicitor acting in the bankruptcy.

George Hall, of Brettell-lane, in the parish of Oldswinford, in the county of Stafford, Glass Maker, and previously of the Little Pig Inn, Coalbourn Brook, in the parish of Oldswinford aforesaid, Glass Maker and Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Stourbridge, 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 Stourbridge, on the 20th 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 Hawtard, Esq., is the Official Assignee, and Mr. G. W. Collins, of Stourbridge, is the Solicitor acting in the bankruptcy.

Augustus Banister, of Peasmarsh, in the county of Sussex, Veterinary Practitioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Rye, on the 2nd 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 the Townhall, Rye, on the 22nd day of January next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Stade Butler, of Rye, is the Official Assignee, and John Pitman Shorter, of Havelock-road, Hastings, is the Solicitor acting in the bankruptcy.

George Newey, of the King's Arms Inn, Harborne, in the county of Stafford, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 9th 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, Waterloo-street, Birmingham, on the 19th 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 Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Alfred B. East, of No. 45, Abn-street, Birmingham, is the Solicitor acting in the bankruptcy.

William Phillips, now and for about three weeks residing in lodgings at No. 8, Garbert-street, Birmingham, in the

county of Warwick, Tailor, previously, for one year and eight months residing at No. 72, Smallbrook-street, Birmingham aforesaid, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, 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 at the said Court, at the Court, Waterloo-street, Birmingham, on the 19th 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 Guest, Esq., of Birmingham, is the Official Assignee, and Mr. M. A. Fitter, of Bennett-hill, Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Lucas, residing in a furnished house, No. 65, Caroline-street, Birmingham, in the county of Warwick, Manufacturers of Electro-plated Wares, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, 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 at the said Court, at the Court, Waterloo-street, Birmingham, on the 19th 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 Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Alfred B. East, of No. 45, Ann-street, Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Harris, now residing in lodgings at No. 4 House, Westbury-place, Park-road, Aston-juxta-Birmingham, in the county of Warwick, out of business, previously of No. 17, Hurst-street, in the borough of Birmingham aforesaid, Grocer, Provision and Tobacco Dealer, and for eighteen months of such last-mentioned residence, also Grocer's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 2nd 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 the Court, Waterloo-street, Birmingham, on the 19th 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 Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Charles Weston, of Temple-row, Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Tay, in lodgings at the house of Ediza Tay, at No. 37, William Edward-street, at the same time occupying a Workshop in Angelina-street, both in Birmingham, in the county of Warwick, Electro-plate Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, 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 the Court, Waterloo-street, Birmingham, on the 19th 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 Guest, Esq., of Birmingham, is the Official Assignee, and Edwin Allen, of Union-passage, Birmingham, is the Solicitor acting in the bankruptcy.

William Bickley, for the last five weeks, residing in a furnished house, No. 55 and 56, Weaman-street, Birmingham, in the county of Warwick, Manager to a Rivet Manufacturer, before then and for about three months of the same place, Rivet Maker, before then of No. 88, Great Charles-street, Birmingham aforesaid, Rivet and Wire Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 2nd 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 the Court, Waterloo-street, Birmingham, on the 19th 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 Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Alfred B. East, of No. 45, Ann-street, Birmingham, is the Solicitor acting in the bankruptcy.

James Francis, of No. 3, Bethesda-row, in Swansea, in the county of Glamorgan, Bargeman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorgan, holden at Swansea, on the 7th 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 the Townhall, Swansea, on the 6th day of December next, at eleven o'clock in the forenoon, precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Lewis Morris, of No. 3, Fisher-street, Swansea, is the Official Assignee, and Mr. J. R. Tripp, of Swansea, is the Solicitor acting in the bankruptcy.

Charlotte Anne Morris, formerly of Picton-terrace, in the parish of Saint Peter, in the county of the borough of Carmarthen, Widow and Schoolmistress, and now of Tragalgar-terrace, in the town of Swansea, in the county of Glamorgan, Widow and Schoolmistress, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorgan, holden at Swansea, 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 the Townhall, Swansea, on the 6th day of December next, at eleven o'clock in the forenoon, precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Lewis Morris, of No. 3, Fisher-street, Swansea, is the Official Assignee, and Mr. J. R. Tripp, of Swansea, is the Solicitor acting in the bankruptcy.

John Hore and George Corin Hore, of Swansea, in the county of Glamorgan, Dealers in Sanitary Pipes and Ornamental Terra-Cotta Goods, Dealers and Chimney and Copartners in Trade, under the style or firm of Hore Brothers, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 11th day of October, 1865, and the said Petition and the proceedings thereunder having been, on the 27th day of October, 1865, transferred to, and directed to be prosecuted at, the County Court of Glamorgan, holden at Swansea, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held at the said last-mentioned Court, at the Townhall, Swansea, on the 6th day of December next, at eleven o'clock in the forenoon, precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. Lewis Morris, of No. 3, Fisher-street, Swansea, is the Official Assignee, and Mr. James Inskip, of Bristol, is the Solicitor acting in the bankruptcy.

Richard Brown, of Bradford, in the county of York, Hairdresser and Perfumer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bradford, on the 3rd day of November, 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 Bradford, on the 15th 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. George Robinson, the Registrar of the said Court, is the Official Assignee, and Mr. John Jowitt Hill, of Bradford, is the Solicitor acting in the bankruptcy.

Silas Thomas, of Ore, in the county of Sussex, Bricklayer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Hastings, 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 Townhall, Hastings, on the 11th day of December next, at twelve o'clock at noon, precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Blackman Young, Esq., of Hastings, is the Official Assignee, and John Pitman Shorter, Esq., of Hastings, is the Solicitor acting in the bankruptcy.

John Burgum, in lodgings at No. 37, Tything-street, in the city of Worcester, Draper's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, 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 the Guildhall, Worcester, 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. Henry Crisp, of Worcester, is the Official Assignee, and Mr. Charles William Dyeroux, of Worcester, is the Solicitor acting in the bankruptcy.

John Henry Southam, of the parish of Suckley, in the county of Worcester, Railway Sub-Contractor (living in lodgings), having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, 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 the Guildhall, Worcester, 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. Mr. Henry Crisp, of Worcester, is the Official Assignee, and Mr. Charles William Dyeroux, of Worcester, is the Solicitor acting in the bankruptcy.

John Henry Southam, of the parish of Suckley, in the county of Worcester, Railway Sub-Contractor (living in lodgings), having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, 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 the Guildhall, Worcester, 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. Mr. Henry Crisp, of Worcester, is the Official Assignee, and Mr. Charles William Dyeroux, of Worcester, is the Solicitor acting in the bankruptcy.

said being the day limited for the said bankrupt to surrender. Mr. Henry Crisp, of Worcester, is the Official Assignee, and Mr. Thomas Abraham Wilson, of Worcester, is the Solicitor acting in the bankruptcy.

James Lavers, of Ryde, in the Isle of Wight, in the county of Hants, Upholsterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and Ryde, on the 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 Townhall, Ryde, on the 7th day of December next, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. Henry Richard Blake, of Newport, is the Solicitor acting in the bankruptcy.

