



The London Gazette.

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TUESDAY, NOVEMBER 28, 1865.

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

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty in Council was this day pleased to direct that the Right Honourable Sir James William Colville be appointed a Member of the Judicial Committee of the Privy Council, in the room of the Right Honourable Sir Edward Ryan, resigned; and that the Right Honourable Sir George Grey, Bart., one of Her Majesty's Principal Secretaries of State, do prepare a Warrant for Her Majesty's signature accordingly, under the provisions of the Act of the third and fourth years of His Majesty King William the Fourth, chapter forty-one, section one.

AT the *Council Chamber, Whitehall*, the 23rd 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, diarrhoea 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 carcass to be disinfected when necessary, previous to the burial or other disposal thereof.

16. Whenever any local authority, as hereinbefore 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 a ny two Justices acting in and for the jurisdiction t which such notice applies, any such animals, rom 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 licet*, 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.

AT the Council Chamber, Whitehall, the 27th day of November, 1865.

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

PRESENT,

Sir George Grey, Bart.
Mr. Bruce.

WHEREAS by an Act passed in the session of the eleventh and twelfth years of Her present Majesty's reign, 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 among sheep, cattle, and other animals," which Act has since been from time to time continued by divers subsequent Acts, 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 parts of any 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 has lately appeared, and now prevails among cattle within that part of the United Kingdom called Great Britain, which is generally designated as the "cattle plague:"

And whereas it was expedient to take measures for preventing such disorder from extending to that part of the United Kingdom called Ireland; and whereas for such purpose, Orders were duly made in pursuance of the authority of the said Acts, by the Lords of Her Majesty's Most Honourable Privy Council, dated the 25th of August, 1865, and the 7th and 29th of September, 1865:

And whereas by the Order, dated the 7th day of September, 1865, the removal to any port or place in that part of the United Kingdom called Ireland, from any port or place in that part of the United Kingdom called Great Britain, of any skins, hides, horns, hoofs, or other parts of any cow, heifer, bull, bullock, ox, or calf, was prohibited:

And whereas by an Order dated the 13th day of September, 1865, all hides and skins brought into Great Britain, from India, South America, and Australia, and afterwards removed from

Great Britain to Ireland, were excepted from the operation of the said Order of the 7th day of September, 1865:

And whereas it has been represented to the Lords of Her Majesty's Privy Council, that horns are imported into Ireland from India, South America, and Australia, which countries are at present free from the disease designated as the "cattle plague:"

Now, therefore, the Lords of Her Majesty's Privy Council do hereby, in exercise of the powers given by the said recited Act, and by the several Acts continuing the same as aforesaid, order as follows:—

That, after the date of the publication of this Order in the London Gazette, all horns brought into Great Britain from India, South America, or Australia, and afterwards removed from Great Britain to Ireland, are hereby excepted from the operation of the said Order of the 7th day of September, 1865.

And the Lords of Her Majesty's Treasury are to give such directions herein as may be necessary to give due effect to this Order.

Edmund Harrison.

Windsor Castle, November 25, 1865.

This day had audience of Her Majesty:—

The Marquis de Molins, Envoy Extraordinary and Minister Plenipotentiary from the Queen of Spain, to deliver his credentials; and

Monsieur Adam, Minister Resident from the Republic of Hayti, to deliver his credentials;

To which audiences they were respectively introduced by the Earl of Clarendon, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs.

War Office, November 27, 1865.

The Queen has been graciously pleased to give orders for the appointment of the Right Honourable William Hutt, Vice-President of the Board of Trade, to be an Extra Member of the Civil Division of the Second Class, or Knights Commanders of the Most Honourable Order of the Bath.

Foreign Office, November 27, 1865.

The Queen has been pleased to approve of Mr. Richard James Cade Hitschins as Consul at Kingston, Jamaica, for His Royal Highness the Grand Duke of Oldenburgh.

War Office, November 28, 1865.

THE Queen has been graciously pleased to signify Her intention to confer the decoration of the Victoria Cross on the under-mentioned Officer of Her Majesty's Army, whose claims to the same have been submitted for Her Majesty's approval, on account of an Act of Bravery performed by him in New Zealand, as stated against his name; viz:

Regiment.	Rank and Name.	Act of Bravery for which recommended.
18th Regiment	Captain Hugh Shaw Date of Act of Bravery, January 24, 1865.	For his gallant conduct at the skirmish near Nukumarū, in New Zealand, on the 24th of January last, in proceeding, under a heavy fire, with four Privates of the Regiment, who volunteered to accompany him, to within 30 yards of the bush occupied by the Rebels, in order to carry off a comrade who was badly wounded. On the afternoon of that day, Captain Shaw was ordered to occupy a position about half a mile from the Camp. He advanced in skirmishing order, and, when about 30 yards from the bush, he deemed it prudent to retire to a palisade about 60 yards from the bush, as two of his party had been wounded. Finding that one of them was unable to move, he called for volunteers to advance to the front to carry the man to the rear, and the four Privates referred to accompanied him, under a heavy fire, to the place where the wounded man was lying, and they succeeded in bringing him to the rear.

*Admiralty, 27th November, 1865.**Royal Marine Light Infantry.*

Colonel Second-Commandant Hayes Marriott to be Colonel-Commandant, vice March, retired. Dated 21st November, 1865.

Lieutenant-Colonel Augustus Dover Lyddon Farrant to be Colonel Second-Commandant, vice Marriott. Dated 21st November, 1865.

Captain Fleetwood John Richards to be Lieutenant-Colonel, vice Farrant. Dated 21st November, 1865.

First Lieutenant John Cairncross to be Captain, vice Richards. Dated 21st November, 1865.

Second Lieutenant Osborn Tracey to be First Lieutenant, vice Cairncross. Dated 21st November, 1865.

Admiralty, 24th November, 1865.

Mr. Joseph William Smart has this day been promoted to the rank of First Class Assistant Engineer in Her Majesty's Fleet, with seniority of 17th November, 1865.

Admiralty, 27th November, 1865.

Commander Charles James Balfour has been this day promoted to the rank of Retired Captain, under the provisions of the Orders in Council of the 1st of August, 1860, and 9th of July, 1864.

Mr. Henry William Masterman has this day been promoted to the rank of First Class Assistant Engineer in Her Majesty's Fleet, with seniority of 23rd November, 1865.

*Commission signed by the Lord Lieutenant of the County of Carmarthen.**Royal Carmarthen Artillery Militia.*

The Honourable Viscount Emlyn to be Lieutenant. Dated 22nd November, 1865.

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

3rd Durham Rifle Volunteer Corps.

Major Edward Temperley Gourley to be Lieutenant-Colonel, vice Lord Adolphus Vane Tempest, deceased. Dated 10th November, 1865.

Lieutenant Henry Dixon to be Captain. Dated 17th May, 1865.

John George Harrison to be Captain. Dated 10th November, 1865.

*Commissions signed by the Lord Lieutenant of the County of Southampton.**2nd Hampshire Rifle Volunteer Corps.*

Frederick Liegh to be Lieutenant, vice Harfield, promoted. Dated 22nd November, 1865.

John Neat Pocock to be Ensign, vice Keane, promoted. Dated 22nd November, 1865.

8th Hampshire Rifle Volunteer Corps.

Ensign Henry Baker to be Lieutenant, vice Warner, promoted. Dated 25th November, 1865.

Ensign Dennis Clark to be Lieutenant, vice Gater, resigned. Dated 25th November, 1865.

Frederick Fose to be Ensign, vice Baker, promoted. Dated 25th November, 1865.

James Warner to be Ensign, vice Clark, promoted. Dated 25th November, 1865.

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

11th Herts Rifle Volunteer Corps.

William R. Mitford to be Lieutenant. Dated 26th November, 1865.

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

3rd Middlesex Artillery Volunteer Corps.

John Cook to be First Lieutenant. Dated 7th October, 1865.

Civil Service Rifle Volunteer Corps.

Lieutenant Thomas William Angell to be Captain, vice Harrington, resigned. Dated 2nd August, 1865.

26th Middlesex Rifle Volunteer Corps.

Frederick William Humphreys to be Assistant-Surgeon. Dated 25th October, 1865.

London Irish Rifle Volunteer Corps.

Ensign Allan James Marsh Bradgate to be Lieutenant. Dated 2nd August, 1865.
Alexander Brander Lucas to be Ensign. Dated 20th November, 1865.

38th Middlesex Rifle Volunteer Corps

Edward Robert King Harman to be Captain. Dated 17th July, 1865.

40th Middlesex Rifle Volunteer Corps.

Lieutenant Rowles Pattison to be Captain, vice Jones, resigned. Dated 20th November, 1865.
Ensign Frederick Albert Hooper to be Lieutenant, vice Pattison, promoted. Dated 20th November, 1865.
Edward Henslowe Bedford to be Ensign, vice Hooper, promoted. Dated 20th November, 1865.

Commissions signed by the Lord Lieutenant of the County of Norfolk, and of the City and County of the City of Norwich.

22nd Norfolk Rifle Volunteer Corps.

Lieutenant John William Davey to be Captain. Dated 20th November, 1865.

Ensign George Cleminson Barker to be Lieutenant, vice Davey, promoted. Dated 20th November, 1865.

Thomas Robinson Mitchell, M.D., to be Honorary Assistant-Surgeon. Dated 20th November, 1865.

The Reverend Alfred Fowler Smith to be Honorary Chaplain. Dated 20th November, 1865.

MEMORANDUM.

Adjutant S. G. McDakin, of the 1st Newcastle-on-Tyne Rifle Volunteer Corps, to serve with the rank of Captain. Dated 4th November, 1865.

COURT OF EXCHEQUER.

Michaelmas Term, 29th Victoria,

Saturday, the 25th day of November, 1865.

THIS Court will hold a sitting on Tuesday, the 5th day of December next, and will at such sitting proceed in giving judgment in Matters then standing for judgment.

*Fred. Pollock.
G. Bramwell.
W. T. Channell.
G. Pigott.*

LOCAL GOVERNMENT ACT, 1858.

NOTICE OF ADOPTION OF ACT BY LONGTON, STAFFORDSHIRE.

WHEREAS the Local Government Act, 1858, was duly adopted on the 10th day of October, 1865, by the borough of Longton, in the county of Stafford; and notice of such adoption has been given; and the other requirements of the said Act have been duly complied with; and whereas the period fixed by the said Act for appeal against the resolution for the adoption of the said Act by such borough has now expired, and no such appeal has been made:

Now, therefore, I, as one of Her Majesty's Principal Secretaries of State, do hereby give notice that the Local Government Act, 1858, has been duly adopted within the said borough of Longton, in the county of Stafford, and that, in accordance with the provisions thereof, the said Act will, at the expiration of two months from the date of the passing of the aforesaid resolution, have the force of law within such borough of Longton.

Given under my hand this 25th day of November, 1865.

(Signed) G. Grey.

Home Office, Whitehall.

HYDROGRAPHIC NOTICE.

(No. 4.)—CHINA.—EAST COAST.

Entrance to the River Min.

THE following information, dated 30th August, 1865, has been received from the Commander-in-Chief on the China station, respecting the existence of new shoals at the entrance of the River Min, and also of the discovery of a shoal in the northern part of the China Sea:—

Mr. Shay, pilot for the River Min, states that since the survey of that river by Mr. J. Richards Master, R.N., in 1854, new shoals have formed at the entrance, and the mark for large vessels to enter, High Sharp Peak open southward of Sharp Island peak, N.W. $\frac{3}{4}$ W.,* now leads in three fathoms water (the chart shows four fathoms) over a bar which extends across from the South Breakers to the Outer Knoll; and it also leads close to the southward of the south extreme of a shoal of seven feet water, extending about S.W. by S., three-quarters of a mile from the Inner Knoll.

Sharp peak and High Sharp peak in line, lead in seven feet water (the chart shows two fathoms) over a bank extending from Rees Rock to Nine-feet Patch.

The channel between the Inner Knoll and North Breakers is rapidly filling up with knolls of sand, and is not navigable. Where the chart has four fathoms there are now only two fathoms.

Rees Rock is marked by a stone beacon; and a beacon has been placed on Middle Dog Island.

CHINA SEA.

The Commander of the Bremen steamer Singapore reports that on his passage to Hong Kong, 13th May, 1865, his vessel passed over a rocky shoal, on which soundings were obtained in 10 fathoms water. Its position is lat. 19° 10' N., long. 118° 53' east of Greenwich, which was obtained by noon observations, and by three chronometers nearly agreeing.† The weather was nearly calm at the time, and the vessel was about an hour and a half over the shoal, which was considered to be three miles in extent.

Caution.—As the above position places this shoal nearly in the usual track of vessels bound to Hong Kong in the S.W. monsoon, its locality should be navigated with caution, especially at night. H.M.S. Princess Royal, at 4 a.m. on the 28th June, 1865, passed three miles westward of its assigned position, but did not obtain soundings with leads going in both chains.

Hydrographic Office, Admiralty, London,
13th November, 1865.

* See View on Admiralty Chart of the River Min, No. 2420. † See Chart of China Sea, sheet 3, No. 2660, on which this bank is marked, 13822.

East Preston Incorporation.—Parish of Broadwater.

To the Churchwardens and Overseers of the Poor of the Parish of Broadwater, in the county of Sussex;—

To the Clerk or Clerks to the Justices of the Petty Sessions held for the division or divisions in which the said parish is situate;—

And to all others whom it may concern.

WHEREAS the population of the parish of Broadwater, in the county of Sussex, according to the last census, exceeds two thousand persons.

And whereas, at a meeting of the vestry held in the vestry room of the parish church of Broadwater, after public notice in that behalf, on Thursday the twenty-eighth day of September last, it was resolved,—

“That the Churchwardens be requested to make application to the Poor Law Commissioners for an Order prohibiting the holding of future vestry meetings in the parish church, or in the chancel or vestry room thereof; and that, if such order be obtained, after the making and publication thereof, such meetings be held at the town hall in Worthing in the said parish.”

And whereas the Churchwardens of the said parish have made their application in writing to the Poor Law Board, pursuant to the above resolution,

Now, therefore, we, the Poor Law Board, under the authority of the several Statutes in that behalf made and provided, hereby order and direct as follows;—

ARTICLE I.—That so much of the Act passed in the fourteenth year of the reign of Her Majesty, intituled “An Act to prevent the holding of Vestry or other Meetings in Churches, and for regulating the Appointment of Vestry Clerks,” as relates to the providing of a room for the purpose of holding any Vestry or other Meetings for the transaction of any business of, or relating to, the said parish of Broadwater, shall forthwith be applied to, and be put in force within the said parish.

ARTICLE II.—That a copy of this Order shall be published in the London Gazette.

Given under our hand and seal of office, this thirteenth day of November, in the year one thousand eight hundred and sixty-five.

C. P. Villiers, President.

Enfield, Secretary.

NOTICE is hereby given, that a separate building, named the Rusholme Congregational Church (Independents), situated at Dids-

bury-road, Rusholme, in the county of Lancaster, in the district of Chorlton, being a building certified according to law as a place of religious worship, was, on the 20th 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 21st day of November, 1865.

Wm. N. Edgill, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Methodist Free Church, situate at Portwall-lane, in the parish of Saint Mary, Redcliff, in the city and county of Bristol, in the district of Bristol, being a building certified according to law as a place of religious worship, was, on the 21st 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 24th day of November, 1865.

John Crowther Gwynn, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the United Methodist Free Church, situate at King-street, in the township of Oldham, in the county of Lancaster, in the district of Oldham, being a building certified according to law as a place of religious worship, was, on the 22nd 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 23rd day of November, 1865.

Kay Clegg, Superintendent Registrar.

NOTICE is hereby given, that a separate building named United Methodist Free Church, situated in Guildford-street, in the parish of St. John, Cardiff, in the county of Glamorgan, in the district of Cardiff, being a building certified according to law as a place of religious worship, was, on the 24th 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 25th day of November, 1865.

W. B. Watkins, Superintendent Registrar.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given that—

1852. William Podmore Bayliss, of Lambeth, in the county of Surrey, Engineer, has given notice at the Office of the Commissioners of his intention to proceed with his application for letters patent for the invention of “improvements in apparatus for the locomotion of trains on railways by atmospheric pressure.”

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

1860. And John Crawford Walker, of La Porte, in the county of La Porte, and State of Indiana, United States of America, now of Craven-street, Strand, in the county of Middlesex, has given the like notice in respect of the invention of “improvements in the construction of springs for railroad and other carriages.”

As set forth in his petition, recorded in the said office on the 15th day of July, 1865.

1871. And William Antil Richards, of Clarence-road, Holloway, in the county of Middlesex, Commercial Clerk, has given the like notice in respect of the invention of "an improved pouch or receptacle for holding tobacco and other similar purposes."

As set forth in his petition, recorded in the said office on the 18th day of July, 1865.

1882. And David Caddick, of Ebbw Vale, in the county of Monmouthshire, Furnace Builder, has given the like notice in respect of the invention of "improvements in the construction and working of furnaces for puddling, balling, heating, and melting metals."

As set forth in his petition, recorded in the said office on the 19th day of July, 1865.

1891. And Henry Augustus Clum, of Rochester, in the United States of America, now residing in Fleet-street, in the city of London, Professor of Natural Science, has given the like notice in respect of the invention of "an improved instrument for indicating atmospheric changes."

1896. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "certain improvements in envelope machines."—A communication to him from abroad by Thomas Veazie Waymoth, Henry Clay Berlin, and George Jones, all of the city of New York, in the United States of America.

As set forth in their respective petitions, both recorded in the said office on the 20th day of July, 1865.

1902. And James Walton, of Willenhall, in the county of Stafford, Lock Manufacturer, has given the like notice in respect of the invention of "improvements in locks, and in latch-bolts for locks and latches."

1904. And Alfred Smith, of Hackney, in the county of Middlesex, Engineer, has given the like notice in respect of the invention of "improvements in sewing machines."

1905. And Jean Henri Chaudet, living at Rouen, Rue des Emmurées, No. 14, Working Chemist, has given the like notice in respect of the invention of "an improved system of manufacturing salts, sulphates, and acetates of chrome, and of applying them as mordants in dyeing and printing textile substances, both animal and vegetable."

As set forth in their respective petitions, all recorded in the said office on the 21st day of July, 1865.

1910. And Edmund Perré, of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "certain improvements in the method of obtaining motive power, and in apparatus connected therewith."

1914. And Joseph Pierre Gillard, of Paris, France, Civil Engineer, has given the like notice in respect of the invention of "improvements in the manufacture of soda and carbonate of soda."

As set forth in their respective petitions, both recorded in the said office on the 22nd day of July, 1865.

1922. And James Leetch, of 315, Oxford-street, in the county of Middlesex, Guamaker, has given the like notice in respect of the invention of "improvements in crinolines."

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

1926. And Thomas Jefferson Mayall, of Roxbury, Massachusetts, in the United States of America, but now residing at Red Lion-court, Fleet-street, in the city of London, has given the like notice in respect of the invention of "improvements in parts of military and other outfits."

As set forth in his petition, recorded in the said office on the 25th day of July, 1865.

1934. And Michael Kenney, of 6, Herbert-place, Irishtown, Dublin, has given the like notice in respect of the invention of "improvements in the construction of sliding or rolling bridges."

1946. And Tobias Pepper, of No. 17, Newington-green, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in the manufacture of anti-flammable starch."

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

1955. And Isaac Gregory, of Chorlton Hall, Victoria Park, Manchester, in the county of Lancaster, Fellow of the Royal Geographical Society, has given the like notice in respect of the invention of "improved means of communication by signals between passengers, guards, and drivers of railway trains."

1957. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "an improved process for applying air-proof solutions to the interior of casks and barrels."—A communication to him from abroad by Edward Delavan Woodruff, of Aurora, in the State of New York, United States of America.

As set forth in their respective petitions, both recorded in the said office on the 28th day of July, 1865.

2016. And William Henry Preece, of the town and county of Southampton, Civil Engineer, has given the like notice in respect of the invention of "improvements in railway electrical signal apparatus."

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

2021. And William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, has given the like notice in respect of the invention of "improvements in apparatus applicable as a motive power engine, a pump, or fluid meter."—A communication to him from abroad by Francis Bernard de Kervenan, Civil Engineer, of 29, Boulevard St. Martin, Paris.

As set forth in his petition, recorded in the said office on the 4th day of August, 1865.

2040. And Adolph Millochau, of the city and State of New York, United States of America, has given the like notice in respect of the invention of "an improvement in stills for the distillation of petroleum and other oily substances."

As set forth in his petition, recorded in the said office on the 5th day of August, 1865.

2048. And William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, has given the like notice in respect of the invention of "improvements in apparatus and fittings to be used in ships for facilitating the loading, unloading, and stowage of their cargoes."—A communication to him from abroad by Gilbert Auguste Fournier des

Corats, Gentleman, of 29, Boulevard St. Martin, Paris.

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

2081. And Peter Carlsson Kjellberg, of Christianstad, Sweden, but temporarily residing at the Minories, in the county of Middlesex, has given the like notice in respect of the invention of "certain improvements in the mode of "fixing safes, boxes, or other depositories for the protection of papers or other materials from fire."

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

2128. And Nicholas Charles Szerelmey, of 90, Belgrave-road, Pimlico, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in the manufacture of paper boards and pipes."

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

2139. And Joseph Lionel Naish, of Brighton, in the county of Sussex, Private Tutor, has given the like notice in respect of the invention of "an improved apparatus for illustrating astronomical phenomena."

As set forth in his petition, recorded in the said office on the 18th day of August, 1865.

2185. And George Washington Howard, of West Bloomfield, in the State of Michigan, in the United States of America, has given the like notice in respect of the invention of "improvements in tanks and other receptacles for containing and transporting petroleum naphtha and other oils and liquids to prevent wastage by fire or filtration or evaporation or hazard of life."

As set forth in his petition, recorded in the said office on the 25th day of August, 1865.

2348. And Samuel Fox, of Stocksbridge Works, Deepcar, near Sheffield, in the county of York, has given the like notice in respect of the invention of "improvements in the manufacture of umbrellas and parasols and in apparatus employed therein."

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

2358. And John Whitehouse, of Tipton, in the county of Stafford, Ironfounder, has given the like notice in respect of the invention of "improvements in the manufacture of box-irons."

As set forth in his petition, recorded in the said office on the 15th day of September, 1865.

2181. And James Jennings McComb, of Liverpool, in the county of Lancaster, Gentleman, has given the like notice in respect of the invention of "an improved construction of paddle wheel."—A communication to him from abroad by Ephraim Chidester McComb, of San Francisco, in the State of California, United States of America.

As set forth in his petition, recorded in the said office on the 27th day of September, 1865.

2644. And George Marshall, of Pont Blyddyn, near Wold, in the county of Flint, Cooper, has given the like notice in respect of the invention of "an improved mode of treating or preparing casks and other vessels, to make them tight and suitable for containing hydro-carbon and other fluids."

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

2654. And William James Armitage, of Farnley, near Leeds, in the county of York, Iron Master, Fairfax Wooler, of the same place, Man-

ager, and John Hodgson, of Wortley, near Leeds aforesaid, Model Maker, have given the like notice in respect of the invention of "improvements in the manufacture of tyres for railway wheels."

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

2671. And Thomas McGrah, of 45, William-street, Sheffield, has given the like notice in respect of the invention of "improvements in the means of securing the handles of table knives and forks and other similar articles."

As set forth in his petition, recorded in the said office on the 16th day of October, 1865.

2727. And Joseph William Lea, of Arundel-street, in the city of Westminster, Gentleman, has given the like notice in respect of the invention of "improved apparatus to be fitted to windows when cleaning, painting, or otherwise."

2729. And Louis Dominique Girard, of Faubourg Poissonière, Paris, in the Empire of France, has given the like notice in respect of the invention of "obtaining sliding surfaces by the interposition and circulation of a liquid or gaseous fluid between the frictional surfaces."

As set forth in their respective petitions, both recorded in the said office on the 21st day of October, 1865.

2788. And Jabez Stanley, of Nottingham-street, Sheffield, Ironfounder, has given the like notice in respect of the invention of "improved knickerbockers or leggings."

As set forth in his petition, recorded in the said office on the 30th day of October, 1865.

2827. And William Ebenezer Dobson, of the firm of Messrs. W. and F. Dobson, of the town and county of the town of Nottingham, Lace Dressers, has given the like notice in respect of the invention of "improvements in dressing lace or other fabrics."

2828. And Bienaimé Felix Brunet, of No. 31, Rue des Bourdonnais, Paris, in the Empire of France, has given the like notice in respect of the invention of "an improved apparatus for ascertaining the degree of torsion and resistance in the threads of textile substances."

2833. And James Webster, of Birmingham, in the county of Warwick, Engineer, has given the like notice in respect of the invention of "improvements in generating and applying certain gases, and in apparatus to be employed therein."

As set forth in their respective petitions, all recorded in the said office on the 2nd day of November, 1865.

2849. And Patrick Benignus O'Neill, of Saint Mary's-villa, Fulham, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "an improved self-acting boiler feeder, or apparatus for supplying steam boilers with water."

2856. And Joseph Whitworth, of the city of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "improvements in preparing the ammunition or charges for rifled ordnance and rifled fire arms."

As set forth in their respective petitions, both recorded in the said office on the 4th day of November, 1865.

2875. And William Wanwaring, of Banbury, in the county of Oxford, Engineer, has given the like notice in respect of the invention of "improvements in the construction of reaping and mowing machines."

2881. And Neville Beard and John Maiden, both of Hollinwood, in the county of Lancaster, has given the like notice in respect of the invention of "certain improvements in mechanism, or apparatus to be employed for lubricating the cylinders of steam engines or other similar frictional surfaces."

As set forth in their respective petitions, both recorded in the said office on the 8th day of November, 1865.

2903. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in 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.

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

2942. And Louis Alexis Velu, Mechanician, François Eugène Fosse, Mechanician, and Louis Eugène Alphonse Fosse, Gentleman, all of No. 47, Rue des Tournelles, Paris, France, have given the like notice in respect of the invention of "an improved arrangement for stopping or retarding railway carriages, waggons, trucks, or other rail- or tramroad vehicles."

2943. And Henry Cochrane, of Ormesby Iron Works, Middlesborough-on-Tees, in the county of York, Engineer, has given the like notice in respect of the invention of "improvements in stoves for drying moulds."

As set forth in their respective petitions, both recorded in the said office on the 15th day of November, 1865.

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

East and West Junction Railway.

(Southam Extension.)

(Construction of Railway from Fenny Compton to Southam Railway; Diversion of Roads; Additional Capital; Running Powers over Southam and Coventry and Great Western Junction Railways; Traffic Arrangements and Agreements with Southam and Coventry and Great Western Junction Railway Companies; Amendment of Acts.)

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

To make and maintain, with all proper stations, works, and conveniences connected therewith, a railway to be wholly situate in the county of Warwick, commencing in the parish of Fenny Compton by a junction with the railway of the Company authorised by the East and West Junction Act, 1864 (now in the course of construction), at a point on such railway about 13 chains westward of the bridge by which that railway will be carried over the road leading from Fenny Compton to Wormleighton, and adjoining the Fenny Compton station of the Great Western

Railway, and in or near a field, No. 10, in the said parish, upon the deposited plans referred to in the said Act, and terminating in the parish of Bishop's Itchington by a junction with the railway authorised by "The Southam Railway Act, 1864," at a point on such railway marked the first furlong of the first mile on the deposited plans of that railway referred to in the last-mentioned Act, in or near a field, No. 5, in that parish, on the said deposited plans, belonging to and in the occupation of Richard Hyatt, which said intended railway will pass through or into, or be situate within, the parishes and places following, or some of them, viz., Fenny Compton, Burton, Dasset, Wormleighton, Northend, Gaydin, Knightcote, Willspastures, Watergall, Hodnel, Chapel Ascote, Ladbroke, Bishop's Itchington, Old Itchington, Harbury, Upper Radbourne, and Lower Radbourne.

To enable the Company in the construction of their authorised railway to divert, alter, and stop up the following roads, or some parts thereof, wholly situate in the parish of Alderminster, in the county of Worcester, viz.:

1. So much of the Stratford-upon-Avon and Edghill turnpike road at Park Leys, No. 12, in the said parish, upon the said deposited plans referred to in the said East and West Junction Railway Act, 1864," as is situate between the fields, Nos. 7 and 15, in the said parish, upon the said deposited plans:

2. The public highway, No. 14, in the said parish, on the said last-mentioned deposited plans.

To purchase by compulsion, or otherwise, lands, houses, or other property for the purpose of the said intended railway and works, or any of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges, and also to cross, alter, divert, and stop up the highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere for the purpose of making, maintaining, or for more conveniently making, maintaining, or using the said intended railway and works, and to levy tolls, rates, and charges for or in respect of the use of the said intended railway and works, to grant exemptions from such tolls, rates, and charges, and other rights and privileges relating thereto:

To make lateral deviations in constructing the intended railway from the line thereof to the extent and within the limits defined on the plans to be deposited as hereinafter mentioned.

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

To enable the Company, or any other company or persons lawfully using their railway, or any portion thereof, to run over and use, with their own engines, carriages, waggons, and servants, the said authorised Southam Railway, and the Coventry and Great Western Junction Railway, authorised by "The Coventry and Great Western Junction Railway Act, 1865," and all stations, works, sidings, watering places, and other conveniences connected therewith, on payment of such tolls,

rates, rent, or other considerations, and on such charges, terms, and conditions, as may be agreed on, or as shall be prescribed or provided by the said intended Act.

To enable the Company on the one hand, and the Southam and Coventry and Great Western Junction Railway Companies, or either of them, on the other hand, to make and carry into effect arrangements and agreements for the maintenance, use, and working by the Company of the said authorised Southam Railway, and of the said authorised Coventry and Great Western Junction Railway, or either of such railways, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken or arising therefrom; and to enable the Company to apply any portion of their income and capital to the purposes of any such arrangements or agreements.

To incorporate with the said Act "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," or some part or parts of such Acts respectively.

To alter, amend, extend, and enlarge, or, if need be, to repeal all or any of the provisions of the Acts of Parliament following "The East and West Junction Railway Act, 1864," "The Southam Railway Act, 1864," and "The Coventry and Great Western Junction Railway Act, 1865."

Duplicate plans and sections describing the line or situation of the said intended railway and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses; and also a copy of this notice as published in the London Gazette, together with a published map with the line of the intended railway delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-on-Avon, and with the Clerk of the Peace for the county of Worcester, at his office, at Worcester; and on or before the same

day, a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said railways and works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 10th day of November, 1865.

Geo. Fell, 3, Westminster-chambers, Victoria-street, S.W.; Solicitor for the Bill.
Poole and Johnson, Southam, Local Solicitors.

Manning and Walker, Great George-street.
Dale and Stretton, Parliament-street, Parliamentary Agents.

The Bank of Hindustan, China, and Japan
(Limited).

(Subdivision of Original Shares; Alteration of Memorandum and Articles of Association; Amendment of Act.)

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

1. To enable the Bank of Hindustan, China, and Japan (Limited) to divide each of the original shares of £100 in their capital into shares of smaller amount.

2. For that and other purposes to alter the Memorandum and Articles of Association of the said Bank, dated respectively the 11th day of July, 1862, and to amend the Companies Act, 1862.

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, 1865.

Flux and Argles, 1, East India-avenue, Leadenhall-street, Solicitors to the Bill.

Fearon, Clabon, and Fearon, 21, Great George-street, Westminster, Parliamentary Agents.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act eighth and ninth Victoria, cap. 38, of the Average Amount of Bank Notes, of Five Pounds and upwards, of the under-mentioned Bank of Issue in Scotland, in Circulation during the Four Weeks ending Saturday, the 11th November, 1865; also of the Total Average Amount of Gold and Silver Coin held by the Caledonian Banking Company at the same date.

		Average Circulation.
Central Bank of Scotland	Perth	£5 and upwards. 30,636
	Inverness	
Caledonian Banking Company		Total Average Amount of Coin held. £36,180

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue, Somerset House.

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 18th day of November, 1865.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
Ashford Bank	Ashford	Jemmett, Pomfret, & Co.	11003
Aylesbury Old Bank	Aylesbury	Cobb and Co.	24535
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co.	19209
Barnstaple Bank	Barnstaple	Marshall and Co.	3763
Bedford Bank	Bedford	Barnard and Co.	29408
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.	15089
Boston Bank	Boston	Clayton and Co.	68810
Boston Bank	Boston	Gee and Co.	15121
Bridgwater Bank	Bridgwater	Sealy and Prior	7012
Bristol Bank	Bristol	Miles, Miles, and Co.	21515
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchard & Co.	16283
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.	19238
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Beyan, and Co.	48382
Banbury Bank	Banbury	J. C. and A. Gillett	27225
Banbury Old Bank	Banbury	Cobb and Son	18543
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	34827
Brecon Old Bank	Brecon	Wilkins and Co.	56167
Brighton Union Bank	Brighton	Hall and Co.	18888
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co.	11767
Bury Saint Edmunds Bank	Bury St. Edmunds	Worlledge and Co.	2470
Cambridge Bank	Cambridge	Mortlock and Co.	14617
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	45358
Canterbury Bank	Canterbury	Hammond and Co.	27766
Carmarthen Bank	Carmarthen	David Morris and Sons	15075
Chertsey Bank	Chertsey	La Coste and Son	1991
Colchester Bank	Colchester	Round, Green, and Co.	16235
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co.	27742
Cornish Bank, Truro	Truro	Tweedy and Co.	Not received
City Bank, Exeter	Exeter	Milford and Co.	15914
Craven Bank	Settle	Alcocks, Birkbeck, & Co.	71106
Chepstow Old Bank	Chepstow	Snead and Co.	6548
Derby Bank	Derby	W. and S. Evans and Co.	8723
Derby Bank	Derby	Samuel Smith and Co.	38269
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton, and Co.	225351
Devizes and Wiltshire Bank	Devizes	Locke and Co.	6068
Diss Bank	Diss	Fincham and Co.	10044
Doncaster Bank and Retford Bank	Doncaster	Cooke and Co.	78294
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington	Backhouse and Co.	88890
Devonport Bank	Devonport	Hodge and Co.	6749
Dorchester Old Bank and Dorsetshire Bank	Dorchester	Williams and Co.	39545
East Cornwall Bank	Liskeard	Robins, Foster, and Co.	83043
East Riding Bank	Beverley	Bower and Co.	52431

Name, Title, and Principal Place of Issue.			Average Amount.
Essex Bank and Bishop's Stortford Bank	Chelmsford	Sparrow, Tufnell, and Co.	36295
Exeter Bank	Exeter	Sanders and Co.	18195
Farnham Bank	Farnham	Knight and Son	7755
Faversham Bank	Faversham	Hilton and Co.	5285
Godalming Bank	Godalming	Mellersh and Co.	4330
Guildford Bank	Guildford	Haydon and Co.	9925
Grantham Bank	Grantham	Hardy and Co.	24579
Hull Bank and Kingston-upon-Hull Bank	Hull	Smith, Brothers, and Co.	16640
Huntingdon Town and County Bank	Huntingdon	Veasey and Co.	33040
Harwich Bank	Harwich	Cox, Cobbold, and Co.	5056
Hertfordshire, Hitchin Bank	Hitchin	Sharples and Co.	31365
Ipswich Bank	Ipswich	Bacon and Co.	18334
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank	Ipswich	Alexanders and Co.	52860
Kentish Bank	Maidstone	Randall and Co.	19517
Kington and Radnorshire Bank	Kington	Davies and Co.	25512
Knaresborough Old Bank and Ripon Old Bank	Knaresborough	Harrison and Co.	20540
Kendal Bank	Kendal	Wakefield, Crewdson, and Co.	43650
Longton Staffordshire Bank	Longton	C. Harvey and Son	5055
Leeds Bank	Leeds	Beckett and Co.	54976
Leeds Union Bank	Leeds	W. Williams Brown and Co.	37346
Leicester Bank	Leicester	T. and T. T. Paget	26893
Lewes Old Bank	Lewes	Whitfield and Co.	33145
Lincoln Bank	Lincoln	Smith, Ellison, and Co.	87689
Llandovery Bank, Lampeter Bank, and Llandilo Bank	Llandovery	D. Jones and Co.	22891
Loughborough Bank	Loughborough	Middleton, Cradock and Co.	6514
Lymington Bank	Lymington	S. and G. F. St. Barbe	2736
Lynn Regis and Lincolnshire Bank	Lynn Regis	Gurneys and Co.	29641
Lynn Regis and Norfolk Bank	Lynn Regis	Jarvis and Co.	12030
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	12616
Manningtree Bank	Manningtree	Nunn and Co.	5024
Merionethshire Bank	Dolgelly	Williams and Son	8357
Miners' Bank	Truro	Willyams and Co.	18780
Monmouthshire Agricultural and Commercial Bank	Abergavenny	Bailey and Co.	27348
Monmouth Old Bank	Monmouth	Bromage and Co.	4003
Newark Bank	Newark	Godfrey and Riddell	22722
Newark and Sleaford Bank, and Sleaford and Newark Bank	Sleaford	Handley, Peacock, and Co.	45755
Newbury Bank	Newbury	Bunny, Slocock, and Co.	13344
Newmarket Bank	Newmarket	Hammond and Co.	17323
Norwich Crown Bank and Norfolk and Suffolk Bank	Norwich	Harveys and Hudsons	48757
Norwich and Norfolk and Fakenham Banks	Norwich	Gurneys and Birkbecks	74099
Naval Bank Plymouth	Plymouth	Harris and Co.	19138
New Sarum Bank	Sarum	Pinckney, Brothers	6478
Nottingham Bank	Nottingham	Samuel Smith and Co.	24865