Isaac Punt, of Bloomfield-street, California, in the parish of Saint Margaret, in Ipswich, in the county of Suffolk, Labourer, previously of the Freehold Tavern, Bloomfield-street, California, in the parish of Saint Margaret, in Ipswich aforesaid, Innkeeper, Farmer, and Carter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Ipswich, on the 6th 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 the Shirehall, Saint Helen's, Ipswich, on the 14th day of December next, at the said Court, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. J. M. Pollard, of Lawrence-street, Ipswich, is the Solicitor acting in the bankruptcy.

James Lister, of Wakefield, in the county of York, Fulling Miller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Wakefield, on the 28th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, will be held before Mr. Henry Mason, the Registrar of the said Court, on the 12th day of December next, at the Court-house, in Wakefield, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Mason, of Bond-terrace, Wakefield, is the Official Assignee, and Mr. Robert Barratt, of Wakefield, is the Solicitor acting in the bankruptcy.

John Leigh Aldred, in lodgings at No. 12, Crafon-place, Grey-street, Manchester, Bookkeeper, formerly of No. 1, Lyndhurst-terrace, Alfred-street North, Nottingham, York Agent and Merchant, and previously a Bookkeeper at Nottingham aforesaid, and formerly of No. 2, Gualdian-terrace, West-Gorton, near Manchester, Cashier and Bookkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, 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 Nicholas-croft, Manchester, on the 19th 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. E. Hodgson, of Manchester, is the Solicitor acting in the bankruptcy.

Charles Welch, late of West View, Ashton Old Road, Openshaw, in the county of Lancaster, Labourer, previously of Sunny-bank-terrace, Ashton Old-road aforesaid, Labourer, Draper, and Provision Dealer, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in the County Court of Lancashire, holden at Manchester, 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 Nicholas-croft, Manchester, on the 19th 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.

Herbert Moore, of Rotherham, in the county of York, Stove Grate Fitter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Rotherham, on the 25th day of October, 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, Rotherham, on the 22nd 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.

Edward Newman and William-Fretwell-Boyle, are the Official Assignees, and Samuel Brown, of Rotherham, is the Solicitor acting in the bankruptcy.

Matthew Mahoney, now of No. 38, Upper Baker-street, West Derby-road, Liverpool, in the county of Lancaster, and occupying a Stall No. 16, in St. John's Market, Liverpool aforesaid, Poulterer, previously of No. 14, Franklin-place, Whitefield-road, Everton, near Liverpool aforesaid, then also occupying Stall No. 3, in St. John's Market, Liverpool aforesaid, Poulterer and Licensed Dealer in Games, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 16th day of 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 No. 80, Lime-street, Liverpool, on the 8th day of December next, at quarter past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. William-Glover Gray, of No. 79, Lime-street, Liverpool, is the Solicitor acting in the bankruptcy.

James Murphy, in lodgings at No. 25, North-street, Liverpool, in the county of Lancaster, previously in lodgings at No. 36, Plumbe-street, Liverpool aforesaid, having occupation of a Shop, No. 31, Old Haymarket, and previously of a Shop, No. 50, Lime-street, both within Liverpool aforesaid, previously in lodgings at the Lower Ship Inn, Shude-hill, having also occupation of a Shop at St. Mary's-gate, both within Manchester, in the said county, and formerly in lodgings at No. 8, Lees-lane, having occupation of two Shops at No. 3, Bull-street and No. 161, Broad-street, all within Birmingham, in the county of Warwick, Auctioneer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 18th day of October, 1865, and the adjudication being directed to be prosecuted, in the County Court of Lancashire, holden at Liverpool, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at No. 80, Lime-street, Liverpool, on the 8th day of December next, at a quarter past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. Lewis Henry, of No. 3, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

Francis Donnelly, of No. 40, Gibraltar-row, Great Howard-street, Liverpool, in the county of Lancaster, and occupying Offices at No. 37, Bath-street, Liverpool aforesaid, Shipping Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 19th day of October, 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 No. 80, Lime-street, Liverpool, on the 8th day of December next, at a quarter past ten in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. J. J. Thornley, of No. 2, Hatton-garden, Liverpool, is the Solicitor acting in the bankruptcy.

Randal McDonald, of No. 50, Regent-street, Liverpool, in the county of Lancaster, Emigration Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, 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 No. 80, Lime-street, Liverpool, on the 8th day of December next, at a quarter past ten in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. Maurice Nordon, of Central-chambers, South Castle-street, Liverpool, is the Solicitor acting in the bankruptcy.

Sarah Rimmer, of Brook Farm, Green-lane, West Derby, in the county of Lancaster, out of business, and previously of the Kendal Castle, Severs-street, Everton, in the said county of Lancaster, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancaster, holden at Liverpool, 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 at the said Court, at No. 80, Lime-street, Liverpool, on the 8th day of December next, at a quarter past ten in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry

Hime, of Lime-street, Liverpool, is the Official Assignee, and Mr. J. B. Wilson, of No. 52, Castle-street, Liverpool, is the Solicitor acting in the bankruptcy.

James William Pettit, of Colchester, in the county of Essex, Pipe Maker, and Dealer in Tobacco and Lucifer Matches, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Essex, holden at Colchester, 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 the Townhall, Colchester, on the 14th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Mr. Jones, of Colchester, is the Solicitor acting in the bankruptcy.

John Strawson, of the city of Lincoln, Eating-house Keeper and Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Lincoln, on the 6th 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 John Godfrey Teed, Esq., Q.C., Judge of the said Court, 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. Field Uppieby, Esq., Registrar of the said Court, is the Official Assignee, and Messrs. Brown and Son, of Lincoln, are the Solicitors acting in the bankruptcy.

Thomas Merry, of King-street, Fenton, in the county of Stafford, and late of High-street, Fenton aforesaid, Carter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, on the 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 the Judge of the said Court, on the 11th day of December next, at the said Court, at the Townhall, Stoke-upon-Trent, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, is the Official Assignee, and Messrs. Edmund and Alfred Tennant, of Hanley, are the Solicitors acting in the bankruptcy.

Isaac Moore, of Sudbourne, in the county of Suffolk, Shepherd, and late a Prisoner for Debt in the County Gaol of Suffolk, at Ipswich, in the said county of Suffolk, having been adjudged bankrupt under a Petition for adjudication of bankruptcy (in forma pauperis), filed in the County Court of Suffolk, holden at Ipswich, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted in the County Court of Suffolk, holden at Woodbridge, 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 the Shirehall, Woodbridge, 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. Robert Ashby Reeve, of Woodbridge, is the Official Assignee, and Francis Barnard Jennings, of Ipswich, is the Solicitor acting in the bankruptcy.

Henry Orme, late of No. 59, Fountain-street, Macclesfield, in the county of Chester, Silk Twister and Trimming Manufacturer, having been adjudged bankrupt by the Registrar of the County Court of Cheshire, holden at Chester, attending at the Gaol at Chester, on the 16th day of October, 1865, and the adjudication being directed to be prosecuted at the County Court of Cheshire, holden at Macclesfield, 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 the Townhall, Macclesfield, on the 14th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court, is the Official Assignee.