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.....	11750
Oxford Old Bank	Oxford	Parsons and Co.	32199
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and Sevenoaks Bank.....	Tonbridge	H., S., A. H., T., and A. T. Beeching	12273
Oxfordshire Witney Bank	Witney	J. W. Clinch and Sons	9005
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank.....	Hull	Peases and Co.	47025
Penzance Bank	Penzance	Batten and Co.	7660
Pembrokeshire Bank	Haverfordwest	J. and W. Walters	10205
Reading Bank	Reading	Simonds and Co.	25584
Reading Bank	Reading	Stephens, Blandy, and Co.	24626
Richmond Bank	Richmond	Roper and Co.	7043
Rochdale Bank	Rochdale	Clement, Royds, and Co.	924
Royston Bank	Royston	Fordham and Sons	7806
Rugby Bank	Rugby	A. Butlin and Son.....	9779
Rye Bank.....	Rye	R. C. Pomfret and Co.....	12105
Saffron Walden and North Essex Bank	Saffron Walden ...	Gibson, Tuke, and Co... ..	21439
Salop Bank	Shrewsbury	Burton, Lloyd, and Co... ..	8919
Scarborough Old Bank ..	Scarborough	Woodall and Co.	23554
Shrewsbury Old Bank and Shrews- bury and Ludlow Bank ..	Shrewsbury.. ..	Rocke, Eyton, and Co.	32042
Sittingbourne and Milton Bank.....	Sittingbourne	Vallance and Co.	3581
Southampton Town and County Bank	Southampton	Maddison, Pearce, and Co.	8745
Southwell Bank	Southwell	Wylde and Co.	9012
Southampton and Hampshire Bank ...	Southampton	Atherley and Co.	1998
Stafford Old Bank	Stafford	Stevenson and Co.	11786
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.....	17840
Shrewsbury and Welsh Pool Bank	Shrewsbury	Beck, Downward, and Co.	21180
Taunton Bank	Taunton	H. R., H. J., and D. Badcock ...	20619
Tavistock Bank	Tavistock.....	Gill, Sons, and Co.	12280
Thornbury Bank.....	Thornbury	Harwood and Co.	8039
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co.	9436
Thrapston and Kettering Bank, } Northamptonshire ..	Thrapston	Eland and Eland	11095
Tring Bank and Chesham Bank	Tring	Butcher and Sons	11830
Towcester Old Bank	Towcester	Mercer and Co.	5832
Union Bank, Cornwall	Helston	Vivian and Co.	15912
Uxbridge Old Bank	Uxbridge.....	Hull, Smith, and Co.	9140
Wallingford Bank	Wallingford.....	Hedges, Wells, and Co.....	6439
Warwick and Warwickshire Bank.....	Warwick	Greenway and Co.....	19094
Wellington Somerset Bank.....	Wellington	Fox, Brothers, and Co.....	2683
West Riding Bank, Wakefield, and } Pontefract Bank	Wakefield	Leatham, Tew, and Co.	41700
Whitby Old Bank	Whitby	Simpson, Chapman, and Co. ...	14268
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co.	10735
Weymouth Old Bank and Dorchester Bank ..	Weymouth	Eliot, Pearce, and Co.....	14333
Wirksworth and Ashbourne Derby- shire Bank	Wirksworth.....	Arkwright and Co.	35189
Wisbech and Lincolnshire Bank ..	Wisbech	Gurneys and Co.	42050
Wiveliscombe Bank	Wiveliscombe	W. Hancock	4525
Worcester Old Bank and Tewkes- bury Old Bank	Worcester	Berwick, Lechmere, & Co.	54426
Wolverhampton Bank	Wolverhampton ..	B. and W. F. Fryer	9443
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank...	Yarmouth	Gurneys, Birkbeck, & Co.....	37487
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth...	Sir E. H. K. Lacon, Bt., and Co.	9231
York Bank	York	Swann, Clough and Co	40304

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Bank of Westmorland	Kendal	11428
Barnsley Banking Company	Barnsley	9380
Bradford Banking Company	Bradford	49003
Bilston District Banking Company	Wolverhampton	9590
Bank of Whitehaven	Whitehaven	28249
Bradford Commercial Banking Company	Bradford	20230
Burton, Uttoxeter, and Staffordshire Union Banking Company	Burton-upon-Trent	42703
Chesterfield and North Derbyshire Banking Company	Chesterfield	9649
Cumberland Union Banking Company (Limited)	Carlisle	35103
Coventry and Warwickshire Banking Company	Coventry	14663
Coventry Union Banking Company	Coventry	11721
County of Gloucester Banking Company	Cheltenham	98315
Carlisle and Cumberland Banking Company	Carlisle	25723
Carlisle City and District Bank	Carlisle	19318
Dudley and West Bromwich Banking Company	Dudley	28706
Derby and Derbyshire Banking Company	Derby	18466
Darlington District Joint Stock Banking Company	Darlington	28149
Gloucestershire Banking Company	Gloucester	137959
Halifax Joint Stock Bank	Halifax	17768
Huddersfield Banking Company	Huddersfield	35910
Hull Banking Company	Hull	29087
Halifax Commercial Banking Company (Limited)	Halifax	12393
Halifax and Huddersfield Union Banking Company	Halifax	39030
Helston Banking Company	Helston	1501
Knaresborough and Claro Banking Company	Knaresborough	28929
Lancaster Banking Company	Lancaster	55829
Leicestershire Banking Company	Leicester	56927
Lincoln and Lindsey Banking Company	Lincoln	50372
Leamington Priors and Warwickshire Banking Company	Leamington Priors	10223
Ludlow and Tenbury Bank	Ludlow	10199
Moore and Robinson's Nottinghamshire Banking Company	Nottingham	30318
Nottingham and Nottinghamshire Banking Company	Nottingham	26005
National Provincial Bank of England	Birmingham	407443
North Wilts Banking Company	Hd. Office, 112, Bishopsgate-st., London	
Northamptonshire Union Bank	Melksham	42821
Northamptonshire Banking Company	Northampton	60481
North and South Wales Bank	Northampton	18826
Pares's Leicestershire Banking Company	Liverpool	62888
Saddleworth Banking Company	Leicester	49349
Sheffield Banking Company	Saddleworth	330
Stamford, Spalding, and Boston Banking Company	Sheffield	36910
Stuckey's Banking Company, Bristol Somersetshire Bank, } and Somersetshire Bank	Stamford	50616
Shropshire Banking Company	Langport	314145
Stourbridge and Kidderminster Banking Company	Shiftnall	35574
Sheffield and Hallamshire Banking Company	Stourbridge	52317
Sheffield and Rotherham Joint Stock Banking Company	Sheffield	22760
Swaledale and Wensleydale Banking Company	Sheffield	53684
Wolverhampton and Staffordshire Banking Company	Richmond	52455
Wakefield and Barnsley Union Bank	Wolverhampton	26285
	Wakefield	14642

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Whitehaven Joint Stock Banking Company	Whitehaven	26144
Warwick and Leamington Banking Company	Warwick	25738
West of England and South Wales District Bank	Bristol	82432
Wilts and Dorset Banking Company	Salisbury	75196
West Riding Union Banking Company	Huddersfield	32377
Whitchurch and Ellesmere Banking Company	Whitchurch	4365
Worcester City and County Banking Company (Limited)	Worcester	2105
York Union Banking Company	York	70294
York City and County Banking Company	York	92898
Yorkshire Banking Company	Leeds	121229

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 25, 1865.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT shewing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the week ended the 25th November, 1865.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	224,640	125,491	64,463	414,594	50	...	50
Barley	59,123	24,146	...	83,269	49	...	49
Oats... ..	48,918	66	...	48,984	3,305	6	3,311
Rye	1,550	...	...	1,550	17	...	17
Peas	34,243	20,483	...	54,726	95	...	95
Beans	21,630	2,590	...	24,220	12	...	12
Indian Corn	141,083	30,591	48,158	219,832	...	...	...
Buckwheat	3,547	...	...	3,547	...	...	...
Beer or Bigg ... ..	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)...	534,734	203,367	112,621	850,722	3,528	6	3,534
Wheatmeal or Flour	Cwt. 103,745	Cwt. 22,498	Cwt. 8,867	Cwt. 135,110	Cwt. 285	Cwt. 435	Cwt. 720
Barley Meal ... ..	...	...	...	...	...	...	...
Oat Meal... ..	3	...	...	3	159	...	159
Rye Meal	12	...	...	12	...	...	...
Pea Meal ... ..	...	...	...	...	...	...	...
Bean Meal ... ..	...	...	...	...	...	...	...
Indian Corn Meal ..	179	...	...	179	...	10	176
Buckwheat Meal ...	14	...	...	14	...	...	...
Total of Meal ...	103,553	22,498	8,867	135,318	444	445	889
Total of Corn and Meal (exclusive of Malt)	638,687	225,865	121,488	986,040	3,972	451	4,423
Malt (entered by the Quarter)	Quarters. ...	Quarters. ...	Quarters. ...	Quarters. ...	Quarters. 694	Quarters. ...	Quarters. 694

A STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 25th November, 1865.

				QUANTITIES SOLD.		AVERAGE PRICE.	
				Qrs.	Bus.	s.	d.
Wheat	...	...	...	70,904	0	46	10
Barley	..	...	...	76,782	5	34	0
Oats	...	..	...	4,587	2	22	9

A COMPARATIVE STATEMENT, for the corresponding Week in each of the Years from 1861 to 1864, of the Quantities of BRITISH CORN Sold in the Towns from which Returns are received under the Act of the 27th and 28th Victoria, cap. 87, and of the Average Prices as ascertained under the Act 5th and 6th Victoria, cap. 14.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1861	77,052	7	78,259	7	12,372	5	60	5	37	6	23	0
1862	65,254	0	85,303	7	13,356	7	48	9	35	10	21	9
1863	83,315	4	79,963	3	9,121	7	39	11	33	11	19	11
1864	78,113	3	79,205	3	6,209	6	38	9	29	9	19	5

Statistical and Corn Department, Board of Trade,
November 27, 1865.

A. W. FONBLANQUE,
Comptroller of Corn Returns.

In Parliament – Session 1866.

Swansea Canal Transfer.

(Sale or Lease of Undertaking.)

A 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, transfer, or otherwise dispose of their undertaking, to all or any of the Companies or persons hereinafter mentioned, 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; such undertaking 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 authorise the Canal Company to dispose of such parts only of the said undertaking, rights, and powers as the Bill shall define. The Companies or persons to whom, or to one, or to some of whom the Bill will authorise the said transfer to be made, are the following: and the Bill will for

this purpose extend and amend the Acts relating to the same Companies:—The Neath and Brecon Railway Company, the Great Western Railway Company, the London and North Western Railway Company, the Central Wales Railway Company, the Midland Railway Company, the Swansea Vale Railway Company, the Llanelli Railway and Dock Company, or such other Company or Companies, person or persons, as shall be named in the said Bill.

To enable the said Companies or persons, or such one or more of them as the Bill shall mention, to purchase the said undertaking, or such parts thereof, as the Bill shall define, 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 Canal Company and the purchasing Companies or persons, and to enable the said companies or persons, some or one of them, 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 the Bill may define.

To enable the same Companies or persons, some or one of them in like manner, to purchase and

acquire, and the most noble Duke of Beaufort to sell, transfer, and otherwise dispose of 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.

To authorise the said Companies or persons, some or one of them, 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, and 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.

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

Dated the 9th day of November, 1865.

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

In Parliament—Session 1866.

Barnet, Hendon, Hampstead and London Railway.

(Incorporation of Company; Construction of Railways; Use of North Western and Charing Cross, and portion of London and North Western Railways; Arrangements with certain Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company, hereinafter called "The Company," and to confer on the Company power to construct and maintain the railways following, with all proper stations, approaches, works, and conveniences connected therewith respectively, or some or one of them, viz. :—

No. 1. A railway commencing in the parish of Saint Pancras, and county of Middlesex, by a junction with the London and North Western Railway, near the Chalk Farm station thereon, at a point about 20 yards west of the bridge which carries the Regent's-park-road and Gloucester-road over that railway, and terminating in the parish of St. John, Hampstead, in the same county, at a point in a field abutting on the east side of the Finchley-road, about 370 yards northward of the North Star public-house, and about

300 yards south-east of the Finchley-road station of the Hampstead and City Junction Railway; the whole of which said intended railway will be situated in the parishes of St. Pancras and St. John, Hampstead.

No. 2. A railway all in the said parish of Saint John, Hampstead, commencing by a junction with the authorised line of the Metropolitan and St. John's-wood Railway, at a point under the Finchley-road about 70 yards southward of the junction of that road with the Victoria-road, and terminating by a junction with the said intended railway No. 1, at the termination thereof before described.

No. 3. A railway commencing by a junction with the said intended railways No. 1 and No. 2 at the termination thereof before described, thence passing from, in, through, or into the parishes, townships, and extra-parochial and other places of Saint John, Hampstead, Hendon, Finchley, and South Mimms, in the county of Middlesex, and Totteridge, Barnet, East Barnet, and Chip-ping Barnet, in the county of Hertford, and terminating in the said parish of South Mimms, in the garden at the rear of the house, in the new road in the town of Barnet, belonging to Charles Wharton, and occupied by John Flecknoe, and about 200 yards south of Christchurch.

No. 4. A railway commencing in the said parish of Finchley, by a junction with the said intended railway No. 3 (at a point in the field extending from Grass Farm-house to and abutting upon Dollis Brook, and terminating in the parish of Hendon by a junction with the authorised Edgware, Highgate, and London Railway, now in course of construction, near the point where that railway crosses the road leading from Mill-hill to Dollis and Finchley, about 250 yards from the junction of Frith-lane with the said road, all which intended railway will be situated in the parishes of Finchley and Hendon, in the county of Middlesex.

No. 5. A railway commencing in the parish of Saint John, Hampstead, by a junction with the said intended railway No. 1, before described, at or near a point in the field abutting upon the south side of the London and North Western Railway, in the occupation of Thomas Yeo, Powell Warner, and John Henry Morgan, about 180 yards west of the said bridge which carries the Regent's-park-road and Gloucester-road over that railway, and terminating in the parish of Saint Pancras by a junction with the London and North Western Railway, at about 130 yards north-west of the bridge carrying that railway over the Regent's Canal, which said intended railway will be wholly situated in the said parishes of St. John, Hampstead, and St. Pancras.

No. 6. A railway commencing in the said parish of Hendon by a junction with the said intended railway No. 3, at a point in a field belonging to the Dean and Chapter of Westminster and Charlotte Bertrand, and in the occupation of Charlotte Bertrand, about 170 yards in a north-easterly direction from the junction of Finchley-road with Child's-hill-lane, and terminating in the said parish of Saint John, Hampstead, by a junction with the Hampstead and City Junction Railway, about 230 yards south-west of the booking office of the Finchley-road station of that railway, which said intended railway will be wholly situated in the said parishes of Hendon and Saint John, Hampstead, in the county of Middlesex.

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 and 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.

It is intended by the said Act to empower the Company to make and carry into effect agreements with the London and North Western Railway Company, the Great Northern Railway Company, the Edgware, Highgate, and London Railway Company, the Metropolitan and St. John's-wood Railway Company, and the North Western and Charing-cross Railway Company, or with any one or more of them, with respect to the maintenance, management, use, and working of the railways of the contracting parties; or some 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 intended by the said Act to empower the Company, and all companies, and persons lawfully working or using the railways of the Company, 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 or under the intended Act, or (failing agreement) settled by arbitration, the following railways and portions of railways, viz. —

First. So much of the London and North Western Railway as is situated between the junctions therewith hereinbefore described, and the North Western and Charing Cross Railway, at or near the bridge under Stanhope-street and Stanhope-place.

Second. The railways of the North Western and Charing Cross Railway Company.

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 those railways and portions of railway respectively; and to require the companies and persons owning, using, and working those railways and portions 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. :—3 and 4 William IV., cap. 36, and 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; 9 and 10 Vict., cap. 71, and 27 and 28 Vict., cap. 202, and all other Acts relating to the Great Northern Railway Company; 25 and 26 Vict., cap. 46, and all other Acts relating to the Edgware, Highgate, and London Railway Company, "The Metropolitan and St. John's-wood Railway Act, 1864," "The Metropolitan and St. John's-wood Railway (Extension to Hampstead) Act, 1865," and

"North Western and Charing Cross Railway Act, 1864."

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 Middlesex, at his office at the sessions-house, Clerkenwell, and 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 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 as follows, viz., in the case of the parish of St. John, Hampstead, with the vestry clerk of the said parish, at his office at the Vestry-Hall in Hampstead; in the case of the parish of St. Pancras, with the vestry clerk of that parish, at his office in the King's-road, St. 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.

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

Dated this 10th day of November, 1865.

Gregory, Champion, and Eady, 18, Park-street, Westminster, Solicitors.

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

Banbury Extension.

(To Enlarge the Boundaries of the Municipal Borough of Banbury, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, enlarge, and extend the boundaries of the municipal borough of Banbury by adding to the existing municipal borough the adjoining parishes, townships, or places of Neithrop, Grimsbury, and Nethercot, or such less area as Parliament shall think fit, so as to include in one municipal borough, as so extended, the parishes, townships, or places of Banbury and Neithrop, in the county of Oxford and Grimsbury and Nethercot, in the county of Northampton, or such less area as before-mentioned, which extended municipal borough, if enlarged to the full extent hereinbefore-mentioned, will be co-extensive and co-terminous with the present Parliamentary borough of Banbury and the existing district of the Banbury Local Board of Health; and to constitute the council of the extended borough the Local Board of Health of the district comprised in such extended municipal borough, and, if the extended municipal borough shall not be made co-extensive with the present Parliamentary borough, then to exclude all such portions thereof as shall not be included in the extended municipal borough from

the Parliamentary borough, and, for effecting the purposes aforesaid, to repeal, alter, amend, and extend all or some of the powers and provisions of all or some of the following Acts of Parliament, that is to say, the Act of the 2nd William IV., cap. 45, to amend the representation of the people in England and Wales, the Act of the 5th and 6th William IV., cap. 76, commonly referred to as the "Municipal Corporation Act, 1835," the Act of the 6th and 7th William IV., cap. 103, making temporary provision for the boundaries of certain boroughs, the Act of the 11th and 12th Victoria, cap. 63, commonly referred to as the "Public Health Act, 1848," the Act of the 15th and 16th Victoria, cap. 42, confirming a provisional order of the General Board of Health under the last-mentioned Act, the Act of 21st and 22nd Victoria, cap. 98, commonly referred to as the "Local Government Act, 1858" and the Act of the 23rd and 24th Victoria, cap. 44, confirming a provisional order made in pursuance of the last-mentioned Act; and of all or some of the several Acts amending the before-mentioned Act or some of them, so far as the same Acts respectively relate to or affect the said present municipal borough, or the said present Board of Health District, or the said present Parliamentary borough, and in which proposed Bill powers and provisions will be inserted for effecting all or some of the several objects and purposes following, that is to say:

To fix the number of aldermen and councillors to be elected in the said extended borough, and to provide for the preparation of the first burgess lists and the revision thereof, and the election of the first aldermen, councillors, and assessors within the said extended borough, and to provide, if necessary, for the preparation of an amended register of voters in the Parliamentary borough.