Henry Giles, late of the Salisbury Arms, French-street, Southampton, Beer Seller, and late a Prisoner for Debt in the Borough Gaol of the town and county of Southampton, having been adjudged bankrupt by the Registrar of the County Court of Hampshire, holden at Southampton, 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 said Court, at Southampton, on the 12th day of December next, at eleven 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 the Bankrupt in person is acting in the bankruptcy.

Peter Seddon, of Tobin-street, Egremont, in the county of Chester, Poulterer, Framer, and Licensed Dealer in Game, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Birkenhead, 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 Birkenhead, on the 19th 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. James Gill, Esq., of Birkenhead, is the Official Assignee, and Mr. Edward Bretherton, of Birkenhead, is the Solicitor acting in the bankruptcy.

William Edmund James, formerly of No. 30, King's-street, Leicester, in the county of Leicester, Box Manufacturer and Stationer, and now or late of No. 36, King's-street, Leicester aforesaid, out of business, and a lodger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Leicester, 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 Castle, Leicester, on the 13th day of December next, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Ingram, of Leicester, is the Official Assignee, and Mr. William Chamberlain, of Friar-lane, Leicester, is the Solicitor acting in the bankruptcy.

Stephen Jackson, of Upper-street Mill, Hollingbourne, in the county of Kent, Miller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Maidstone, on the 2nd day of November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the Sessions-house, Maidstone, on the 2nd day of January next, at twelve at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Scudamore, of Maidstone, is the Official Assignee, and Mr. Thomas Goodwin, of Maidstone, is the Solicitor acting in the bankruptcy.

James Huffer, of Tallington, in the county of Lincoln, Licensed Victualler, Butcher, and Fellmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Stamford, 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 Stamford, on the 11th 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. Messrs. Sheild and Hough, of Stamford, are the Official Assignees, and Mr. Wm. F. Law, of Stamford, is the Solicitor acting in the bankruptcy.

John Cook, of Saint Mary's-street, in the town and county of Southampton, Greengrocer, Fruiterer, and Potato Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Southampton, 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, at Southampton, on the 12th day of December next, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. A. S. Thorndike, of Southampton, is the Official Assignee, and Mr. W. H. Mackey, of Manchester-street, Southampton, is the Solicitor acting in the bankruptcy.

William Scorey, of Brockenhurst, in the county of Hants, late Keeper of the Post-office, Innkeeper and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Lymington, on the 30th 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, Lymington, on the 9th 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. Richard Sharp, of Lymington, is the Official Assignee, and Mr. William Henry Mackey, of Southampton, is the Solicitor acting in the bankruptcy.

Thomas Stopford, now and for the last three years and six months of No. 297, Stamford-street, Ashton-under-Lyne, in the county of Lancaster, Confectioner, Bookseller, and Stationer, and Journeyman Letter Press Printer, and Postmaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Ashton-under-Lyne, on the 12th

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, Ashton-under-Lyne, on the 7th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Robert Worthington, Esq., of Ashton-under-Lyne, is the Official Assignee, and Henry Gartside, Esq., of Ashton-under-Lyne, is the Solicitor acting in the bankruptcy.

Francois Booth (trading under the style or name of Fanny Booth), formerly of Wingfield road, in Clay Cross, in the county of Derby, Grocer and Provision Dealer, afterwards of London-road, in Derby, in the county of Derby, since and now of No. 5, Sheaf Garden-terrace, Sheffield, in the county of York, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Chesterfield, on the 27th day of October, 1865, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held at the said Court, at the County Court, Market-hall, on the 20th day of December next, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Wake and Robert Waller, of Chesterfield, are the Official Assignees, and Joseph Bland Walker, of Belper, is the Solicitor acting in the bankruptcy.

Thomas Gleadell, of Gainsborough, in the county of Lincoln, Brewer and Ginger Beer Manufacturer, late of St. Benedict parish, in the city of Lincoln, Beerhouse Keeper and Brewer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Gainsborough, 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 John Godfrey Teed, Esq., Q. C., Judge of the said Court, on the 20th day of December next, at the said Court, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Frederick M. Burton, Esq., Registrar of the Court, is the Official Assignee, and Mr. Samuel Hayes, of Gainsborough, is the Solicitor acting in the bankruptcy.

Francis Proudlove, of Broughton, in the county of Lincoln, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Brigg, 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 John Godfrey Teed, Esq., Q. C., Judge of the said Court, on the 8th 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. Roslin Hett, Esq., is the Official Assignee.

Abraham Lockington Ayres, late of Littleport, in the county of Cambridge, Laborer, but now a Prisoner in the County Gaol at Chesterton, in the county of Cambridge, having been adjudged bankrupt by a Registrar of the County Court of Cambridgeshire, holden at Cambridge, attending at the said Gaol at Chesterton, on the 19th day of October, 1865, and the proceedings being directed to be prosecuted in the County Court of Cambridgeshire, holden at Ely, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the last-mentioned Court, at Ely, on the 19th 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. George Samuel Hall, Esq., of Ely, is the Official Assignee, and Messrs. Whitehead and French, of Cambridge, are the Solicitors acting in the bankruptcy.

William Potts, now residing in lodgings at Newchapel, in the parish of Wolstanton, in the county of Stafford, Butty Collier, and late of the same place, Butty Collier, 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 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 the Townhall, Tunstall, on the 8th 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. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Frederick Salt, of Tunstall and Crewe, is the Solicitor acting in the bankruptcy.

Daniel Parson, now and for two years last past residing in Bath-street, Burslem, in the county of Stafford, and previously thereto in Dale-street, Dalehall, Burslem aforesaid, Journeyman Sawyer, and late a Cow Keeper, 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 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 the Townhall, Burslem, on the 7th 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. Edward Challinor, of Hanley, is the Official Assignee, and Messrs. William Holmes and John Ward, of Burslem, are the Solicitors acting in the bankruptcy.

William Berry, of Great York-street, Hanley, in the county of Stafford, Beer House Keeper, 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 30th 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, Hanley, on the 6th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Daniel Stephen Sutton, of Burslem, is the Solicitor acting in the bankruptcy.

Charles Leek, of No. 34, Hanover-street, in the borough of Hanley, in the county of Stafford, Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 2nd 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 the Townhall, Hanley, on the 6th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Alfred Tennant, of Hanley, is the Solicitor acting in the bankruptcy.

William Knight, of Burslem, in the county of Stafford, Butcher, 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 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, Burslem, on the 7th day of December next, at eleven o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Robert William Litchfield, of Newcastle-under-Lyme, is the Solicitor acting in the bankruptcy.

George Smith, of Broad-street, in the borough of Hanley, in the county of Stafford, Plumber, Glozier, and Painter, 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 2nd 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 the Townhall, Hanley, on the 6th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Daniel Stephen Sutton, of Burslem, is the Solicitor acting in the bankruptcy.

William Wilkinson, of Longton, in the parish of Stoke-upon-Trent, in the county of Stafford, Shoe Dealer, having been adjudged bankrupt by the Registrar of the County Court of Staffordshire, holden at Stafford, attending at Stafford Gaol, on the 9th day of October, 1865, and the adjudication being directed to be prosecuted in the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 11th day of December next, at the said Court, at the Townhall, Stoke-upon-Trent, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, is the Official Assignee, and Mr. Robert William Litchfield, of Newcastle-under-Lyme, is the Solicitor acting in the bankruptcy.