To vest the property now vested in the corporation of the present municipal borough in the corporation of the extended borough, and to vest in the last-mentioned corporation, as the local board of health for the said district, all property now vested in the present local board.

To exempt the lands to be added to the said municipal borough, and all the houses, buildings, and works thereon, from all contribution to the county rates of Oxfordshire and Northamptonshire respectively, and to alter such county rates accordingly.

To confer upon the new corporation as the local board of health additional powers for cleansing the River Cherwell, and constructing additional sewerage works and sewage outfalls, and for making arrangements with persons having any just ground of complaint against the board.

To confer powers on the council of the extended borough as the corporation and board of health respectively, to levy borough rates, general and special district rates, and other rates and assessments upon the owners and occupiers of property within the extended borough, for carrying into effect all objects and purposes authorised by law, and within the power or control of municipal corporations and local boards of health respectively; and to raise money by borrowing or re-borrowing at interest upon mortgage of the rates or other available property or funds for all or any of the last-mentioned objects and purposes.

To incorporate, extend, and make applicable for the purposes of the said extended municipal borough, all or any of the powers and authorities now vested in the present corporation and local board respectively, by statute, or in the present corporation by charter or otherwise, and to confer upon the council of the extended borough, as the

corporation and board of health thereof, all other powers and authorities necessary for effecting the objects comprised in this notice, or incident thereto, and to repeal, vary, or extinguish all existing rights, privileges, and exemptions which would interfere therewith.

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 9th day of November, 1865.

Llandudno Pier.

(Application for Provisional Order for Powers to erect a Pier at Llandudno, in the county of Carnarvon, and to Construct Approaches thereto, 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 next, by the promoters of the Llandudno Pier Company (Limited) to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act (1861) Amendment Act," for the following, or some of the following, among other powers:—

To construct a pier, jetty, and landing-place, with all proper works, approaches, and conveniences connected therewith for the embarking and landing of passengers, cattle, goods, and merchandise (that is to say),

An approach commencing at the bottom of Church-walks, at Llandudno, in the parish of Llandudno, in the county of Carnarvon, and proceeding across the promenade and slope belonging to the Improvement Commissioners of Llandudno, to high water mark, a distance of 180 feet or thereabouts, in a nearly due easterly direction, and from thence, proceeding in the same direction, by a solid embankment for a distance of about 450 feet, thence by a pier or jetty and landing-place, extending 1670 feet, or thereabouts, also in an easterly direction, and of not less than 8 feet in height above high-water mark, and 15 feet in width, to be widened at the head to 50 feet, for a distance of 300 feet or thereabouts, with a return pier or cant proceeding in a south-westerly direction, 260 feet in length and 50 feet in width, or thereabouts, for the landing and embarking of passengers, goods, cattle, and merchandise, and for the protection and shelter of shipping lying thereat or adjacent thereto, and with powers to enlarge the head or cant, or either, to such further extent as the Board of Trade, in the interest of navigation, may sanction.

And power will be sought by the same Order authorising the Public Works Loan Commissioners to advance such sum or sums of money, upon the tolls and dues to be created under the said Order, as they may see fit.

To purchase, or take on lease, or otherwise acquire the lands and hereditaments necessary for the construction of the said pier, and other necessary works and 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 exemption from payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

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

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 advertised and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Carnarvon, at his office, at Carnarvon, at the Custom Houses at Beaumaris and Conway, and at the Office of the Board of Trade, Whitehall, London.

And notice is also hereby further given, that on or 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, by the Solicitors and Parliamentary Agents for the promoters, at their offices as undermentioned, and at the office of the Company, Mostyn-street, Llandudno aforesaid.

Dated this 15th day of November, 1865.

P. Ellis Eyton, Solicitor, Flint.

S. O. Williams, Solicitor, Llandudno, North Wales.

T. and V. T. Baines, Parliamentary Agents, 30, Parliament Street, Westminster.

In Parliament.—Session 1865-6.

Laugharne Railway.

(Incorporation of Company; Power to make Railway from the South Wales Railway near to Saint Clears Station to Laugharne, in the county of Carmarthen; Powers to embank and reclaim Waste Lands; Arrangements with other Companies; and amendment of Acts).

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

To make and maintain the following railway and embankment, with all proper stations, works, and conveniences connected therewith respectively, that is to say:—

A railway commencing in the parish of Llanfihangel Abercowen, in the county of Carmarthen, by a junction with the South Wales Railway, at a point one chain or thereabouts west of the south-western end of the south or down passenger platform of the Saint Clears Station, on the said railway, passing thence from, through, or into the several parishes, townships, and places following, or some of them, that is to say, the parishes of Llanfihangel Abercowen, Saint Clears, and Laugharne, and the township of Laugharne, all in the said county of Carmarthen, and terminating in the parish of Laugharne, in the said county of Carmarthen, at or near a point on the foreshore of the slob or mudlands of Laugharne, about three feet above ordinary high water mark, and immediately below the north-east corner of a field, or enclosure, in the said parish of Laugharne, belonging to the Corporation of Laugharne aforesaid, and in the occupation of Evan David.

To embank, enclose, drain, reclaim, and improve certain waste lands, banks, or slobs, which are covered by the sea at high water, and which are known and described as the Slob or Mud lands of Laugharne, and are wholly situate within the said parish of Laugharne, and to extin-

guish all rights, privileges, or interests belonging thereto, or connected therewith, which will in any manner impede or interfere with the construction of the said railway embankment and works respectively.

The intended Act will confer upon the Company all or some of the following powers, viz:—

To cross, stop up, alter, or divert, temporarily, or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, extra-parochial, and other places, or any of them as it may be necessary to cross, stop up, alter, or divert by reason of the construction of the said intended railway, embankment, or reclamation, or any works in connection therewith respectively.

To purchase, by compulsion and otherwise, lands, houses, and other property for the purposes of the said intended railway, embankment, reclamation, and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railway, embankment, reclamation, and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for or in respect of the use of the said intended railway, embankment, reclamation, and works; to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company, and the Great Western Railway and the South Wales Railway Companies respectively, or the Company, and any one or more of those Companies, to enter into and carry into effect contracts and agreements with respect to the working, maintenance, and use of the said intended railway, or any part thereof, and the supply of engines, carriages, and rolling stock, for the purposes thereof, and the conduct, regulation, interchange, and management of the traffic upon or over the said intended railway, or any part thereof. And also for affording facilities for the transfer and transmission of traffic passing to and from the railway of the Company from or to the railways or canals of the said Companies or any one or more of them, and for the fixing, levying, dividing, and apportioning of tolls and charges arising from such traffic, and to enable the said Companies or any one or more of them to levy tolls on the railway of the Company or any part thereof, and if necessary or expedient, to provide for the appointment of a joint committee for the purposes aforesaid, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

And it is 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."

And it is also proposed, so far as may be necessary for all or any of the purposes of the said intended Act, to alter, amend, extend, vary, or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, viz.:—5 and 6 Wm. IV., cap. 107; 26 and 27 Vic., caps. 113 and 198, and any other Acts relating to the Great Western Railway Company and their undertakings or to the South Wales Railway Company.

And notice is hereby given, that duplicate plans and sections of the said intended railway reclama-

tion and works, and of the lands, houses, and property proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the respective owners, lessees, and occupiers of such lands, houses, and property, and a published map with a line of the said intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Carmarthen, at his office in Llandovery; and that a copy of so much of the said plans and sections and books of reference respectively as relates to the several parishes in or through which the said intended railway reclamation and works are proposed to be made, or in which lands, houses, and other property proposed to be taken or appropriated for such railway reclamation and works are situate, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his place of residence.

Printed copies of the proposed Act will be deposited in the Parliament Office of the House of Lords on or before the 17th day of December next; and 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.

Gold and Son, Solicitors, 1, Sergeants'-inn, Chancery-lane, London.

P. Burrowes Sharkey, Carlton-chambers, 12, Regent-street, S.W., Parliamentary Agent.

Foryd Pier.

(Application for Provisional Order for Powers to erect a Pier at Foryd, in the county of Denbigh, 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 next, by the Promoters of the "Foryd Pier Company (Limited)," to make a provisional Order pursuant to the "General Pier and Harbour Act, 1861," Amendment Act," for the following or some of the following among other powers:

To construct a pier, jetty, and landing place, with all proper works, approaches, and conveniences connected therewith, for the embarking and landing of passengers, cattle, goods, and merchandise (that is to say):

A pier, jetty, and landing stage, at Foryd aforesaid, in the parish of Abergele, in the county of Denbigh, commencing at a point about one hundred yards to the westward of a house formerly used as a telegraph house by the Liverpool Dock Trust, and now in the occupation of John Griffiths, and the property of and belonging to Hugh Robert Hughes, Esquire, of Kinnel Park, in the said county of Denbigh, with limits of deviation, laterally to the said above-mentioned house on the east, and to a point marked B, as shewn on the deposited plans and sections on the west, and all opposite to, on, or adjoining to the land and property of the said Hugh Robert Hughes, and extending in a northerly or north-westerly direction towards low water mark, a distance of 600 yards or thereabouts, more or less, of a width of not less than 15 feet, and a height above high water mark of not less than 7 feet.

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

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

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

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 advertised and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, at the Custom-house of Beaumaris, in the island of Anglesea, and at the office of the Board of Trade, Whitehall, London.

And notice is also hereby further given, that on and after the 23rd day of December next, printed copies of the said Provisional Order will be furnished to all persons applying for the same at the price of one shilling each, by the Solicitor and Parliamentary Agents for the said promoters, at their officers as undermentioned, and at the office of the Company, 7, Kinnel-terrace, Pensarn, Abergele.

Dated this 16th day of November, 1865.

Thomas Knowles, Solicitor, Pensarn, North Wales.

T. and V. T. Baines, Parliamentary Agents, 30, Parliament-streets, Westminster.

In Parliament—Session 1866.

Croydon Direct Railway.

(Incorporation of Company—Power to make Railway from the London, Chatham, and Dover Railway to Croydon—Compulsory purchase of Lands, Tolls—Running Powers over part of London, Chatham, and Dover Railway, and use of Station—Traffic Arrangements—Amendment of Acts—and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill and to pass an Act to incorporate a company for making and maintaining the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz:

A Railway (No. 1), commencing by a junction with the London, Chatham, and Dover Railway, in the parish of Saint Giles, Camberwell, in the county of Surrey, at or near a point one chain, or thereabouts, measured in a south-easterly direction from the point where that railway will be crossed by the railway (now in course of construction), authorised by the London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863; and terminating in the parish of Croydon, in the said county of Surrey, at or near some buildings one chain, or thereabouts, west of a point in the lane known as Bensham Lane, which point is distant three chains or thereabouts, measured in a southerly direction along the said lane from the tavern known as the Builders' Arms, and which said railway will

pass from, in, through, or into the following parishes and extra-parochial places following, or some of them, viz: Saint Giles, Camberwell, Streatham detached; Saint Mary, Lambeth, and Croydon, all in the county of Surrey.

A railway (No. 2) wholly in the said parish of Croydon, commencing by a junction with the last-described Railway, at its point of termination, and terminating in the grounds of Duppas House, Croydon, at a point adjoining Church-street, and distant one chain, or thereabouts, measured in a southerly direction from the said house.

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

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

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges, connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them, 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 confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

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

To enable the Company and the London, Chatham, and Dover 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 railways of London, Chatham, and Dover Railway Company; and the fixing and division between the said Companies of the receipts arising from such traffic.

To authorise the Company, their officers, and servants, to run over, work, and use with their

engines and carriages, and for the purposes of their traffic, so much of the London, Chatham, and Dover Railway as lies between the point of junction therewith of Railway No. 1 and Hernehill; and to use the station at Hernehill, and the booking offices, sidings, works, and conveniences of that portion of railway upon such terms and under such payments, and upon such conditions, as shall be mutually agreed upon, or as in case of dispute, or in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts relating to the London, Chatham, and Dover Railway Company, viz: 16 and 17 Vict., cap. 132; 18 and 19 Vict., caps. 94 and 187; 20 and 21 Vict., cap. 76; 21 and 22 Vict., caps. 51 and 107; 22 and 23 Vict., cap. 54; 23 and 24 Vict., caps. 174, 177, and 187; 24 and 25 Vict., caps. 81, 239, and 240; 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; and any other Act or Acts relating to that Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map, with the lines of the intended railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, and that a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the intended railway and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice as published in the London Gazette will, on or before the said 30th day of November, be deposited as follows:—so far as relates to St. Giles, Camberwell, with the vestry clerk of that parish, at his office, at the Vestry Hall, Camberwell; so far as relates to St. Mary, Lambeth, with the vestry clerk of that parish, at his office, Vestry Hall, Kennington-green; so far as relates to the parish of Streatham, with the Clerk of the District Board of Works for the Wandsworth District, at his office at Battersea Rise, Battersea, and so far as relates to the parish of Croydon, with the parish clerk of that parish, at his place of abode.

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

Dated this 16th day of November, 1865.

Shrewsbury Bridges.

(Alteration in levels of Road; Power to make New Roads; New Bridge; Abandonment of Bridge; Extension of time for purchase of Lands and for completion of Works; Power to apply Capital, and to raise further Sums; Amendment of Act.)

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 Shrewsbury Bridges Company (herein

called "the Company") to make and maintain the following alteration in the levels of road, new roads, and new or substituted bridge, namely:—

First,—To alter the level of the road firstly described in, and authorised by section 17 of The Shrewsbury Bridges Act, 1864 (hereinafter called The Act of 1864), such alteration being situate wholly in the parish of Holy Cross and St. Giles, in the borough of Shrewsbury, commencing at the commencement of such authorised road in the Abbey Foregate, and terminating in or near a field numbered 11, in the said parish of Holy Cross and St. Giles, on the plans referred to in the Act of 1864, which said plans are hereinafter called the plans of 1864.

Secondly,—A new road, wholly in the parish of Holy Cross and St. Giles, commencing in the field before described as No. 11, and terminating at or near the right or southern bank of the River Severn, 80 yards or thereabouts below the bridge over the River Severn, which carries the Shropshire Union and Shrewsbury and Birmingham Railways into Shrewsbury Station.

Thirdly,—A new road, wholly in the parish of Holy Cross and St. Giles, commencing at or near the most south-easterly arch of the bridge over the River Severn, carrying the Shropshire Union and Shrewsbury and Birmingham Railways into the Shrewsbury Station, and terminating by a junction with the existing road from Abbey Foregate to Hollywell Cottages, near a point 50 yards or thereabouts to the north-east of the level crossing which carries the Shropshire Union and Shrewsbury and Birmingham Railways over such road.

Fourthly,—A new or substituted bridge, with all proper piers, abutments, and other conveniences connected therewith, commencing in the parish of Holy Cross and St. Giles, at or near the point of termination of the intended road, secondly hereinbefore described, and terminating in the parish of St. Mary, at or near the left or northern bank of the River Severn, at a point 80 yards or thereabouts below the bridge which carries the Shropshire Union and Shrewsbury and Birmingham Railways over the River Severn into the General Station, which new or substituted bridge will be partly in the parishes, townships, and places of Holy Cross and St. Giles, St. Mary, Coton, and St. Michael, and the borough of Shrewsbury, some or one of them.

Fifthly,—A new road, wholly in the parish of St. Mary, and the townships of St. Michael and Coton, or one of them, commencing at or near the termination of the proposed new or substituted bridge, and terminating at or near the southern angle of the boundary wall of the Shrewsbury Borough Gaol.

To abandon the construction of the bridge No. 1 described in and authorised by the 17th section of the Act of 1864.

To enable the Company to purchase, by compulsion or agreement, lands and buildings for the purposes of the intended Act, or any of them, and to vary or extinguish all existing rights and privileges connected with such lands and buildings, or which would impede or interfere with the objects of the said intended Act, or any of them, and to authorise the Company to levy tolls, rates, and duties, in respect of the use of the said roads and bridge, and to grant exemptions therefrom, and to alter the existing tolls, rates, and duties now leviable by the Company.

To extend the time limited by the Act of 1864 for the compulsory purchase of lands and houses, and also to extend the time limited by

that Act for the completion of the bridges, roads, and works, by that Act authorised.

To enable the Company to apply their corporate funds for the purposes of the intended Act, or any of them, and to raise further sums for such purposes, or any of them, by the creation and issue 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 amend, alter, or vary the Shrewsbury Bridges Act, 1864.

On or by before the 30th day of November, 1865, plans and sections of the said intended roads, alteration of levels of road and bridge, 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 Salop, at his office at Shrewsbury; and on or before the same day a copy of the said notice, and of so much of the said plans, sections, and book of reference as relates to each parish in or through which the roads, alteration, bridge and works are intended to be made, will be deposited with the parish clerk of each parish, at his usual place of abode; and 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 11th November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

In Parliament—Session 1866.

Uxbridge and Rickmansworth Railway.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works—Additional Capital—Amendment of Acts, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Uxbridge and Rickmansworth Railway Company (hereinafter called "The Company") for leave to bring in a Bill and to pass an Act to alter, amend, extend, and enlarge the powers and provisions of the Uxbridge and Rickmansworth Railway Act, 1861, and the Uxbridge and Rickmansworth Railway Amendment Act, 1863, for the compulsory purchase of lands and completion of works by the said Acts authorised, and to revive and extend such of the powers (if any) of the said Acts as may have expired. And by the said Act it is intended to authorise the Company, for all or any of the purposes of their undertaking, to raise additional capital by the creation and issue of new or additional shares in their undertaking, with or without preference or priority in payment of dividends, and by borrowing on mortgage or bond, or partly in one way and partly in the other, and otherwise to regulate the capital and borrowing powers of the Company.

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

Dated this 1st day of November, 1865.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors.

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

In Parliament.—Session 1866.

Kingsbridge Railway.

(Extensions and Deviations.)

(Extension to Salcombe; Deviations and Abandonment of Portions of authorised Line; Compulsory Purchase of Lands, Tolls; Diversion of Roads and Alterations in Level of authorised Railway; Power to the South Devon Railway Company to subscribe; Traffic and other Arrangements; Additional Capital; Amendment of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill and to pass an Act for the following purposes :

To enable the Kingsbridge Railway Company (hereinafter called "The Company,") to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communication connected therewith, viz. :

A railway commencing in the parish of West Alvington, in the county of Devon, by a junction with the line of railway authorised by the Kingsbridge Railway Act, 1864, in a field numbered 73 on the plans deposited with the Clerk of the Peace for the county of Devon, in respect of that railway, and terminating in the parish of Marlborough, in the said county of Devon, on the west side of Shaddicombe Bay, in a field called Higher Rock Park, belonging to Baldwin John Pollexfen Bastard, and in the occupation of William Vivian, at or near a point 4 chains, or thereabouts, north-east of a cottage belonging to the said Baldwin John Pollexfen Bastard, and in the occupation of Stephen Clarke.

To enable the Company to make and maintain the following new or substituted lines of railway, with all proper works and conveniences connected therewith, in lieu of portions of their authorised line of railway shown on the plans referred to in the "Kingsbridge Railway Act, 1864," hereinafter referred to as the Act of 1864, and which plans are herein called the plans of 1864.