Edward Trafford, of Belton, in the county of Lincoln, travelling with Steam Thrashing Machines for Messrs. Fowler and Collins, Thrashing Machine Owners, of the town and city of Kingston-upon-Hull, previously of Eastoft, in the said county of Lincoln, Miller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Thorne, 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 Richard Wildman, Esq., the Judge of the said Court, on the 15th day of December next, at the Court-room, in Thorne, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Johnson Fox, Esq., the Registrar of the said Court, is the Official Assignee, and Edwin Woodhead, of Doncaster, is the Solicitor acting in the bankruptcy.

The first meeting of creditors has been duly held in each of the said bankruptcies, and at the several public sittings above-mentioned Proofs of Debts of creditors who have not proved will be received, and the said several bankrupts will be respectively required to surrender themselves to the said Court, and to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects, and to finish their examinations.

Notice is hereby given, that James Crosher, of Hockley, in the town of Nottingham, Grocer and Tea Dealer, adjudged bankrupt by Her Majesty's Court of Bankruptcy for the Birmingham District, on the 20th day of June, 1865, the Court has appointed a public sitting to be held at the said Court of Bankruptcy, at Birmingham, before George William Sanders, Esquire, the Commissioner of the said Court, on the 19th day of December next, at eleven o'clock in the forenoon precisely, for considering the question of granting to the bankrupt an Order of Discharge, when the Assignee or any creditor who has proved may be heard against such Discharge.

James Lister, of Wakefield, in the county of York, Fulling Miller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Wakefield, on the 28th day of October, 1865, a public sitting for the said bankrupt to make application for his Discharge, will be held at the said Court, on the 14th day of December next, at the Court-house, in Wakefield, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Henry Mason, of Bond-terrace, Wakefield, is the Official Assignee, and Mr. Robert Barratt, of Wakefield, is the Solicitor acting in the bankruptcy.

DAVID CATO MACRAE, Esq., one of Her Majesty's Registrars authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 6th day of September, 1865, by Joseph Henshall, of Upper Murray-street, Scholes, Wigan, in the county of Lancaster, Innkeeper and File Cutter, will, on the application of the said bankrupt (whose Last Examination stands adjourned sine die), sit on the 8th day of December, 1865, at twelve o'clock at noon precisely, at Her Majesty's Court of Bankruptcy in Manchester, in order to take the Last Examination of the said bankrupt, and for him to make application for his Discharge; when and where he is required to surrender himself and make a full discovery and disclosure of all his estate and effects and to finish his examination, and the creditors who have not already proved their debts are to come prepared to prove the same.

In the Matter of Henry Mitchell, of the town and county of the town of Nottingham, Fellmonger, Dealer and Chapman, who was adjudged bankrupt on the 9th day of February, 1844, and filed in Her Majesty's Court of Bankruptcy, at Birmingham.

NOTICE is hereby given, that the said Court has appointed a meeting of creditors to be held before the Registrar on the 5th day of December, 1865, at twelve o'clock at noon precisely, at the said Court at Nottingham, to choose an assignee or assignees of the estate and effects of the said bankrupt in the place of William Redgate, of Nottingham, Maltster, deceased, when and where the creditors who have not proved their debts are to come prepared to prove the same and vote in such choice accordingly.

The Bankruptcy Act, 1861.

Notice of Dividend Meetings.

Meetings of the Creditors of the Bankrupts hereinafter named will be held, pursuant to the

174th section of the said Act, at the times and places hereinafter mentioned: that is to say:—

At the Court of Bankruptcy for the Liverpool District, at Liverpool, before J. Y. Lee, Esq., Registrar:

Joseph Holland, of Llanfair-street, and William Roberts, of Well-street, both in the town of Ruthin, in the county of Denbigh, Joiners and Builders, and Copartners, adjudicated bankrupts on the 11th day of January, 1865. A Dividend Meeting under the separate estate and effects of William Roberts, one of the said bankrupts, will be held on the 6th day of December next, at twelve o'clock at noon precisely.

At the County Court of Westmorland, holden at Appleby, before John Heelis, Registrar:

Henry Manders, of Bongate, in the parish of Saint Michael, Appleby, otherwise Bongate, in the county of Westmorland, Gentleman, adjudicated bankrupt on the 10th day of April, 1865. A Dividend Meeting will be held on the 7th day of December, 1865, at eleven o'clock in the forenoon precisely.

At the County Court of Cheshire, holden at Northwich, before the Registrar:

James Wing, of Weaverham, in the county of Chester, Innkeeper, adjudicated bankrupt on the 2nd day of August, 1865. A Dividend Meeting will be held on the 13th day of December next, at two o'clock in the afternoon precisely.

At the County Court of Norfolk and Suffolk, holden at the Registrar's Office, at Eye, before Edgar Chénery, Esq., the Registrar:

Henry Packard, late of Scol, in the county of Norfolk, Merchant and Commission Agent, adjudicated bankrupt on the 28th day of January, 1865. A Dividend Meeting will be held on the 7th day of December next, at half-past one o'clock in the afternoon precisely.

At the County Court of Northumberland, holden at Bellingham, before Thomas Cook, Esq., the Registrar:

John Wilkinson, of Greenhaugh, adjudicated bankrupt on the 7th day of February, 1863. A Dividend Meeting will be held on the 9th day of December next, at ten o'clock in the forenoon precisely.

At the County Court of Montgomeryshire, holden at Llanfyllin, before John Pugh, Esq., Registrar:

Jonathan George Akhill, of High-street, Llanfyllin, Jeweller, Watch and Clock Maker, adjudicated bankrupt on the 24th day of February, 1865. A Dividend Meeting will be held on the 11th day of December next, at twelve o'clock at noon precisely.

At the County Court of Kent, holden at Rochester, before a Registrar:

Beresford Scott, late of Saint Mary's-place, New Brompton, in the county of Kent, and now of No. 8, Gloucester-terrace, New Brompton, in the said county, Paymaster in the Royal Navy, adjudicated bankrupt on the 14th day of December, 1863. A Dividend Meeting will be held on the 5th day of December next, at twelve o'clock at noon precisely.

Ignatz Joseph Sommer, of Serafies-place, New Brompton, in the county of Kent, Bugle Major of Her Majesty's Ceylon Rifles, and now attached to Her Majesty's 52nd Regiment of Foot, adjudicated bankrupt on the 27th day of August, 1864. A Dividend Meeting will be held on the 5th day of December next, at one o'clock in the afternoon precisely.

Giles Lacell Bell, of No. 1, Orange-terrace, Saint Margaret's, Rochester, in the county of Kent, Carpenter and Joiner, adjudicated bankrupt on the 7th day of February, 1865. A Dividend Meeting will be held on the 5th day of December next, at three o'clock in the afternoon precisely.

At the County Court of Cornwall, holden at Redruth, before John L. Peter, the Registrar:

Emily Carbis, of Tuckingmill, in the county of Cornwall, adjudicated bankrupt on the 1st day of July, 1865. A Dividend Meeting will be held on the 7th day of December next, at half-past eleven o'clock in the forenoon precisely.

Joanna Richards, of Camborne, in the county of Cornwall, adjudicated bankrupt on the 18th day of December, 1863. A Dividend Meeting will be held on the 7th day of December next, at half-past eleven o'clock in the forenoon precisely.

Joseph Allen, of Illogan, in the county of Cornwall, adjudicated bankrupt on the 2nd day of April, 1863. A Dividend Meeting will be held on the 7th day of December next, at half-past eleven o'clock in the forenoon precisely.

At the County Court of Montgomeryshire, holden at Llanfyllin, before John Pugh, Esq., the Registrar:

John Davies, of the town of Llanfyllin, Innkeeper, Licensed Victualler, adjudicated bankrupt on the 30th day of March, 1865. A Dividend Meeting will be held on the 11th day of December next, at twelve o'clock at noon precisely.

David Davies, of Abelside, Llanfyllin, Butcher and Cattle Dealer, adjudicated bankrupt on the 4th day of May, 1865. A Dividend Meeting will be held on the 17th day of December next, at twelve o'clock at noon precisely.

At the County Court of Northamptonshire, holden at Northampton, before William Dennis, Esq., the Registrar:

Munns John Hardwick, of Rothersthorpe Mill, in the parish of Rothersthorpe, in the county of Northampton, Miller, adjudicated bankrupt on the 5th day of December, 1864. A Dividend Meeting will be held on the 16th day of December next, at twelve o'clock at noon precisely.

John Rolfe, late of the town of Northampton, in the county of Northampton, Innkeeper, and now of Gayton, in the same county, out of business, adjudicated bankrupt on the 5th day of December, 1864. A Dividend Meeting will be held on the 16th day of December next, at twelve o'clock at noon precisely.

Marshall Monk, of No. 136, Bridge-street, Northampton, in the county of Northampton, Saddler and Harness Maker, adjudicated bankrupt on the 8th day of December, 1864. A Dividend Meeting will be held on the 16th day of December next, at twelve o'clock at noon precisely.

John Love, of Moulton, in the county of Northampton, Blacksmith, adjudicated bankrupt on the 21st day of August, 1864. A Dividend Meeting will be held on the 16th 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:—

Henry Phillp, heretofore of the Girdler's Arms Public-house, No. 16, Sherborne-lane, in the city of London, Licensed Victualler, then of Brook-place, Old Kent-road, in the county of Surrey, out of business, then of No. 62, Trowbridge-street, Liverpool, Beer-seller, then and now of Brook-place aforesaid, out of business, adjudicated bankrupt on the 20th day of April, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 9th day of June, 1864.

Charles Hambro Danehell, of No. 9, Mincing lane, in the city of London, Merchant, adjudicated bankrupt by the 4th day of April, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 16th day of November, 1865.

James George Pugh, of No. 27, High-street, Wapping, in the county of Middlesex, Butcher, adjudicated bankrupt on the 10th day of March, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 4th day of May, 1865.

George Corp, of No. 31, Hayes, in the parish of Saint John, Cardiff, in the county of Glamorgan, Auctioneer, General Warehouseman, and Furniture Dealer, adjudicated

bankrupt on the 3rd day of October, 1865. An Order of Discharge was granted by the Court of Bankruptcy for the Bristol District, at Bristol, on the 21st day of November, 1865.

Michael Hinds, lately lodging at the Two Trees Inn, Wilder-street, Bristol, since then a Prisoner for Debt in the Gaol at Bristol, Travelling Showman's Assistant, adjudicated bankrupt (in formâ pauperis), on the 9th day of October, 1865. An Order of Discharge was granted by the County Court of Gloucestershire, holden at Bristol, on the 22nd day of November, 1865.

Richard Boughton, late of No. 1, Mott-street, Birmingham, in the county of Warwick, previously of No. 19, Buckingham-street, Birmingham aforesaid, and formerly of No. 1, Bay-street, Birmingham aforesaid, Pearl-button Manufacturer, adjudicated bankrupt (in formâ pauperis) on the 21st day of September, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

Thomas Harrison, late residing in lodgings at No. 14, Penn-street, Birmingham, in the county of Warwick, out of business, previously of No. 2, Dale-end, Birmingham aforesaid, Eating-house-keeper, previously of No. 42, Duddeston-row, Needle Manufacturer and Embroiderer, adjudicated bankrupt (in formâ pauperis) on the 9th day of June, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

Amos Cowen, for two weeks, in lodgings at the Malt Shovel, No. 15, Sun-street, Birmingham, in the county of Warwick, out of business and employment formerly added for about thirteen months of the same place, Retail Brewer, adjudicated bankrupt on the 9th day of June, 1865. The Order of Discharge in this case was suspended for three calendar months, without protection, but will be delivered to the bankrupt after the expiration of three calendar months from this date, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court. Dated this 21st day of November, 1865.

John Henry Sheppard, residing in lodgings at No. 49, Blucher-street, Birmingham, in the county of Warwick, previously in lodgings at No. 4, Albion-place, New John-street West, Birmingham aforesaid, Tailor's Foreman, adjudicated bankrupt on the 4th day of October, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

Edwin Edward Glover, now and for ten weeks, residing at No. 158, Hockley-hill, Birmingham, in the county of Warwick, Assistant to a Greengrocer, Fishmonger, and a Dealer in Game, also in Cider and Perry, previously for eight months residing at No. 158, Hockley-hill aforesaid, carrying on trade as a Greengrocer and Fishmonger, also a Dealer in Game, and as a Retailer of Ale, Beer, Porter, Cider, Perry, and Tobacco, before then for about six months carrying on business at the same place, as a Greengrocer, Fishmonger, and Dealer in Cider and Perry, before then for about twelve months carrying on business at the same place, as a Greengrocer and Fishmonger, and before then residing at No. 159, Hockley-hill, Birmingham aforesaid, Fishmonger, adjudicated bankrupt on the 29th day of July, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

Henry Mason, now and for one week residing in a furnished house, No. 86, Smith-street, Hockley, Birmingham, in the county of Warwick, previously and for about four months residing at the back of No. 71, Smith-street, Hockley, Birmingham aforesaid, formerly and for about four months of Unett-street, Birmingham aforesaid, and during all the time being a Journeyman Baker, adjudicated bankrupt on the 6th day of September, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

George Paul Eckstein, now residing in lodgings at No. 5, Kyrwick's-lane, Highgate, in the Borough of Birmingham, in the county of Warwick, Commission Agent, previously residing in lodgings in Wesley-street, Tranmere, in the county of Chester, heretofore of Cleveland-square, Lixier-pool, in the county of Lancaster, Commission Agent, Provision Dealer, Dealer and Chapman, adjudicated bankrupt on the 19th day of September, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

William Gurler the younger, of New-street, Alma-street, Aston-juxta-Birmingham, in the county of Warwick, occupying land at Castle Bromwich, near Birmingham aforesaid, Farmer and Dairyman, adjudicated bankrupt on the 4th day of October, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

James Henry Dawson, of Alma-street, Aston New Town, juxta Birmingham, in the county of Warwick, previously of No. 27, Howe-street, Birmingham aforesaid, Baker and Provision Dealer, adjudicated bankrupt on the 18th day of September, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

Jabez Organ, of No. 144, Little Hampton-street, Birmingham, in the county of Warwick, Boot and Shoe Manufacturer, adjudicated bankrupt on the 18th day of September, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

William Wardell, residing in lodgings at Mr. Stubb's, Dymock-street, in the parish of Aston juxta Birmingham, in the county of Warwick, Journeyman Tailor, previously of No. 7, Smithfield-street, Birmingham aforesaid, News Agent and Journeyman Tailor, adjudicated bankrupt on the 8th day of September, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1865.