A deviation (No. 1) commencing in the parish of West Alvington, in the county of Devon, by a junction with the authorised line of railway, in a field numbered 73 on the plans of 1864, and terminating in the parish of Woodleigh, in a field numbered 8 on the said plans of 1864, which intended substituted railway will pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say : Kingsbridge, West Alvington, Churchstow, Charleton, Loddiswell, and Woodleigh, all in the county of Devon.

A deviation (No. 2) commencing in the parish of South Brent, in the county of Devon, by a junction with the said authorised line of railway at the road No. 6, on the plans of 1864, and terminating in the parish of South Brent, by a junction with the South Devon Railway, at or near a point 3 chains, or thereabouts, east of the booking office of the Brent station on that railway, and which intended railway will pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz. : North Huish, Ugborough, and South Brent, all in the county of Devon.

To enable the Company to abandon the formation of so much of the authorised line as will be rendered unnecessary in consequence of the construction of the said new or substituted portions of railway.

To enable the Company to divert the public roads numbered 73 and 85, shown on the depo-

sited plans of 1864, in the parish of Diptford, between a point in the first mentioned road 30 yards or thereabouts east of the centre line of railway, as authorised, and a point on the secondly mentioned road 30 yards or thereabouts east of the said centre line of railway; and also to divert the public road numbered 93 on the said plans, in the parish of North Huish, between a point where the bridge on that road crosses the River Avon, and a cottage and garden numbered 92 on the said plans, and also to divert the road numbered 54 on the said plans, in the parish of North Huish, between a point of 30 yards or thereabouts south-east of a cottage numbered 67a on the said plans, and a point on that road 3 chains or thereabouts from the east corner of a road numbered 59 on the said plans, and also to divert the said road numbered 54 from a point 3 yards or thereabouts north-west of Bickham Bridge, and a point to meet the last-mentioned diversion in a field numbered 63 on the said plans, 30 yards or thereabouts west of a point on the centre line of railway, measuring 8 miles 17 chains or thereabouts from West Alvington, its commencement, and also to divert a road numbered 97 on the said plans, in the parish of Loddiswell, and numbered 5 on the said plans, in the parish of North Huish, between a point 2 chains or thereabouts west of the centre line of railway, and a point 5 chains or thereabouts north-west of Gara Bridge.

To enable the Company to construct the railway authorised by the Act of 1864 across and on the level of the road numbered 55 on the said plans in the parish of Loddiswell, and to alter the level of the existing road for that purpose.

To alter the level of the authorised line of railway in the parishes of Woodleigh and Loddiswell, between the points on the said plans of 1864, measuring 3 miles and 63 chains or thereabouts, and 4 miles and 14 chains or thereabouts from West Alvington.

And also to alter the level of the said line in the parishes of Woodleigh and Loddiswell, between the points on the said plans, measuring 5 miles and 48 chains or thereabouts, and 5 miles and 64 chains or thereabouts from West Alvington. And also to alter the level of the said line in the parishes of Loddiswell, Woodleigh, and Morleigh, between the points on the said plans, measuring 5 miles and 72 chains or thereabouts, and 6 miles and 6 chains or thereabouts from West Alvington. And also to alter the level of the said line in the parishes of Woodleigh, Loddiswell, North Huish, and Diptford, between the points on the said plans, measuring 6 miles and 41 chains, or thereabouts, and 6 miles and 55 chains, or thereabouts, from West Alvington. And also to alter the level of the said line in the parishes of Diptford and North Huish, between the points measuring 7 miles or thereabouts, and 7 miles and 20 chains or thereabouts from West Alvington; and also to alter the level of the said line, in the parish of North Huish, between the points on the said plans measuring 7 miles and 57 chains or thereabouts, and 8 miles and 2 chains or thereabouts from West Alvington. And also to alter the level of the said line in the parish of North Huish, between the points on the said plans, measuring 8 miles and 15 chains and 9 miles and 18 chains from West Alvington.

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, aque-

ducts, 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 new and substituted railways and works or any of them.

To purchase by compulsion, or otherwise, any lands and houses for the purposes of the said new and 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, maintenance, and use of the said intended new and 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 new and substituted railways and works; to confer exemptions from the payment of such tolls, rates, and duties and to confer, vary, or extinguish other rights and privileges.

To enable the Company to apply any capital or funds, now or hereafter belonging to them, or under their control, to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes, by the creation of new shares or stock in their undertaking, either with or without preference or priority, in payment of interest or dividends, and by borrowing on mortgage or bonds, or by any of those means, and to attach to any portion of the present authorised capital of the Company a preference or priority in the payment of interest or dividends, and to cancel any part of the shares in the capital of the Company, and to grant others in lieu thereof, and also to authorise the Company to issue in preferred half-shares and deferred half shares the whole, or any part of the capital authorised by the respective Acts of the Company to be raised, or which the Company may be authorised to raise by the intended Act; and generally to make such provisions with respect to the capital of the Company as they may deem expedient.

To 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 railway of the South Devon Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration, and to the Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and 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 Company and the South Devon Railway Company are now authorised to take; to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the South Devon Railway Company, at their joint expense, to erect a station at South Brent, with all necessary works and conveniences connected therewith, and to enter into agreements for the management, use, working, and maintenance of the intended new and substituted railways and works, or any part thereof, the supply of any rolling stock, and of officers and servants for the conduct of the traffic on the intended new 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 South Devon Railway Company, and the fixing and division between the said Companies of the receipts arising from such traffic.

To confirm any agreements already entered into, or hereafter to be entered into, between the Company and the South Devon Railway Company, for any of the purposes aforesaid, and so far as may be necessary to alter and modify the agreement scheduled to the Kingsbridge Railway Act, 1864.

To alter, amend, extend, and enlarge, and if need be to repeal the powers and provisions of the following Acts relating to the South Devon Railway Company, viz., 7 and 8 Vict., cap. 68; 9 and 10 Vict., caps. 335 and 402; 10 and 11 Vict., cap. 242; 14 and 15 Vict., cap. 53; 20 and 21 Vict., cap. 8; 23 and 24 Vict., cap. 10; 25 and 26 Vict., cap. 128; and 28 and 29 Vict., caps. 181 and 225; and "The Kingsbridge Railway Act, 1864;" and any other Act or Acts relating to those Companies, or either of them.

And notice is hereby further given, that duplicate plans 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 published maps with the lines of the intended new and 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 Devon, at his office in Exeter 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 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 Bill will, on or before the 23d day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1865.

Hargrove, Fowler, and Blunt, 3 Victoria-street, Westminster;

G. B. Lidstone, Kingsbridge.

Solicitors for the Bill.

Delabole Railway and Bossinney Harbour.

(Incorporation of Company for making a Railway from Delabole to Bossinney, with an extension to Bossinney Harbour, and a branch near Tre-warnet, all in the county of Cornwall. Power to purchase lands compulsorily, to levy tolls on the railways and at the landing-place in Bossinney Harbour, 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 Delabole Railway and Bossinney Harbour Company," or such other name as shall be deemed expedient, and to confer upon such Com-

pany powers to make and maintain the railways hereinafter mentioned, with all necessary stations, bridges, works, landing-places, and conveniences connected therewith, and approaches thereto, that is to say:—

1. A railway (hereinafter called railway No. 1) commencing near Delabole, in a field in the parish of Saint Teath, belonging to the old Delabole Slate Company, and numbered 1537 on the tithe commutation map of the said parish, at a point on the southern fence thereof, dividing the said field from the opposite field numbered 1535 on the said tithe commutation map of the said parish of Saint Teath, which point on the said fence is 121 yards or thereabouts, measured along the said fence from the end thereof, abutting on the public road leading from Rockhead to Hendra, and passing thence in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Delabole, Medrose, Rockhead, Saint Teath, Lanteglos by Camelford, Trenale, Trewarmet, Trevena, Tintagell, and Bossinney, all in the county of Cornwall, and terminating in the said parish of Tintagell, and township of Bossinney, near the entrance to the said town of Bossinney, in a field belonging to William Taylor, of Trevena, in the parish of Tintagell, on the south side of, and adjoining the public road leading from Bossinney to Boscastle, and numbered 311 on the tithe commutation map of the parish of Tintagell, which said map is in the custody of the Rev. Richard Byrn Kinsman, Rector, Tintagell, and at a point in the fence which divides that field from the field numbered 341 on the said map, situate 28 yards or thereabouts, measured along that fence from the said public road.
2. A railway (hereinafter called railway No. 2) commencing by a junction with railway No. 1, at the before described termination thereof in Bossinney, in the township of Bossinney, and parish of Tintagell, and passing thence to a projecting point or headland, on the west side of Bossinney Harbour; and nearly south of Lye Rock, and thence across the said harbour, and terminating at the south side of the said Lye Rock, in Bossinney Harbour, and abutting thereon at a point situated two and a half chains, or thereabouts, eastward of that portion of Lye Rock called the Mooring Place, which is situated within the Manor of Tintagell, and is numbered 217 on the map of the duchy of Cornwall, deposited with the Reverend Richard Byrn Kinsman, the Rector, in the parish of Tintagell, and referred to in the book of reference to such map under schedule B, which said railway will be situate in the said Manor and parish of Tintagell and townships or places of Bossinney, and Trevena, the portion of the said railway, or of the embankment, or viaduct thereof, which will be constructed in the said Harbour of Bossinney, will also be used as a wharf, or place for shipping and unloading goods, minerals, cattle, animals, passengers, and other traffic, from and to the said railway, and otherwise.
3. A railway (hereinafter called railway No. 3) commencing by a junction with railway No. 1 in the parish of Tintagell, at or near the south-eastern angle of the field belonging to Ann Thomas, of Trewarmet, in the parish of Tintagell, and numbered 1067 on the tithe

commutation map of the said parish of Tintagell; and passing thence in, through, or into the parishes, townships, and extra-parochial, and other places following, or some of them, that is to say:—Tintagell, Lanteglos by Camelford, and Trewarmet, all in the county of Cornwall, and terminating in the said parish of Lanteglos by Camelford; in a field or enclosure belonging to John Nicholls, Esq., Trekenning, near Saint Columb, in the county of Cornwall, and numbered 1548 on the tithe commutation map of the said parish of Lanteglos by Camelford, at a point in the said field, close to the northern boundary thereof, and four and a quarter chains or thereabouts, measured along the said northern boundary from the fence which divides the said field from the field numbered 1648 on the said map.

4. To fill up and recover from the Bossinney Harbour, and use for the purposes of the Company those portions of the said harbour, which may be enclosed by any part of railway No. 2, or any other of the works of the Company, which said portions of the harbour to be enclosed are situate in the said Manor of Tintagell, and in or adjoining the said parish of Tintagell.
5. All necessary landing places, wharves, stations, booking offices, communications, sidings, watering places, works, and other conveniences connected with the said intended railways, or any of them in the several parishes, townships, extra-parochial places, and other places, before-mentioned, or some of them, for working and using the said railways or any of them, and the said wharves or landing and shipping places, in Bossinney Harbour.

And it is intended by the said Bill to confer upon the Company powers for all, or some of the objects and purposes following, that is to say:

To deviate in constructing the proposed railways and works from the lines and levels laid down on the plans and sections thereof to be deposited as after mentioned, to such an extent as shall be defined upon the said plans or authorised by the said Bill.

To purchase, compulsorily or otherwise, the lands, houses, and other property, rights and interests in lands and houses in the before-mentioned parishes, townships, and extra-parochial and other places, and delineated on the plans to be deposited as hereinafter-mentioned, and any other lands which may be required for the purposes of the said proposed railways and works, or any of them, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all or any rights and privileges in any manner connected with the said lands, houses, and other property, rights, and interests, or with any railway, or bridge, or station, public or other street, or other works interfered with by the said intended railways or works, or any of them, or which would in any manner impede, or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them.

To levy tolls, rates, charges, and duties for, or in respect of the use of the said intended railways and works and of the carriages, waggons, trucks, and engines used thereon, and for the conveyance of traffic thereon, and in respect of any wharf or landing place to be formed by the Company in the harbour of Bossinney in connection with the said railway, and of minerals, goods, cattle, animals, passengers, and other traffic,

landed or shipped thereat, or otherwise using the said wharf, or landing place, and of vessels lying alongside and shipping or unshipping thereat, and to alter tolls, rates, charges, and duties; to grant, confer, vary, and extinguish exemptions from payment of tolls, rates, charges, and duties, and to confer, vary, and extinguish other rights, privileges, and exemptions.

To alter, cross on the level, or over, under, or otherwise vary, stop up and divert, whether temporarily or permanently, all or any turnpike and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, waters, mill-dams, drains, pipes, sewers, and watercourses, gas, and water mains, and pipes, and other works situated within, or adjoining, or near to the aforesaid parishes, townships, and extra-parochial, or other places, or any of them, which it may be necessary to cross, or interfere with in the construction, or use of the said intended railways and works, or any or either of them.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking for the purpose of carrying the said undertaking into effect, and to confer on the Company and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Harbour, Docks, and Piers Clauses Act, 1847," and all other Acts, statutes, powers, and provisions necessary for the purposes to be authorised by the said Bill.

And it is intended by the said Bill to alter, amend, extend, and enlarge, and where necessary to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say, the 6 Geo. 4, cap. 84, continued by the public Act 17 and 18 Vic., cap. 58, or Provisional Order confirmed by the public Act 18 and 19 Vic., cap. 102, and all other Acts relating to the Trebarwith Sands turnpike road, and any other Acts of Parliament, the provisions of which will be interfered with by the said Bill, and also, if needs be, to reduce or vary the tolls, rates, and charges authorised to be taken by, or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights and privileges.

And notice is hereby given, that duplicate plans and sections defining the lines and levels of the said intended railways and approaches, wharves, landing places, and works, and the lands, houses, and other property which may be required to be taken for the purposes thereof, together with a book of reference to such plans, and a published map, wherein will be defined the general course or direction of each such railway, and also a copy of this notice as published in the London Gazette will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Cornwall, at his office in Bodmin, in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes or extra-parochial places, in or through which the said intended railways and works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the said 30th day of November, in the case of parishes with the parish clerk of each such parish, at his residence, and in the case of

an extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

Printed copies of the said Bill or Act, so to be applied for, 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.

Thomas M. Jenkins, 7, Westminster-chambers, Victoria-street, Westminster,
Solicitor for the Bill.

William Denham King, Camelford,
Solicitor.

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

East and West Junction Railway. (Hitchin Extension.)

(Powers for East and West Junction Railway Company to make new Railways from Towcester to Hitchin; Additional Capital; Facilities over London and North Western, Midland and Great Northern Railways; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in next session by the East and West Junction Railway Company (hereinafter called "The Company") for an Act to enable the Company to effect the following purposes, or some or one of them, that is to say:—To make and maintain the following railways, with all proper stations, works, and conveniences connected therewith.

Railway No. 1.—A railway commencing in the hamlet of Woodburcote, in the parish of Towcester, in the county of Northampton, by a junction with the authorised line of the East and West Junction Railway, at or near a point marked 2nd furlong of the first mile on the deposited plans referred to in the East and West Junction Railway Act, 1864, in or near a field numbered 54, in the said parish on the said deposited plans, and terminating in the parish of Wolverton, in the county of Buckingham, at or near a point sixteen chains or thereabouts eastward of Manor Farm-house, in a pasture field belonging to the trustees under the will of the late Dr. John Ratcliffe, and occupied by George Brookes Wilkinson, and known as Holme Park.

Railway No. 2. A railway commencing by a junction with railway No. 1, at the hereinbefore described termination thereof, in the said parish of Wolverton, and terminating in the parish of Steppingley, in the county of Bedford, at or near a point about three chains to the northward of Froghole farm house, and adjoining the said Froghole farm house in a pasture field belonging to the trustees under the will of the late Mrs. Martha Morris, in the occupation of Mr. Samuel Seabrook, and known as the Holme Close.

Railway No. 3. A railway commencing at the hereinbefore described termination of Railway No. 2, in the said parish of Steppingley, and terminating in the parish of Hitchin, in the county of Hertford, by a junction with the Great Northern Railway, at a point twelve chains or thereabouts to the south-east of Hitchin passenger station of that railway.

Railway No. 4. A railway commencing by a junction with Railway No. 2 at the hereinbefore described termination thereof, in the said parish of Steppingley, and terminating in the parish of Flitwick, in the county of Bedford, by a junction with the authorised Midland Railway, at or near a point six chains northward from where that

railway is intended to cross the public road at Dunnell End, and in a field numbered 76 on the plans of that railway referred to in the Midland Railway (New Lines and Additional Powers) Act, 1864.

Railway No. 5. A railway wholly situate in the parish of Wolverton, commencing by a junction with Railway No. 1, at the hereinbefore described termination thereof, and terminating by a junction with a siding of the London and North Western Railway at or near the bridge carrying that railway over the turnpike road leading from Stoney Stratford to Newport Pagnell, and being thirty chains or thereabouts northward of the passenger station at Wolverton of that railway.

Which said intended railways will run through or into, or be situate within the following parishes or places, or some of them, that is to say:—Towcester, Woodburcote, Handley, Greensnorton, Easton Neston, Whittlebury, Paulers Pury, Pury End, Potters-Pury, Alderton, Furtho, Deanshanger, Paxley, Wicken, Old Stratford, Cosgrove, Cosgove Green, Passenham, Grafton Regis and Stony Stratford, in the county of Northampton; Stony Stratford, Passenham, Calverton, Wolverton, Haversham, Castle Thorp, Stanton, Great Linford, Little Linford, Gayhurst, Tyringham, Lathbury, Newport, Pagnell, Tickford End, Willen, Broughton, Sherrington, Chicheley, North Crawley, and Moulsoe, in the county of Buckingham; Salford, Holcot, Cranfield, Liddington, Marston, Moreleyne, Lower Shelton, Ridgmont, Millbrook, Steppingley, Husborne Crawley, Aspley Guise, Crawley, Ampthill, Flitwick, Westoning, Maulden, Flitton, Flitwick Eastend, Greenfield, Pullox Hill, Silsoe, Clophill, Sluts Green, Upper Gravenhurst, Lower Gravenhurst, Shitlington, Mappers Hill, Stondon, Lower Stondon, Higham, Gobion, Barton-in-the-Clay, Holywell, Pegsden, and Hitchin, in the county of Bedford; Hexton, Old Welsbury, Pirton, Ickleford, Letchworth, and Hitchin, in the county of Hertford.

To purchase by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railways, stations, and works, or some of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, stations, and works, and to confer other rights and privileges, and also to cross, alter, divert, and stop up the highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways, stations, and works, and to levy tolls, rates, and charges for or in respect of the use of the said intended railways, stations, and works; to grant exemptions from such tolls, rates and charges, and other rights and privileges relating thereto.