John Vank, of No. 10, Terminus-road, Brighton, in the county of Sussex, Bootmaker, adjudicated bankrupt on the 26th day of August, 1865. An Order of Discharge was granted by the County Court of Sussex, holden at Brighton, on the 10th day of November, 1865.

Moses Pierce, of the Blue Bell, Acrefair, in the parish of Ruabon, in the county of Denbigh, Beer-seller, Provision Dealer, and Collier, adjudicated bankrupt on the 10th day of October, 1865. An Order of Discharge was granted by the County Court of Denbighshire, holden at Wrexham, on the 21st day of November, 1865.

Edward Jones, of Penygraig Farm, in the township of Trevor Icha, in the parish of Llangollen, in the county of Denbigh, Farmer, Lime Burner, and Quarryman, adjudicated bankrupt on the 11th day of October, 1865. An Order of Discharge was granted by the County Court of Denbighshire, holden at Wrexham, on the 21st day of November, 1865.

Thomas Bolwell, of the city of Bath, in the county of Somerset, adjudicated bankrupt on the 12th day of July, 1865. An Order of Discharge was granted by the County Court of Somersetshire, holden at Bath, on the 16th day of November, 1865, but the said Order of Discharge to be suspended for six months, three months to be without protection.

Ambrose Minty, of Batheaston, in the county of Somerset, adjudicated bankrupt on the 31st day of August, 1865. An Order of Discharge was granted by the County Court of Somersetshire, holden at Bath, on the 26th day of October, 1865.

Richard Rouse Cripps, of Monckton Combe, in the county of Somerset, adjudicated bankrupt on the 9th day of September, 1865. An Order of Discharge was granted by the County Court of Somersetshire, holden at Bath, on the 26th day of October, 1865.

Henry Baddeley, of the Rookery, in the parish of Wolstanton, in the county of Stafford, Grocer and Provision Dealer, adjudicated bankrupt on the 14th day of July, 1865. An Order of Discharge was granted by the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 6th day of October, 1865.

John Coleclough, of Victoria-street, Tunstall, in the county of Stafford, Journeyman Potter, previously of High-street, Tunstall aforesaid, Beer-seller, Dealer in Tobacco, and Journeyman Potter, adjudicated bankrupt on the 24th day of August, 1865. An Order of Discharge was granted by the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 6th day of October, 1865.

Joseph Caton, of Lyndhurst-street, and late of Middleport, both in the parish of Burslem, in the county of Stafford, adjudicated bankrupt on the 8th day of July, 1865. An Order of Discharge was granted by the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 5th day of October, 1865.

David Edmonds, of High-street, Merthyr Tydfil, in the county of Glamorgan, Grocer and China Dealer, adjudicated bankrupt on the 16th day of August, 1865. An Order of Discharge was granted by the County Court of Glamorganshire, holden at Merthyr Tydfil, on the 21st day of November, 1865.

Thomas Curtis Harlett, of Bridgwater, in the county of Somerset, Ship Painter, adjudicated bankrupt on the 14th day of September, 1865. An Order of Discharge was granted by the County Court of Somersetshire, holden at Bridgwater, on the 17th day of November, 1865.

Richard Jones, now and for three months last past of the Bear Inn, in the town of Oswestry, in the county of Salop, Innkeeper, previously and for four years and upwards of the Hayes, in the parish of Oswestry aforesaid,

Farmer, adjudicated bankrupt on the 3rd day of August, 1865. An Order of Discharge was granted by the County Court of Shropshire, holden at Oswestry, on the 18th day of November, 1865.

William Watson, of High-street, in Belper, in the county of Derby, Joiner and Builder, adjudicated bankrupt on the 11th day of September, 1865. An Order of Discharge was granted by the County Court of Derbyshire, holden at Belper, on the 16th day of November, 1865.

Frederick William Peel, of Chapel-street, in Belper, in the county of Derby, Bootmaker, adjudicated bankrupt on the 11th day of September, 1865. An Order of Discharge was granted by the County Court of Derbyshire, holden at Belper, on the 16th day of November, 1865.

Robert Plummer, of Bray, in the county of Berks, Foreman and Timekeeper at the Saint George's Ironworks, Bray, in the county of Berks aforesaid, adjudicated bankrupt on the 11th day of October, 1865. An Order of Discharge was granted by the County Court of Berkshire, holden at Windsor, on the 16th day of November, 1865.

George Adams Knight, now residing in furnished lodging at the house of Mary Kirkland, of the Barbary-road, Watergate-street, Rugby, in the county of Warwick, Confectioner, previously of the Railway-terrace, Rugby aforesaid, Journeyman Confectioner, and before then of No. 19, High-street, Rugby aforesaid, Confectioner, adjudicated bankrupt on the 17th day of October, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Rugby, on the 20th day of November, 1865.

Luke Gibbins, of No. 2, Lawrence Sherriff-street, Rugby, in the county of Warwick, Boot Maker, adjudicated bankrupt on the 19th day of October, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Rugby, on the 20th day of November, 1865.

Neil Murphy, of Dudley, in the county of Worcester, Fish Salesman, adjudicated bankrupt on the 13th day of July, 1865. An Order of Discharge was granted by the County Court of Worcestershire, holden at Dudley, on the 19th day of September, 1865.

Thomas Jones, of Ettingshall, in the parish of Sedgley, in the county of Stafford, Farmer, Cbw. Keeper, Milk Salesman and Contractor, adjudicated bankrupt on the 5th day of October, 1865. An Order of Discharge was granted by the County Court of Worcestershire, holden at Dudley, on the 18th day of November, 1865.

Archibald Murchie, of Victoria-terrace, Dudley, in the county of Worcester, Travelling Draper, adjudicated bankrupt on the 13th day of September, 1865. An Order of Discharge was granted by the County Court of Worcestershire, holden at Dudley, on the 16th day of November, 1865.

John Poyner, of Cleton-street, Dudley Port, in the parish of Tipton, in the county of Stafford, Journeyman Wheelwright, previously thereto of the Terrace, Dudley Port aforesaid, Journeyman Wheelwright, and previously thereto of Greet's Green, in the parish of Westbromwich, in the aforesaid county of Stafford, Journeyman Wheelwright, and also carrying on business at the Plough Inn, as a Retailer of Beer, adjudicated bankrupt on the 25th day of September, 1865. An Order of Discharge was granted by the County Court of Worcestershire, holden at Dudley, on the 18th day of November, 1865.