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

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

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended railways, and the said authorised railway of the Company, and the railways of the London and North Western, Midland, and Great Northern Railway Companies, herein called "The Three Companies," or any or either of them, and for securing through booking and through invoicing from, to, and over the said railways respectively, or any of them, also, for fixing or ascertaining and settling the tolls, rates, and charges to be levied or charged, or other terms and conditions to be imposed for or in respect of any of the purposes aforesaid; and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the railways of the three Companies, or any of them, as may be necessary, and to authorise the Company and the said three Companies, or any or either of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act; or in default of agreement, to confer all necessary powers for effecting the objects aforesaid, or any of them.

To incorporate with the said Act "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863, or some part or parts of such Acts respectively.

To alter, amend, extend, and enlarge, or if need be, to repeal the powers and provisions of "The East and West Junction Railway Act, 1864," and of the following Acts, or some of such Acts (viz., local and personal),—8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Vic., caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 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 and 15 Vic., caps. 28 and 94; 15 and 16 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 209; 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. 2, 88, 113, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 56, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; and 26 and 27 Vic., caps. 5, 77, 79, 108, 177, and 217; 28 and 29 Vic., caps. 333 and 334, relating to the London and North Western Railway Company, 6 and 7 Wm. 4, cap. 107; 7 Wm. 4 and 1 Vic., cap. 23; 2 and 3 Vic., cap. 53; 4 and 5 Vic., cap. 13; 6 and 7 Wm. 4, cap. 78; 1 and 2 Vic., cap. 57; 3 and 4 Vic., cap. 130; 5 and 6 Vic., cap. 2; 9 George 4, cap. 93; 4 and 5 Wm. 4, cap. 2; 2 and 3 Vic., cap. 56; 5 and 6 Vic., cap. 46; 6 and 7 Vic., cap. 54; 6 and 7 Wm. 4, cap. 14; 7 Wm. 4 and 1 Vic., cap. 36; 6 and 7 Vic., cap. 53; 8 and 9 Vic., cap. 183; 9 and 10 Vic., cap. 326; 6 and 7 Wm. 4, cap. 35; 7 Wm. 4 and 1 Vic., cap. 65; 1 and 2 Vic., cap. 82; 3 and 4 Vic., cap. 51; 5 and 6 Vic., cap. 16; 7 and 8 Vic., cap. 18; 57 George 3, cap. 37; 10 and 11 Vic., cap. 191; 11 George 4 and 1 Wm. 4, cap. 58; 3 and 4 Wm. 4, cap. 69; 9 and 10 Vic., caps. 243 and 311; 10 and 11 Vic., cap. 122; 6 and

7 Wm. 4, cap. 109; 3 and 4 Vic., cap. 3; 8 and 9 Vic., cap. 90; 7 and 8 Vic., cap. 59; 8 and 9 Vic., caps. 38 and 181; 9 and 10 Vic., caps. 272 and 301; 14 and 15 Vic., cap. 88; 8 and 9 Vic., cap. 189; 9 and 10 Vic., caps. 156, 102, and 253; 10 and 11 Vic., cap. 270; 8 and 9 Vic., cap. 49; 10 and 11 Vic., cap. 214; 8 and 9 Vic., cap. 56; 9 and 10 Vic., cap. 51; 10 and 11 Vic., cap. 215; 9 and 10 Vic., caps. 157, 163, 203, 254, 255, and 340; 10 and 11 Vic., caps. 135 and 150; 11 and 12 Vic., cap. 21; 16 and 17 Vic., cap. 108; 11 and 12 Vic., cap. 131; 14 and 15 Vic., cap. 113; 11 and 12 Vic., caps. 88 and 57; 16 and 17 Vic., caps. 33 and 108; 19 and 20 Vic., cap. 54; 24 and 25 Vic., caps. 27, 106, and 139; 25 and 26 Vic., caps. 81 and 91; 26 and 27 Vic., caps. 74, 114, 131, 182, 183, and 203; 27 and 28 Vic., caps. 19, 221, 230, 231, 244, and 245; 28 and 29 Vic., caps. 98, 178, 327, 335, 359, and all other Acts relating to the Midland Railway Company; 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; 25 and 26 Vic., cap. 1; 26 and 27 Vic., caps. 147, 191, and 203; 27 and 28 Vic., caps. 49, 124, 202, 212, 242, and 243; 28 and 29 Vic., caps. 105, 182, 216, 327, 330, and 331; and all other Acts relating to the Great Northern Railway Company.

Duplicate plans and sections describing the line or situation of the said intended railways and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and also a copy of this notice as published in the London Gazette, together with a published map with the line of the intended railways delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Northampton, at his office at Northampton; with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury; with the Clerk of the Peace for the county of Bedford, at his office at Bedford, and 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 and sections and book of reference as relates to each of the said parishes in or through which the said railways and works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 10th day of November, 1865.

Geo. Pell, 3, Westminster Chambers, Victoria-street, S.W., Solicitor to the Bill.
Manning and Walker, Great George-street.
Dale and Stretton, Parliament-street, Parliamentary Agents.

In Parliament—Session 1865.

Talacre Pier and Harbour.

(Incorporation of Company; Construction of Pier, Harbour, and other Works, at the Estuary of the River Dee; Railway to Chester and Holyhead Railway; Arrangements with London and North-Western Railway Company; Arrangements with the River Dee Commissioners, and River Dee Company; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company") for the purposes of the Bill, and to authorise them to make and maintain the works, and exercise the powers following, or some of them, viz:—

A pier, with a railway or tramway thereon, and approaches, roads, quays, jetties, shipping places, staiths, landing slips, stairs, stages, light houses, wharves, wharf walls, embankments, scouring banks, warehouses, tramways, cranes, drops, buoys, moorings, and other works and conveniences connected therewith, such pier to commence in the township of Trewaelod, in the parish of Llanasa, in the county of Flint, on the estate, called the Talacre Estate, at or near the Sluice House, on the North Side of the Sluice House Gutter, proceeding thence in an easterly direction towards the Great Salisbury Bank Spit Buoy, and terminating at or near low water mark; and in connection with the pier, to alter or divert the Sluice House Gutter before mentioned, all in or adjoining the townships of Trewaelod and Picton, or one of them, in the said parish of Llanasa.

A breakwater on the Great Salisbury Bank, commencing at or near the northern point of that bank, nearly opposite to the mouth of Sluice House Gutter, and terminating nearly opposite to the mouth of Llinegar Gutter, all in or adjoining the said townships and parish, or some or one of them.

A railway commencing in the said township of Trewaelod, at the said point of commencement of the said intended pier, at or near the Sluice Houses, and terminating by a junction with the Chester and Holyhead Line of the London and North-Western Railway, at or near the place where the Chester and Holyhead Railway crosses the said Sluice House Gutter, all in the said township.

To authorise the Company to form a harbour, by means of the said pier and breakwater, and other works, and to dredge, scour, and deepen and exercise jurisdiction over, from time to time, any part of the River Dee, or the Estuary thereof, between the point of Ayr Buoy on the north of the intended pier and the Llinegar Gutter on the south of the intended pier, and the proposed breakwater on the East, all in or adjoining the said townships and parish.

To authorise the Company to purchase by compulsion or by agreement, lands, houses, and hereditaments required for the works and purposes authorised by the Bill.

To authorise the Company to levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons for, or in respect of the use of the intended pier, harbour, railway, lighthouses, works, and conveniences, and to confer exemptions from the payment of such tolls, rates, dues, and charges.

To alter or vary tolls, rates, dues, and charges, which any company, commissioners, or any

bodies or body, or persons are by Act of Parliament, Charter, prescription, usage, or otherwise, now authorised to levy, fix or collect on, or in respect of shipping, goods, animals, and persons, or for pilotage, or otherwise, within the limits of the intended pier, harbour, and works, and to confer exemptions from the payment of such tolls, rates, dues, and charges respectively, and from the control or jurisdiction of any such commissioners, company, or body.

To make provision for the management, use, regulation, and protection of the intended pier, breakwater, harbour, railway works, and conveniences, the employment, use and charges for tug boats, the regulation and control of shipping places, the appointment, regulation, and dismissal of pier masters and other officers, and the imposition of penalties and restrictions.

To authorise contracts and arrangements between the Company and the London and North-Western Railway Company, the River Dee Commissioners, and the Company of Proprietors of the undertaking, for recovering and preserving the navigation of the River Dee, or any of the said several companies, commissioners, and persons for or with respect to the reclamation of land, appropriation, construction, maintenance, use, and management of the intended works, or any other works, or the exercise of the powers mutually enjoyed by such parties, and the payments to be made by either party in respect thereof or otherwise.

To vary or extinguish, exclude or modify all rights, powers, privileges, and jurisdictions inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend or repeal (so far as requisite for the purposes of the Bill) the following Acts of Parliament, viz., (local and personal) 7 and 8 Vic., cap. 65; 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North-Western Railway Company, or the Chester and Holyhead Railway; 6 Geo. 2, cap. 30; 14 Geo. 2, cap. 8; 17 Geo. 2, cap. 28; 26 Geo. 2, cap. 35; 31 Geo. 3, cap. 88; 11 and 12 William 3, cap. 24; 14 and 15 Vic., cap. 87, and any other Acts relating to the River Dee Commissioners, or the River Dee Company, or other parties or bodies named in such Acts or any of them, and to alter tolls, rates, and duties, by such Acts authorised and grant exemptions therefrom.

And notice is hereby also given, that plans and sections of the proposed pier, harbour, railway, works, and conveniences, and describing the lands to be taken or used for the purposes thereof, with a book of reference to such plans, 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 Flint, at his office at Mold. And that on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, together with a copy of this notice, will be deposited with the parish clerk of the parish of Llanasa, 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 15th day of November, 1865.

R. P. and H. Philipson, Newcastle-upon-Tyne;

P. Ellis Eyton, Town Hall, Flint,
Solicitors for the Bill.

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

Bromyard and Hereford Railway.

(Incorporation of Company; Construction of Railways from the Worcester, Bromyard, and Leominster Railway to Hereford; and to join the Worcester and Hereford, the Shrewsbury and Hereford, and the Hereford Hay and Brecon Railways; Working Arrangements with the Railway Companies, and the London, Worcester, and South Wales, and Great Western 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 railways following, or some of them, with all needful stations, works, approaches, and conveniences connected therewith, that is to say:—

1. A railway, situate wholly in the county of Hereford, commencing by a double junction with the authorised line of the Worcester, Bromyard, and Leominster Railway, in the township of Linton, in the parish of Bromyard, one of such junctions being in a field numbered 32 on the deposited plans referred to in "The Worcester, Bromyard, and Leominster Railway Act, 1861," and the other junction in a field numbered 47 on such plans; and passing through or into the several townships and parishes of Bromyard, Linton, Stanford Bishop, Avenbury, Bishop's Frome, Castle Frome, Much Cowarne, Eggleton otherwise Eagleton, Stretton Grandison otherwise Stretton Grandsome, Ocle Pyechard, Newtown, West Hide, Stoke Edith, Weston Bagard, and Yarkhill, or some of them, and terminating in the parish of Yarkhill, in a field numbered No. 1 in that parish, on the deposited plans referred to in the Worcester and Hereford Railway Act, 1853.

2. A railway situate wholly in the county of Hereford, commencing in the parish of Yarkhill, by a junction with Railway No. 1 at the termination thereof, and passing through or into the several townships and parishes of Yarkhill, Weston Bagard, Withington, Bartestree, Dormington, Lugwardine, and Holmer, or some of them, and terminating in the parish of Holmer, in a field numbered 165 on the deposited plans referred to in the Worcester and Hereford Railway Act, 1853.

3. A railway situate partly in the county and partly in the city of Hereford, commencing in the parish of Holmer, by a junction with railway No. 2, at the termination thereof, and passing through or into the several parishes or townships of Holmer, All Saints, and St. John the Baptist, or some of them, and terminating in the parish of Holmer by a junction with the North Spur of the Hereford Hay and Brecon Railway, at a point about 14 chains south of the bridge which carries the turnpike road from Hereford to Leominster over the Worcester and Hereford Railway at Hereford.

4. A railway situate wholly in the county of Hereford, commencing in the parish of Yarkhill by a junction with Railway No. 1 at the termination thereof, and passing through or into the several parishes or townships of Yarkhill and Weston Bagard, and terminating in the parish of Weston Bagard by a junction with the Worcester and Hereford Railway at a point about 18 chains west of the bridge which carries the road from Friars-court to Shucknell Farm across the said railway.

5. A railway situate wholly in the parish of Holmer, and county of Hereford, commencing by a junction with Railway No. 2 at the termination

thereof, and terminating by a junction with the Shrewsbury and Hereford Railway at a point about 3 chains north of the junction of the said railway with the Worcester and Hereford Railway near Shelwick-court.

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 Worcester, Bromyard, and Leominster Railway, the Shrewsbury and Hereford Railway, the Hereford Hay and Brecon Railway, and the railways of the Great Western Railway Company, or any part thereof, respectively, together with all sidings, watering places, stations, 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 any of them, and to enable the Company to levy tolls and make charges on the last-mentioned railways of any of them.

To enable the Company and the last-mentioned railway companies, and the London, Worcester, and South Wales Railway Company, or any one or more 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, officers, 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 Worcester, Bromyard, and Leominster, the Shrewsbury and Hereford, the Great Western, the London, Worcester, and South Wales, and the Hereford Hay, and Brecon Railway Companies, or some or one of such companies.

Duplicate plans and sections describing the line, situation, and levels 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 shewing 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 Hereford, at his office at Hereford, and with the Clerk of the Peace for the city of Hereford, at his office at Hereford, and on or before the same day a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the intended 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 6th of November, 1865,

S. C. Frankish, 28, Parliament-street, Westminister.

East and West Junction Railway (Capital).

(Power to create Preferential or Guaranteed Shares—Power to Cancel Unissued or Forfeited Shares—Additional Capital—Amendment of Act.)

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

To alter, amend, repeal, or vary all some, or any of the provisions of "The East and West Junction Railway Act, 1864."

To authorise certain alterations in the share capital of the Company, and in the nominal value of the shares therein, and the division into shares or stock of different denominations, and with different rights and privileges of all or some of the existing shares of the Company, whether created or issued, or not created or not issued; and, if need be, the cancelling of some of such shares and the creation and issue of new shares in lieu thereof, the assigning to some of the shares in the Company whether divided or not, or to any divided part thereof, special privileges, preferences, and advantages over or in exclusion of all or any other shares or parts of shares in the Company.

To empower the Company to raise a further sum of money for the general purposes of their undertaking, and for that purpose to create and issue new shares or stock, either divided or not, and either with or without a preference or priority in the payment of dividend or other rights or privileges attached thereto, or to any divided part thereof, or by borrowing on mortgage or bond, or by either of those means.

To make further and other provisions with respect to the capital and borrowing powers of the Company.

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

Dated this 10th day of November, 1865.

Geo. Pell, 3, Westminster Chambers, Victoria-street, S.W., Solicitor for the Bill.

Deane and Strutton, 35, Parliament-street.

Manning and Walker, Great George-street, Parliamentary Agents.

Bridgnorth, Wolverhampton, and Staffordshire Railway.

(Incorporation of Company; Construction of Railways between Bridgnorth, Kingswinford, and Wolverhampton; Running Powers and Facilities over other Railways; Powers of Working, Contribution, &c., by the Great Western Railway Company, London and North-Western Railway Company, Cannock Chase and Wolverhampton Railway Company, and Wolverhampton and Walsall Railway Company; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a company (hereinafter called "The Company,") with power to make and maintain the railways following, or some of them, or some part or parts thereof, with all proper stations, approaches, works and conveniences connected therewith respectively, that is to say:—

No. 1. A railway commencing in the parish of Oldbury, in the county of Salop, by a junction with the Severn Valley Railway, leased to the Great Western Railway Company, at a point south of the Bridgnorth passenger station, distant about 22 yards from the pier of the south-east wing wall of the bridge carrying the said Severn Valley Railway over the turnpike road leading from Bridgnorth to Cleobury Mortimer, and terminating in the parish of Bushbury, in the county of Stafford, by a junction with the Shrewsbury and Birmingham line of the Great Western Railway Company, at or near the north-western end of the viaduct which carries that line over the Birmingham Canal.

No. 2. A railway commencing in the parish of Trysull, in the county of Stafford, from and out of the intended railway No. 1, at a point at or near the public highway leading from the Dudley and New Inn turnpike road at Smestow tollgate to Seisdon, about 135 yards northward from the said tollgate, and terminating in the parish of Kingswinford, in the same county, by a junction with the Kingswinford branch of the West Midland section of the Great Western Railway, at or near the bridge which carries the public highway called Shut-end-lane over that branch railway.

No. 3. A railway commencing in the parish of Wombourne, in the county of Stafford, from and out of the intended railway No. 2, at or near the private road leading from the Dudley and New Inn turnpike road to Smestow Mill, at a point on such private road 180 yards or thereabouts south-west of its junction with the said turnpike road, and terminating in a field in the said parish of Wombourne, 180 yards or thereabouts south-east of the bridge which carries the turnpike road from Swindon over the Staffordshire and Worcestershire Canal, which field, called Walker's-close, or Great Meadow, belongs to and is occupied by James Perry, Esq., and is situate on the west side of and adjoins the said canal.

No. 4. A railway commencing in the said parish of Bushbury, from and out of the said intended railway No. 1, in or near a field belonging to Alexander Hordern, Esq., and now or lately occupied by Joseph Bickford, about 90 yards eastward of the Atherley or Aldersley junction of the Birmingham Canal with the Staffordshire and Worcestershire Canal, and terminating in the township of Wednesfield, in the parish of Wolverhampton, in the county of Stafford, by a junction with the authorised Cannock Chase and Wolverhampton Railway, at or near the point marked nine miles in the field No. 114 on the plan

deposited in respect of that railway with the Clerk of the Peace for the county of Stafford, in the month of November, 1863, and referred to in the Cannock Chase and Wolverhampton Railway Act, 1864.

No. 5. A railway commencing in the said parish of Bushbury, in the county of Stafford, from and out of the said intended railway No. 4, at a place called Gosbrook, on the turnpike road leading from Wolverhampton to Stafford, about 20 yards northward of the bridge carrying that road over the Birmingham Canal, and terminating in the parish of Wolverhampton, in the same county, by a junction with the London and North-Western Railway at or near the bridge in Wolverhampton carrying that railway over the turnpike road leading from Wolverhampton to Cannock.

All which said several railways, numbered 1, 2, 3, 4, and 5, will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say:—St. Mary Magdalene, Bridgnorth; Bridgnorth, Oldbury, Knoll Sands, Eardington, Quatford, Stanmore Grove, Worfield, Barnsley, Hocom, Woundwall, otherwise Woundall, otherwise Woundale, Chicknell, Farmcote, Beobridge, Broughton, Heathton, Claverley, Aston, Whittimore, and Bobbington, in the county of Salop; Bobbington, Halfpenny Green, Trysull, Wombourne, Seisdon, Swindon, Orton, otherwise Orleton, Penn, Lower Penn, Himley, Kingswinford, Aldersley, otherwise Atherley, Perton, Trescott, Langley, Brierley, Whitwick otherwise Whightwick, Compton, Tettenhall, Tettenhall Clericorum, Tettenhall Regis, Tettenhall Wood, Bushbury, Gosbrook, Oxley, Show-Hill, Wolverhampton, and Wednesfield, in the county of Stafford.