Joseph Martin, of Har's-hill, near Dudley, in the county of Stafford, Miner, adjudicated bankrupt on the 18th day of September, 1865. An Order of Discharge was granted by the County Court of Worcestershire, holden at Dudley, on the 16th day of November, 1865.

Thomas Hartley, of Holywellside, near Brampton, in the county of Derby, adjudicated bankrupt (in forma pauperis) on the 14th day of September, 1865. An Order of Discharge was granted by the County Court of Derbyshire, holden at Chesterfield, on the 22nd day of November, 1865.

John Thickett, of Brimington Moor, near Chesterfield, in the county of Derby, Carter and Ironstone Miner, adjudicated bankrupt on the 28th day of August, 1865. An Order of Discharge was granted by the County Court of Derbyshire, holden at Chesterfield, on the 22nd day of November, 1865.

Thomas Chamberlain, of Empingham, in the county of Rutland, Blacksmith, adjudicated bankrupt on the 25th day of September, 1865. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Stamford, on the 18th day of November, 1865.

David Smith, of New Fleiton, in the county of Huntingdon, Innkeeper, Carpenter, and Butcher, adjudicated bankrupt on the 19th day of August, 1865. An Order of Discharge was granted by the County Court of Northamptonshire, holden at Peterborough, on the 20th day of November, 1865.

James Mason, late of Birmingham-street, Manchester, Metal Broker, and late a Prisoner for Debt in the Manchester City Gaol, adjudicated bankrupt by a Registrar of the Court of Bankruptcy, attending at the said Gaol, on the 19th day of July, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 21st day of November, 1865.

James Sturgess, late of No. 8, West-view, Openshaw, near Manchester, previously of Wellington-street, Ardwick, Journeyman Clogger, formerly of Wovendon-street, Openshaw aforesaid, Grocer, Provision Dealer, and Clogger, and late a Prisoner for Debt in the Manchester City Gaol, adjudicated bankrupt (in formâ pauperis) on the 10th day of October, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 21st day of November, 1865.

Abraham Singleton, for eighteen months last past residing at No. 20, Albert-street, Lower King-street, Manchester, carrying on the trade or business of a Painter, adjudicated bankrupt on the 10th day of October, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 21st day of November, 1865.

John Jackson Bryson, Cabinet Maker, formerly carrying on business under the name of John Bryson, at No. 2, Jones-street, Salford, next at Austin-street, afterwards at No. 28, Thoman-street, both in Manchester, and residing first at Trafalgar-place, in Salford, and then at Gibson-street, Ardwick, and now at Byrom-street, both in Manchester aforesaid, adjudicated bankrupt on the 10th day of October, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 21st day of November, 1865.

John Hodge, of Liverpool-street, Liverpool, in the county of Lancaster, Boarding-house Keeper, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, adjudicated bankrupt (in formâ pauperis) on the 12th day of September, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Liverpool, on the 10th day of November, 1865.

John Williams, of No. 313, Crown-street, Liverpool, in the county of Lancaster, Joiner, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, in the said county, adjudicated bankrupt (in formâ pauperis) on the 16th 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.

Frederick Augustus Hunt, now of No. 88, Brunswick-road, Liverpool, in the county of Lancaster, and occupying Shops Nos. 37 and 38, in Birkenhead-market, Birkenhead, in the county of Chester, Poulterer, Fishmonger, and Licensed Dealer in Game, previously of Oxton-road, in Birkenhead aforesaid, and occupying Shops Nos. 37 and 38, in Birkenhead-market aforesaid, and No. 9, in St. John's Fish-market, in Liverpool aforesaid, Poulterer and Fishmonger, previously thereto of Mason-street, Edgelhill, Liverpool aforesaid, Commission Agent, and formerly of Edward-street, Everton, Liverpool aforesaid, Commission Agent, adjudicated bankrupt on the 26th day of May, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Liverpool, on the 27th day of October, 1865.

Charles Cooper Burrows, of No. 173, Brownlow-hill, in Liverpool, in the county of Lancaster, Estate Agent, and No. 61, Upper Hill-street, Toxteth-park, in Liverpool aforesaid, Chemist and Druggist, adjudicated bankrupt on the 16th day of September, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Liverpool, on the 10th day of November, 1865.

Edward Hughes, of Nos. 5 and 7, Dalrymple-street, Scotland-road, Liverpool, in the county of Lancaster, Cart Owner, and late a Prisoner for Debt in the Liverpool Borough Gaol at Walton, in the said county, adjudicated bankrupt on the 17th day of July, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Liverpool, on the 10th day of November, 1865.

James Radley, of No. 33, Vine-street, Liverpool, in the county of Lancaster, now out of business, previously of No. 76, Whitechapel, in Liverpool aforesaid, Baker and Flour Dealer, adjudicated bankrupt on the 15th 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.

Robert Smith, of Mount Pleasant, Little Brighton, near New Brighton, in the county of Chester, Slater and Pasterer, adjudicated bankrupt on the 11th day of August, 1865. An Order of Discharge was granted by the County Court of Cheshire, holden at Birkenhead, on the 14th day of November, 1865.

Charles Moore, of No. 6, Neptune-terrace, Marine Town, Sheerness, in the county of Kent, Leading Man of Fitters in Her Majesty's Dockyard at Sheerness aforesaid, adjudi-

cated bankrupt on the 11th day of October, 1865. An Order of Discharge was granted by the County Court of Kent, holden at Sheerness, on the 20th day of November, 1865.

Thomas Mantle, of High-street, Mile Town, Sheerness, in the county of Kent, Coal Dealer, adjudicated bankrupt (in formâ pauperis) on the 27th day of September, 1865. An Order of Discharge was granted by the County Court of Kent, holden at Sheerness, on the 20th day of November, 1865.