The intended Bill will authorise the Company to effect all or some of the following objects, viz.:—

To purchase and acquire lands, houses, and other property, by compulsion or agreement, for the purposes of the said intended railways and works, and also to alter, cross, divert, or stop up turnpike and other roads; railways, tramways, bridges, canals, rivers, streams, sewers, pipes, and other works.

To levy tolls, rates, and charges for or in respect of the use of the said intended railways and works, and of the railways and portions of railways to be used by the Company, as herein-after mentioned; to vary existing tolls, rates, and charges, on any existing railways intended to be used under the powers of the Bill, and to grant exemptions from tolls, rates, and charges.

To empower the Company and all companies and persons lawfully working or using their railways, or any part thereof, to run over, work, and use, with their respective engines and carriages, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions, and subject to regulations to be prescribed by or under the Bill, or (failing agreement) settled by the Board of Trade, or by arbitration, the railways and portions of railways following, that is to say:

1. So much of the lines of the Great Western Railway Company, and of the London and North-Western Railway Company respectively, as are situate between the termination of the said intended railways No. 1 and No. 5, and the respective stations of those companies at Wolverhampton, known as the low level and high level stations, including those stations.

2. So much of the Kingswinford branch and of the main line of the West Midland section of the Great Western Railway Company as lies between

the said intended railway No. 3, and Stourbridge, including the station there.

3. So much of the Severn Valley line leased to the Great Western Railway Company as is situate between the junction with that railway of the said intended railway, No. 1, and the Bridgnorth station leased to the Great Western Railway Company, including that station, together with all 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 those railways, or portions of railways respectively, and to require the companies and persons owning and working those railways, to afford and render all services and facilities for the purposes aforesaid.

To empower the Company to enter into and carry into effect agreements with the London and North-Western, Great Western, Cannock Chase and Wolverhampton, and Wolverhampton and Walsall Railway Companies (hereinafter called "The Four Companies"), or with any one or more of them, with respect to the use, working, maintenance, and management of the said intended railways and works of the Company, or any part thereof, by the four Companies, or any of them; the supply of working or rolling stock, the traffic passing over the railways of the Company, and of the four Companies respectively, or any part thereof, and the fixing, collection, and apportionment of the tolls and profits arising therefrom, on the undertaking of Company or of the four Companies, or any of them; and to enable the four Companies, or any of them, to contribute and subscribe towards the construction of the intended railways, and hold shares in the capital of the Company, and appoint directors thereof, and to raise additional capital by preference or ordinary shares, and to apply any portion of their income or capital to the purposes thereof.

To facilitate the interchange and transmission of traffic from, to, over, and beyond the railways of the Company, and the respective railways of the four Companies, and for securing through booking, through engines, carriages and waggons, and mileage rates from, to, over, and beyond those railways respectively, or any of them; also for fixing and settling the tolls and rates, and sums to be levied or charged, and the terms and conditions to be imposed for, or in respect of, any of the purposes aforesaid, and to make alterations and reductions in the tolls, rates, and charges authorised to be levied upon the said railways, or either of them, and to confirm any agreements, and to require arbitration in case of dispute.

To alter, amend, and enlarge the Acts 3 and 4 William IV., cap. 36; 9 and 10 Vic., cap. 204; and the several other Acts relating to the London and North-Western Railway Company, 5 and 6 William IV., cap. 107; 8 and 9 Vic., cap. 184; 23 and 24 Vic., cap. 81; 26 and 27 Vic., cap. 113; and the several other Acts relating to the Great Western Railway Company; the Cannock Chase and Wolverhampton Railway Act, 1864; and the Wolverhampton and Walsall Railway Act, 1865.

Plans and sections describing the lines 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 actual or reputed owners and lessees and occupiers of such lands and property, and a published map, with the lines of the intended 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 Salop, at his office at Shrewsbury; 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, 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 intended railways and works will be constructed, 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 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 eighth day of November, 1865.

G. A. Cradock, Arnold, and Green, Solicitors to the Bill, Whitehall place, Westminster.

R. O. Backhouse, Bridgnorth, and J. E. Unwin, Wolverhampton, Solicitors to the Bill.

Dyson and Co., Parliamentary Agents.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to effect the following

of some of the following, among other purposes:—
To authorise and empower the Knighton Railway Company (hereinafter called "the Company") to make and maintain a railway or branch railway, with all proper works, approaches, stations, and conveniences connected therewith, commencing in the parish of Bucknall, in the county of Salop, by a junction with the Knighton Railway at or near the mile post on that railway, indicating 7 miles from Graven Arms station of the Shrewsbury and Hereford Railway; and terminating in the parish of Presteign, in the county of Radnor, by a junction with the railway described as Railway No. 1 in the "Knighton and Eardisley Railway Act, 1864," and authorised by that Act at or near the terminus of the said Railway No. 1, in a field numbered 33 on the plans deposited with the Clerk of the Peace for the county of Radnor, in the month of November, 1863; with reference to the said Knighton and Eardisley Railway Act, and which 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):—Presteign, in the county of Radnor; Presteign, Cômbe, Stapleton, Byton, Kinsham, Upper Kinsham, Lower Kinsham, Wigmore, Lingon, Newton Letton, Walford, Leintwardine, Upper Pedwardine, Lower Pedwardine, Brampton Brian, Boreford, Buckton, Coxhall, and Bucknall otherwise Bucknell, all in the county of Hereford; and Bucknall otherwise Bucknell and Bedstone, in the county of Salop.

To purchase and take by compulsion, for the purposes aforesaid, lands, houses, and other pro-

erty.

To purchase and take by compulsion, for the purposes aforesaid, lands, houses, and other pro-

party to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges, and also to cross, alter, divert, and stop up such highways, turnpikes, or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, as it may be necessary or expedient to cross, alter, divert, or stop up for the purpose of making and maintaining, or using, the said intended railway, or any of the works, approaches, stations, or conveniences connected therewith respectively.

To levy tolls, rates, and duties upon or in respect of the said intended railway, stations, buildings, and works, and for the conveyance of passengers, animals, and goods thereon; to alter or vary the tolls now authorised to be taken by the Company, and to confer exemptions from the payment of such several tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To empower the Company and the London and North Western and Central Wales Railway Companies, or the Company, or either of the said other Companies, to enter into arrangements or agreements with respect to the maintenance, management, working, or use of the said intended railway, stations, buildings, or works, or any part thereof, or the supply of rolling stock for the purpose of such working, and with respect to the interchange of traffic passing to or from, over, or between the respective railways of the three Companies, or any or either of them, or any part thereof, and the apportionment of the tolls and profits arising therefrom; and to enable the London and North Western and Central Wales Railway Companies, or either of them, to apply any portion of their income to the purposes of any such arrangements or agreements, and to make provision for the management and use of the said intended railway and of the railway and works of the Company generally, and the appointment of joint committees and other arrangements for the purpose.

To enable the Company and the Kingston and Eardisley and Lugg Valley Railway Companies, or the Company, and either of the said two last named Companies, to make and carry into effect contracts and agreements with reference to the construction, use, and management of a joint station at Presteign, with suitable approaches, works, and conveniences for the accommodation of the traffic of the Companies parties to such contracts and agreements respectively; or failing agreement, to make provision for the construction, maintenance, and working of such joint station, at the expense of the Companies parties to such contracts and agreements jointly, or in such proportions as may be provided by the said intended Act, and for the management, use, and apportionment of the same, and for the appointment of a joint committee, with all usual and necessary powers for the regulation, control, and management of such station.

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

leges attached thereto, or by borrowing, or by all or any of such means, or by such other means as shall be provided by the said Act.

To alter, amend, and enlarge, or repeal, so far as may be necessary for the purposes of the said intended Act, the "Knighton Railway Act, 1858," the "Central Wales Railway Act, 1859," the "Central Wales Railway Act, 1863," the "Kingston and Eardisley Railway Act, 1862," the "Kingston and Eardisley Railway Act, 1864," the "Lugg Valley Railway Act, 1865," and the several Acts relating to the London and North Western Railway Company.

Duplicate plans and sections of the said intended railway and works, and of the lands so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, with a published map showing the general course and direction of the said intended railway, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Radnor at his office in Presteign, with the Clerk of the Peace for the county of Salop at his office in Shrewsbury, and with the Clerk of the Peace for the county of Hereford at his office in Hereford; 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 of the said parishes will be deposited with the parish clerk of such parish at his residence, and in the case of any extra-parochial place with the parish clerk of the adjoining parish at his residence; and a copy of the said Gazette notice will also be deposited with each of the said parish clerks. Copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated the 8th day of November, 1865.

G. A. Crawley, Arnold, and Green, 20, Abingdon-street, Whitehall-place, Westminster; Solicitors for the Bill. Also of Martin and Esche, 27, Abingdon-street, Westminster, Parliamentary Agents. In Parliament Session 1866. The Bill for the purchase of the site including appropriation of Kennedy-street, Edgar-street, and portion of Bow-lane—Erection of Buildings for an Exchange, Chambers, and Offices, in the City of Manchester.

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

To enable the promoters (hereinafter called the Company) to purchase and take, by compulsion or otherwise, the lands, houses, buildings, and premises comprised within the area formed by Princess-street, Clarence-street, Cooper-street, and Booth-street, as a site for and for the purpose of erecting thereon, or on some part thereof, an Exchange, and Chambers, Offices, and other buildings, and for providing all proper approaches, works, and conveniences connected therewith respectively.

To enable the Company permanently to close and appropriate the site of Kennedy-street, Edgar-street, and such portion of Bow-lane as is comprised within the above-named area.

To enable the Company temporarily to close parts of Princess-street, Clarence-street, Cooper-

street, and Booth-street, and to dispose of portions of the above-named area for the purpose of widening the same streets, or some of them.

To vary or extinguish any existing rights or privileges which may interfere with the purposes of the Company, and to confer other rights and privileges.

To alter, if necessary, the position or level of the sewers, drains, gas, water, or other pipes, mains, tubes, telegraph wires, or other works connected, or communicating with, any of the streets, houses, and buildings aforesaid.

All the lands, houses, buildings, and premises proposed to be purchased, or in any way affected by the said Act, are wholly situate within the city, township, and parish of Manchester, in the county palatine of Lancaster.

To enable the Company to raise capital by shares or by loans.

To incorporate with the Act all requisite provisions of "The Lands Clauses Consolidation Act, 1845;" "The Companies' Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Companies' Clauses Act, 1863."

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands and buildings proposed to be purchased as aforesaid, with books of reference thereto, and a copy of this notice, will be deposited with the Clerk of the Peace for the said county, at his office in Preston; with the Clerk of the Peace for the said city of Manchester, at his office, in such city; and with the parish clerk of Manchester, 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 15th day of November, 1865.

Sale, Worthington, Shipman, Seddon and Sale, Solicitors to the Bill.

Macclesfield and Buxton and Sheffield Junction Railway.

(Incorporation of Company; Construction of Railways; Traffic Arrangements; Powers of Subscription to London and North-Western and North Staffordshire 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 (herein called "the Company") and to enable the Company to make and maintain the railways hereinafter described, or some part or parts thereof, together with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

1. A railway commencing in the township of Macclesfield, in the parish of Prestbury, in the county of Chester, by a junction with the Macclesfield and Manchester Railway of the London and North Western Railway Company at the northern end of the down passenger platform of the Macclesfield station thereon, and terminating in the township of Fernilee, in the parish of Hope, in the county of Derby, by a junction with the Stockport, Disley, and Whaleybridge Railway, at or near the point where that railway crosses over the turnpike road between Horridge-end and Chapel-en-le-Frith:

2. A railway commencing in the parish of Taxall, in the county of Chester, by a junction with the said intended railway No. 1 at a point in a field belonging to Francis Charles Jodrell, Esquire, and in the occupation of John Andrew,

which point is about nine chains south-west of Reddish farm house, and terminating in the townships of Chinley, Bugsworth, and Brownside, in the parish of Glossop, in the county of Derby (by a junction with the intended Sheffield, Buxton, and Liverpool Railway), at a point on a foot-path in a field abutting on the north side of the road leading from Brierley-green to Cotebank, belonging to Thomas Allen, and in the occupation of Maria Longson, which point is about 70 yards south of Chinley Houses.

Which intended railways Nos. 1 and 2 will pass from, in, through, or into the townships, parishes, and places of Macclesfield, Hurdfield, Prestbury, Titherington, Bollington, Lyme-Handley, Rainow, Harrop, Pott-Shrigley, Kettleshulme, Yeardsley, Whaley, and Taxall, in the county of Chester; and Fernilee, Hope, Chapel-en-le-Frith, Chinley, Bugsworth, Brownside, and Glossop, in the county of Derby.

And 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.

And it is intended by the said Act to empower the Company and the London and North Western Railway Company, the North Staffordshire Railway Company, and the intended Sheffield, Buxton, and Liverpool Railway Company to make and carry into effect contracts and agreements with respect to the maintenance, management, use, and working of the railways of the contracting parties, or some 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.

The intended Act will authorise the London and North Western Railway Company and the North Staffordshire Railway Company, or either of them, to exercise all or some of the foregoing powers; and if they become the promoters of the intended Act, it will enable them to contribute and subscribe towards the undertaking of the Company, and apply their corporate funds to that purpose, and also to raise further sums for such purpose by the creation of new ordinary or preference shares, and by borrowing on mortgage, and to appoint one or more directors of the Company.

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., 3 and 4 William IV., cap. 36, and 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway, and 1 William IV., cap. 55, 9 and 10 Vic., cap. 85, and all other Acts relating to the North Staffordshire Railway.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act," 1863, "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, Amendment Act, 1860," "The Railways Clauses Consolidation Act," 1845, and of the Railways Clauses Act, 1863. And it is also proposed to provide for Duplicate plans and sections of the intended railways and works, and of the lands so proposed to be purchased and taken as aforesaid, together with a book of reference for such plans, with a published map showing the general course and direction of the said intended railways, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Derby, at his office in Derby, and with the Clerk of the Peace for the county of Chester, at his office in Chester, 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 13th day of November, 1865.
Crawley, Arnold, and Green, 20, Whitehall Place, London, Solicitors.
William Bell, 26, Duke Street, Westminster, Parliamentary Agent.

In Parliament—Session 1866.

The Childwall Gas Company (Limited).
 (Power to maintain and extend existing Works, &c.)

NOTICE is hereby given, that *The Childwall Gas 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 several townships or places of Childwall, West Derby, Thingwall, Wavertree, Much Woolton, Little Woolton, Allerton, Gatacre, Huyton, and Roby, in the county of Lancaster; and the said Bill will confer upon the Company the following, or some of the following, among other powers:

To maintain, enlarge, and improve the existing works of the Company, situate in Rocky-lane, in the parish and township of Childwall, upon land bounded on the north by Rocky-lane aforesaid, on the east by a field belonging to the Marquess of Salisbury, K.G., and in the occupation of Andrew Lamb, his tenant; on the south and west by another field belonging to the said Marquess, and in the occupation of Thomas Pye, his tenant; and from time to time to erect and maintain all necessary buildings, gasometers, retorts, machinery, apparatus, approaches, conveniences, and works.

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 manufacture and sell gas, and dispose of the coke and other residuum and products arising from

such manufacture, and to lay down and maintain pipes in, through, streets, 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 staves, drains, or pipes, in or under the same, to lay down any pipes, and 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.

The Bill will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, Amendment Act, 1860," and of "The Gas Works Clauses Act, 1817," 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 House of Commons on or before the 23rd day of December next.

Dated this 13th day of November, 1865.
Nicholson and Herbert, 24, Spring-gardens, Westminster, Solicitors.
Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.

The Gas Light and Coke Company, and City of London Gas Light and Coke Company.

(Amalgamation: 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 City of London Gas Light and Coke Company* with *The Gas Light and Coke Company*, so as to vest in the last-named Company the undertaking, works, buildings, lands, machinery, mains, pipes, plant, property, and effects of every description of *The City of London Gas Light and Coke Company*, and all the rights, powers, and privileges of or belonging to or enjoyed by that Company, of what nature or kind soever, including the making and recovering of rates, rents, and charges, and to enable *The Gas Light and Coke 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 City of London Gas Light and Coke Company*, and for the incorporation of the shareholders in that Company with *The Gas Light and Coke Company*.

And it is also intended by the said Act to enable *The Gas Light and Coke Company* for the purposes aforesaid to raise additional capital by the creation of preference, ordinary, or debenture shares or stock, and by mortgage or by either of those means.

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 alter, amend, and extend, or to repeal all or some of the provisions of the Acts (local and personal) 50th Geo. 3rd, cap. 163; 54th Geo. 3rd, cap. 116; 56th Geo. 3rd, cap. 87; 59th Geo. 3rd, cap. 20; and 4th Geo. 4th, cap. 119, relating to *The Gas*

To deviate from the lines of the intended railways, streets, and works to any extent within the limits of deviation shown on the plans to be deposited as hereinafter mentioned, and also to deviate vertically from the levels shown on the sections to be deposited with those plans to such extent as may be authorised by the Bill, and if deemed expedient beyond the limits of vertical deviation authorised by the Railways Clauses Consolidation Act, 1825.

To purchase, compulsorily or otherwise, lands, houses, and other property, or to take easements in or over the same for the purposes of the intended works and of the Bill.

To levy tolls, rates, or duties upon or in respect of the intended railways and works, or to take any other tolls, rates, or duties, or to grant any exemptions from the payment of such tolls, rates, and duties respectively.

To provide for vesting the intended new streets in the respective district boards of works or vestries within whose jurisdiction the same shall be, and for the maintenance thereof by them, and for the application of their funds, rates, and revenues thereto, in accordance with the provisions of the Bill, and to give effect to agreements and arrangements between the Company and the Corporation of the City of London and the Metropolitan Board of Works and any such district boards of works and vestries for or with respect to the construction, maintenance, and use of any of their respective works, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters.

To empower the Company and the London, Chatham, and Dover Railway Company, the Metropolitan Railway Company, the London and North-Western Railway Company, and the West London Railway Company, or any of them, to enter into and carry into effect contracts and arrangements for or with reference to the construction, maintenance, working, and using by any or either of the contracting companies of any railways and works of any other of them, or to enter into part thereof, and the acquisition for the same of land and property, or easements over land and property, and with reference to the regulation, management, and transmission of the traffic on their respective railways, and the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income arising therefrom, the employment of officers and servants, the remuneration, payments, deductions, and allowances, to be made and paid by any or either of the contracting companies, to or from any other or others of them, and any incidental matters.

To empower the Company and other Companies and persons lawfully working the railways of the Company or any part thereof to run and work over and use with their engines, carriages, and servants, and for traffic of all kinds, and upon payment of such tolls, and on such terms and conditions as failing agreement may be settled by the Bill or by compulsory arbitration, or otherwise, the following railways, portions of railway, and works, viz.:

(A.) The railways numbered 12 and 13, authorised by the London, Chatham, and Dover Railway Act, 1825, and the New London Railway Act, 1864.