Edwin Hilliard, of Bull-lane, Blue Town, Sheerness, and previously of No. 67, High-street, Blue Town, Sheerness, in the county of Kent, Fruiterer and Fishmonger, adjudicated bankrupt (in formâ pauperis) on the 18th day of September, 1865. An Order of Discharge was granted by the County Court of Kent, holden at Sheerness, on the 20th day of November, 1865.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 25th day of May, 1865, by James Frayne, late of Lady Wood-lane, in the parish of Edgbaston, in the borough of Birmingham, in the county of Warwick, Contractor, but now of Albert-road, in the parish of Aston, in the said county of Warwick, out of business, did, on the 20th day of July, 1865, grant the Discharge of the said James Frayne; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, made by a Registrar, attending at the Castle or Gaol at York, and filed on the 16th day of September, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against Matthew Roberts, late of Stanningley, in the county of York, Auctioneer and General Dealer, did, on the 16th day of November, 1865, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge; and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 20th day of January, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against Lewis Dransfield, of Leeds, in the county of York, Rope Maker, did, on the 16th day of November, 1865, pursuant to the Bankruptcy Act, 1861, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 21st day of September, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against James Hellowell, of Huddersfield, Flax Spinner, in the county of York, did, on the 16th day of November, 1865, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 28th day of September, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against James Rathbone, of Leeds, in the county of York, Hackle Pin Hardener and Temperer, formerly a Partner in the firm of Watters, Rathbone and Rhodes, did on the 16th day of November, 1865, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 5th day of July, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against William Bentley, of Dewsbury, in the county of York, Printer and Stationer, did, on the 16th day of November, 1865, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 18th day of August, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against Israel Turner, of Pontefract, in the county of York, Cabinet Maker and Furniture Dealer, did, on the 16th day of November, 1865, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 9th day of October, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against Joseph Wetherell, of Middlesborough, in the county of York, Schoolmaster, did, on the 21st day of November, 1865, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of bankruptcy, filed on the 19th day September, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against William Wilkinson and Samuel Priestley, both of Bradford, in the county of York, Worsted Spinners, Stuff Manufacturers, and Machine Wool Combers, and surviving partners, of William Wilkinson, Thomas Hartley, and Samuel Priestley, trading under the style or firm of Wilkinson Hartley, and Co., did, on the 16th day of November, 1865, on the application of the said bankrupts for an Order of Discharge, adjudge the said bankrupts entitled to such Order of Discharge, and the same was allowed and granted accordingly.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 31st day of August, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against Eli Wadsworth, of Halifax, in the county of York, Wholesale Grocer, trading in co-partnership with John Bamford, under the firm of Wadsworth and Bamford, did, on the 16th day of November, 1865, on the application of the said bankrupt for an Order of Discharge, adjudge the said bankrupt entitled to such Order of Discharge, and the same was allowed and granted accordingly.

NOTICE is hereby given, that Henry James Perry, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 4th day of October, 1865, grant an Order of Discharge to Elias Elijah Jones, of Bethesda, near Bangor, in the county of Carnarvon, Watch Maker, Hardware, Furniture, and General Dealer, formerly of Brynrgwan, in the county of Anglesey, General Dealer, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 16th day of August, 1865; and that such Order of Discharge will be drawn up and delivered to the said Elias Elijah Jones, unless an appeal be duly entered within thirty days from the said 4th day of October, 1865.

In the County Court of Yorkshire, holden at Thorne. In the Matter of Thomas Adamson the Elder, of Crowle, in the county of Lincoln, Bricklayer and Plasterer, late a prisoner in the Lincoln Castle Prison, at Lincoln, a bankrupt.

WHEREAS, at a public sitting of the said County Court, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 27th day of October, 1865.

GEORGE WILLIAMS SANDERS, Esquire, one of Her Majesty's Commissioners authorised to act under a Petition for adjudication of Bankruptcy, bearing date the 3rd day of April, 1865, and filed against John Buxton, of Brassington, in the county of Derby, Grocer and Draper, will sit on the 12th day of December, 1865, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy for the Birmingham District, holden at the Shirehall, Nottingham, in order to take the Last Examination of John Buxton, the said bankrupt (previously adjourned sine die), when and where he is required to surrender himself, and make a full discovery and disclosure of his estate and effects; and finish his examination; and the creditors who have not already proved their debts are to come prepared to prove the same.

THOMAS EWING WINSLOW, Esq., one of Her Majesty's Commissioners, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 7th day of April, 1864, against Edward Biven, of No. 64, King William-street, in the city of London, Watchmaker, Jeweller, Dealer and Chapman, will sit on the 21st day of December, 1865, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the purpose of Auditing the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force concerning bankrupts.

THOMAS EWING WINSLOW, Esq., one of Her Majesty's Commissioners, authorised to act under a Petition for adjudication of Bankruptcy, filed the 7th day

of April, 1864, against Edward Biven, of No. 64, King William-street, in the city of London, Watchmaker, Jeweller, Dealer and Chapman, will sit on the 22nd day of December, 1865, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, London, in order to make a Final Dividend of the estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said dividend, and all claims not then proved will be disallowed.

BIGGS ANDREWS, Esquire, Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorised to act under a Petition for adjudication of Bankruptcy, filed on the 26th day of May, 1861, against James Clark, of the city of Exeter, Builder, Dealer, and Chapman, will sit on the 19th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, at Queen-street, Exeter, 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.

WILLIAM SCROPE AYRTON, Esquire, one of Her Majesty's Commissioners authorised to act under a Petition for adjudication of Bankruptcy, bearing date the 18th day of April, 1860, presented and filed against George Allen, of Bardney, in the county of Lincoln, Grocer and Draper, will sit on the 13th day of December next, at twelve of the clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend; and all claims not then proved will be disallowed.

THE estates of William Nimmo, Baker and Confectioner, in Glasgow, 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 at twelve o'clock, noon, on Tuesday, the 28th day of November, 1865, within the Faculty Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March, 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.

STEWART MILLER, Agent,
99, Vincent-street, Glasgow.

99, St. Vincent-street,
Glasgow, 22nd November, 1865.

THE estates of Alexander Fraser, Grocer, Prince's-street, Glasgow, were sequestrated on the 18th day of November, current, 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated 18th 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, current, 1865, within the Faculty Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of April, 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.

CHAS. REDDIE, Writer, Glasgow.
Agent.

THE estates of John Drummond Benton, Wool, Iron and Commission Merchant, Glasgow, carrying on business there as a Wool, Iron, and Commission Merchant, under the Firm of John D. Benton and Company, of which Firm he is sole Partner, as such Partner, and as an Individual, were sequestrated on the 21st day of November, 1865, by the Sheriff of the County of Lanark.

The first deliverance is dated the 21st day of November, 1865.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Saturday, the 2nd day of December, 1865, within the Faculty Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and

grounds of debt must be lodged on or before the 21st 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.

DAVIE LOCKHART,
14, Miller-street, Glasgow, Agent.

THE estates of Daniel Ross, Merchant, at Jamimaville, in the county of Cromarty, were sequestrated on the 20th day of November, 1865, by the Sheriff of Ross and Cromarty Shires.

The first deliverance is dated 20th November, 1865.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Monday, the 4th day of December, 1865, within the Temperance Hotel, Cromarty.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March, 1866.

A Warrant of Protection has been granted to the Bankrupt until the meeting of Creditors for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

THOMAS MUNRO, Writer, Tain,
Agent.

THE estates of Peter McCulloch, Dealer in Furniture, &c., 154, Stockwell-street, Glasgow, were sequestrated on the 22nd day of November, 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated the 22nd November, 1865.

The meeting to elect the Trustee and Commissioners is to be held in the Hall of the Faculty of Procurators, Saint George's place, Glasgow, upon Friday, the 1st day of December, 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 22nd 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.

GORDON SMITH and LUCAS, Writers, Glasgow,
Agents.

THE estates of David Kerr Smith, Solicitor, in Dunkeld, were sequestrated on the 22nd day of November, 1865, by the Sheriff of Perthshire.

The first deliverance is dated the 22nd day of November, in the year 1865.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Wednesday, the 6th day of December, 1865, within the Guildhall, Perth.

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 22nd day of March, 1866.

A Warrant of Protection has been granted to the bankrupt till the meeting of Creditors for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

HORACE SKEETE, Solicitor,
68, St. John-street, Perth, Agent.

All Letters must be Post-paid and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.

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