(B.) The Extension to Finsbury Railway, and the Dover and Finsbury Extension Railway of the Metropolitan Railway Company.

(C.) The West London Railway.

Together with all stations, approaches, offices, buildings, platforms, sidings, water supplies, telegraphs, signals, works, and conveniences (present or future), on or connected, or used with the aforesaid railways, portions of railway, and works respectively, and to levy tolls, rates, and charges for traffic conveyed by them thereon, and to require the respective companies owning or working those railways and portions of railway respectively to afford and render all requisite facilities and services for the purposes aforesaid.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend the (local) Acts of Parliament following, viz.:

16 and 17 Vict., cap. 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. 178, 144, 163, 166, 192, and 224; 26 and 27 Vict., caps. 120 and 227; 27 and 28 Vict., caps. 96, 192, and 242; 28 and 29 Vict., caps. 129, 160, 161, and 347, relating to the London, Chatham, and Dover Railway Company, 6 and 7 Vict., cap. 78, and 4 Vict., cap. 108 and 9 Vict., cap. 56; 9 and 10 Vict., cap. 369; 10 and 11 Vict., caps. 18 and 204, relating to the Great Western Railway Company, 9 and 10 Vict., cap. 20, 18 and 19 Vict., caps. 201 and 202, and 19 Vict., cap. 12, and 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 16 and 108; 21 and 22 Vict., caps. 131; 22 and 23 Vict., caps. 113, 124, 126, and 131; 23 and 24 Vict., caps. 177 and 178; 24 and 25 Vict., caps. 128, 180, 208, and 223; 25 and 26 Vict., caps. 105, 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. 12, 26, 26, 27, 28, and 296; 28 and 29 Vict., caps. 33 and 334, relating to the London and North-Western Railway Company, 16 and 17 Vict., cap. 186; 17 and 18 Vict., cap. 221; 19 and 20 Vict., caps. 102 and 103; 20 and 21 Vict., caps. 125 and 126; 21 and 22 Vict., cap. 17; 22 and 23 Vict., caps. 58 and 231; 23 and 24 Vict., caps. 168 and 241; 24 and 25 Vict., caps. 132 and 233; 25 and 26 Vict., caps. 58, 106, and 27; 26 and 27 Vict., caps. 165; 27 and 28 Vict., caps. 260, 261, and 315; 28 and 29 Vict., caps. 10 and 11, relating to the Metropolitan Railway Company, the Holborn and Valley Improvement Act, 1864, the Whitechapel and Holborn Improvement Act, 1865, and 26, 27, and 28 Vict., cap. 16; and the other Acts relating to the London Coal and Wines Duties, the Metropolitan Meat and Poultry Market (Western Approach) Act, 1862, the Metropolitan Market Act, 1857, and 1865, and the London City Improvements Act, 1857, the Metropolitan Management Act, 1855, the Metropolitan Management Amendment Act, 1856, the Metropolitan Management Amendment Act, 1862, the Covent Garden Approach and Southwark and Westminster Communication Act, 1857, the Metropolitan Main Drainage Act, 1858, the Metropolitan Main Drainage Extension Act, 1863, the Victoria Park Approach Act, 1858, the Thames Embankment Act, 1862, the Thames Embankment Act, 1863, the Metropolitan Improvement Act, 1863, and any other Acts relating to the Metropolitan Board of Works and the local management of the metropolis.

On or before the 30th day of November instant, the plans and sections of the intended railways, streets, and works, 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 Middlesex, at his office at the Sessions House, in Clerkenwell, and with the Clerk of the Peace for the City of London, at his office at the Sessions House in the Old Bailey, and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways, streets, and works, will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows, viz.:

In the case of each of the parishes of St. Mary Abbot, Kensington, St. Mary Paddington, St. George Hanover-square, St. James Westminster, and St. Marylebone, with the vestry clerk of the parish, at his office.

In the case of each of the parishes or places of Ely-place, Ely-rents, Hatton-garden, St. Andrew's, Holborn-above-bars, liberty of Glasshouse-yard, Saffron-hill, and St. Sepulchre, Middlesex, with the clerk of the District Board of Works for the district of Holborn at his office at Chancery-lane.

In the case of the parish of St. Anne Soho, with the clerk of the District Board of Works for the district of the Strand, at his office at No. 5, Tavistock-street, Covent-garden.

In the case of each of the parishes of St. George, Bloomsbury, and St. Giles in the Fields, with the clerk of the District Board of Works for the district of St. Giles, at his office at 199, High Holborn.

In the case of the parish of St. Peter and St. Paul Hammersmith, with the clerk of the District Board of Works of the district of Fulham, at his office at the Broadway, Hammersmith.

In the case of each other parish, with the parish clerk thereof, at his residence; and in case of each other extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1865.

C. J. Mander; 9, New-square, Lincoln's-inn, Solicitor for the intended Bill.

Messrs. Dorington and Co., 6, Parliament-street, Westminster, Parliamentary Agents.

Slough, Datchet, and District Gas.

(Incorporation of Company to supply Gas to Slough, Upton-cum-Chalvey, Datchet, Stoke Poges, and Salt Hill; Powers to erect Gas Works at Datchet; Power to Purchase Undertaking of the Slough Gas and Coke Company; Incorporation of General Acts.)

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

1. To incorporate a Company for manufacturing gas, and supplying the same to the parishes and places following, that is to say:—The district of Slough, in the parishes of Upton-cum-Chalvey and Stoke Poges, and the parishes of Upton-cum-Chalvey, Datchet, and Stoke Poges, and Salthill, in

the parishes of Farnham Royal and Stoke Poges, all in the county of Buckingham.

2. To authorise such Company to erect and maintain gas works, within the limits following, that is to say:—Two pieces of meadow land, and eight cottages and gardens, and an occupation road, all lying together, and situate in the parish of Datchet aforesaid, which said lands, and cottages, and gardens, and occupation-road are bounded northwardly by land belonging to the Earl of Harewood, in the said parish of Upton-cum-Chalvey, in the occupation of William George Nixey, westwardly by land belonging to Thomas Arthur Moore, in the last-mentioned parish, in the occupation of Charles Moore, southwardly and eastwardly by a public road or highway leading from Slough to Datchet, and by a piece of land in the said parish of Datchet, the property of the said Earl of Harewood, and in the occupation of the said William George Nixey, and which two pieces of land, cottages, and gardens, and occupation-road, belong to Ann Beauchamp; and the said two pieces of land are in the occupation of the said Charles Moore, and the said cottages and gardens are in the respective occupations of James Robinson, George Davis, William Sams, Charles Saul, George Robinson, Thomas Gregory, Charles Richards, and Frederick Ellis.

3. To authorise the said intended Company to sell and dispose of the products of the manufacture of gas.

4. To authorise the said intended Company to lay down, maintain, and use mains, pipes, and other works, in, through, across, and under, and for that purpose to break up and interfere with, streets, roads, bridges, ways, and places, and to interfere with sewers, drains, water pipes, and gas pipes within the district of Slough, the parishes of Upton-cum-Chalvey, Datchet, Stoke Poges, and Salthill aforesaid.

5. To authorise the said intended Company to purchase or otherwise acquire, but only by agreement, lands convenient for the purposes of the undertaking.

6. To authorise the said intended Company to demand and take rates, rents, and charges for the sale and supply of gas, and the sale and letting of gas meters, fittings, and apparatus.

7. To confer on the said intended Company all powers, rights, and privileges, usually conferred on Gas Companies, or expedient for any of the purposes of their undertaking.

8. To authorise the Slough Gas and Coke Company (Limited) to sell, transfer, or lease, and the said intended Company by agreement to purchase, accept and take the whole or any part of the undertaking, works, properties, and powers of the said Slough Gas and Coke Company (Limited), and to dissolve the same Company.

9. To enable the said intended Company to raise money by shares or borrowing.

10. To enable the said intended Company, and any corporations, commissioners, companies, and other bodies, to enter into contracts with respect to the supply of gas within the parishes and places aforesaid.

To incorporate with the intended Act "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment

Act, 1861," and "The Gas Works Clauses Act, 1847," or some part thereof, respectively.

On or before the 23rd day of December, 1865, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1865.

Frederick Chasley, Slough, Solicitor for the Bill.

Manchester and Stockport Railway
(Incorporation of Company) Powers to Make Railways—Power to Manchester, Sheffield, and Lincolnshire Railway Company, to Subscribe to the Undertaking—Running Powers over the Railways of other Companies—Working Arrangements with other Companies—Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill and to pass an Act (hereinafter referred to as "The Act") for the following purposes, or some of them (that is to say):—

1. To incorporate a Company (hereinafter called "The Company") for making and maintaining the following railways, or one of them, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith respectively, all which railways and other works are herein after called "The Railway" (that is to say):—

1. A railway, No. 1, to commence by a junction with the main line of the Manchester, Sheffield, and Lincolnshire Railway, at a point 4 chains, or thereabouts, measured along the said last-mentioned railway eastward from the centre of the bridge which carries the same railway over Pottery Lane, in the township of Openshaw, in the parish of Manchester, and county of Lancaster, and to terminate in the township of Brinnington, in the parish of Stockport, in the county of Chester, by a junction with the Stockport and Woodley Junction Railway, at a point 14 chains, or thereabouts, measured along the said last-mentioned railway north-eastward from the north-eastwardly side of Henry Street, in Portwood, in the borough and parish of Stockport aforesaid, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Manchester, Openshaw, Gorton, Denton, Reddish, and Heaton Norris, all in the county of Lancaster and Stockport, Brinnington and Portwood, in the county of Chester, or some or all of them.

2. A railway, No. 2, to commence by a junction with the intended railway hereinbefore described at a point in the township of Brinnington, in the parish of Stockport and county of Chester, 9 chains, or thereabouts, distant from the weir across the River Tame, next above and belonging to the print and bleach works of William Bradshaw, Peter Wallis Hammond, and Robert Hammond, known as Reddish Mills, measured in a direct line from the said weir towards the large chimney of, or belonging to, the said Reddish Mills, and to terminate by a junction with the Newton and Compstall Branch of the Manchester, Sheffield, and Lincolnshire Railway, at a point on the said Newton and Compstall Branch Railway, 8 chains or thereabouts measured along the said last-

mentioned branch railway north-westward from the centre of the bridge, which carries the said Newton and Compstall Branch Railway over the public carriage road leading from Romiley to Compstall, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Stockport, Brinnington, Harden, otherwise Arden, Bredbury and Romiley, all in the county of Chester, or some or all of them.

2. To authorise and regulate the said proposed junctions with existing railways, and to empower the Company to make lateral and vertical deviations from the lines and levels of the railway 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 shall be authorised by the Act.

3. To empower the Company to stop up, alter, cross, and divert, whether temporarily or permanently, turnpike and other roads and highways, railways, tramways, bridges, aqueducts, canals, streams, rivers, watercourses, pipes, and sewers within the aforesaid parishes, townships, extra-parochial, and other places or any of them, and to purchase or acquire by compulsion or otherwise, 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 confer other rights and privileges.

4. To empower the Company to levy tolls, rates, and duties in respect of the railway and other their undertaking for the time being, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

5. To authorise the Manchester, Sheffield, and Lincolnshire Railway Company, by themselves, or otherwise, on their behalf, and out of their corporate or other funds, or out of money to be raised under the powers of the Act, to take shares in, and to subscribe to, or towards, the making or maintaining, working, and using the railway, or any part thereof, and for those purposes, or any of them, to increase their capital by the creation of new or additional shares, or stock with or without any preference or priority in payment of dividends, and by 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 Act, and to appoint directors or additional directors of the Company, and to guarantee the payment of interest, dividend, or annual or other payments, upon the whole or any portion of the capital of the Company.

6. To authorise the Company, and all persons and corporations lawfully using the whole or any part of the railway, their officers and servants, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, upon such terms as may be agreed upon, or, as in default of agreement, shall be settled by the Board of Trade or by arbitration, all or any part of the railways hereinafter described, together with the several stations, roads, platforms, water, watering-places, water-engines, sidings, standing room for engines, machinery, works, conveniences, booking, and other offices and conveniences of, or connected with, those railways respectively (that is to say), the Stockport and Woodley Junction Railway, the Manchester, Sheffield, and Lincolnshire Railway, from the junction of the railway therewith at Ashbury's Works, to and including the Ardwick Station

thereof; the Stockport, Timperley, and Altrincham Junction Railway; and the London and North Western Railway, from and including the Ardwick Station thereof, to and including the London-road station thereof at Manchester.

7. To make provision for effectually facilitating and securing the transmission, collection, and delivery to, from, at, and over the several railways and parts of railways, and stations, in the last preceding clause of this notice mentioned, of all traffic coming from, or destined for, the railway, and for through booking and through rates, and for the employment by the Company of their own officers, agents, and servants at any station on the same railways, or parts of railways, and to require the several Companies in the last preceding clause of this notice mentioned, to afford all proper facilities, and to make all necessary arrangements in that behalf.

8. To authorise the Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, to enter into, and carry into effect, contracts, agreements, and arrangements for, or in respect of, the construction, working, maintenance, and using of the railways and works of each other, or any part thereof, and the supply of engines, carriages, and rolling stock for the purposes thereof, and the conduct, regulation, interchange, transmission, and management of the traffic upon or over the same respectively, and for affording facilities for the transfer and transmission of traffic passing to and from their respective railways, and for the fixing, levying, dividing, and apportioning of tolls and charges arising from such traffic, and to enable the said Manchester, Sheffield, and Lincolnshire Railway Company, to levy tolls on the railway of the Company, or any part thereof, and, if necessary or expedient, to provide for the appointment of a joint committee for the purposes aforesaid, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

9. To incorporate with the Act all or some of the provisions of "The Company's 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."

10. And for all or any of the purposes aforesaid it is proposed, if need be, by the Act to alter, amend, extend, and enlarge, or to repeal, all or some of the powers and provisions of the following Acts (local and personal), or some of them, that is to say, 9 and 10 Vic. cap. 204, incorporating the London and North Western Railway Company, and any other Acts relating to the London and North Western Railway Company, or their undertaking; the Great Northern Railway Act, 1846 (9 and 10 Vic., cap. 71), incorporating the Great Northern Railway Company and any other Acts relating to the Great Northern Railway Company or their undertaking, 12 and 13 Vic. cap. 81, incorporating the Manchester, Sheffield, and Lincolnshire Railway Company, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, or their undertaking; the Stockport and Woodley Junction Railway Act, 1860 (23rd Vic., cap. 16), and any other Acts relating to the Stockport and Woodley Junction Railway Company, or their undertaking; the Stockport, Timperley, and Al-

trincham Junction Railway Act, 1861 (24 and 25 Vic., cap. 175), and any other Acts relating to the Stockport, Timperley, and Altrincham Junction Railway Company, or their undertaking; the Great Northern Railway (Cheshire Lines) Act, 1863 (26 and 27 Vic., cap. 147); and the Cheshire Lines (Transfer) Act, 1865.

11. And notice is hereby further given, that duplicate plans and sections, describing the line, situation, and levels of the railways, and of the lands, houses, and property, in and through which the same may be made, with a book of reference to such respective plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, and a published map wherein will be defined the general course or direction of the railway, 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 palatine of Lancaster, at his office in Preston, in the said county; and with the Clerk of the Peace for the county palatine of Chester, at his office in Chester, in the said county; and that a copy of so much of the said plans and sections, and book of reference, as may relate to the several parishes in or through which the railway is intended to be made, or in which the lands, houses, and property proposed to be taken or appropriated, are situated, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, 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.

12. 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 13th day of November, 1865.

Thomas Jepson, 2, St. James's-square, Manchester, Solicitor.

C. and H. Tahourdin, 1, Victoria-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866. Bill in Session.
Liverpool Tramways.

(Incorporation of Company, Power to lay down rails upon the streets of Liverpool for the conveyance of Passengers and other Traffic, Tolls, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for any of the purposes following:

To dissolve the Liverpool Tramways Company (Limited,) and to annul their articles of association; and to reincorporate a Company by the same or any other name, or to incorporate a Company for the following, or some of the following, powers, viz.:

To lay down and maintain in, upon, and along the surface of such of the streets and roads within the Borough of Liverpool as shall be selected with the consent of the Corporation or other parties having the control of such streets and roads respectively, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management thereof, iron rails and plates for facilitating the passage along the same streets or roads of carriages and traffic by animal power only.

To authorise the Company, their agents, licensees, and servants, after having obtained such consent as aforesaid to open the surface of the said streets and roads, and to lay down and maintain therein and from time to time repair such rails or plates as aforesaid, and to enable the Company and the several bodies and persons aforesaid to enter into agreements with respect to the purposes of the said intended Act.

To reserve to all persons entitled to use such streets or roads the right to run over, upon, and along the said rails and plates when laid down with all ordinary road wheels and carriages, and also to reserve to the Company the exclusive use of flange wheels, to run on an edge rail as laid down to confer or confirm and extend to the police of the town of Liverpool, and the persons or bodies having the control or management of such streets or roads, the power of regulating from time to time the mode of passage of all traffic along such streets or roads, whether upon or off the said rails or plates, to vary or extinguish any existing rights which may interfere with such purposes, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties for the use of carriages passing along the said rails, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair by the Company of such portions of the streets and upon or along which any rails or plates may be laid as lie between and immediately adjoin the lines of such rails and plates.

To enable the Company to acquire lands, but only by agreement, and to erect thereon offices and buildings, and other conveniences for the purposes of their undertaking.

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

Dated this 9th day of November, 1865.

Lute, Banner, Little, Galt, and Bards-
supt-a well, 1, Union-court, Liverpool, Solicitors.

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

Mid Wales Railway.

(Increase of and Arrangements as to Capital; Power to Subscribe to Undertaking of the Brecon and Llandovery Junction Railway Company; Amendment of Acts.)

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

To authorize the Company to appropriate the money which they have been authorized to raise by any Act or Acts of Parliament, and which may not be required for the purposes of those Acts for the general purposes of their undertaking, and also for the same purposes to raise further sums of money by the creation of shares or stock, with or without guarantee, preference, or priority, in payment of interest or dividends, and by borrowing on mortgage or otherwise.

To regulate the capital stock, shares, mortgage, and debenture debts of the Company, and the application of all or any of the money raised or to be raised thereby.

To enable the Company to subscribe to and hold shares in the undertaking of the Brecon and Llandovery Junction Railway Company, and to raise further sums for that purpose.

To alter, enlarge, vary, or repeal some or any of the provisions of the several local and personal Acts following, or some of them; that is to say, "The Mid Wales Railway Act, 1859," "The Mid Wales Railway Extensions Act, 1860," "The Mid Wales Railway Act, 1861," "The Mid Wales Railway (Deviations) Act, 1862," "The Mid Wales Railway (Llangurig Branch, &c.) Act, 1863," "The Mid Wales Railway Capital Act, 1863," "The Mid Wales Railway Act, 1864," "The Mid Wales Railway (Eastern Extension) Act, 1865," "The Mid Wales Railway (Western Extensions) Act, 1865," the Brecon and Llandovery Junction Railway Act, 1863," and "The Brecon and Llandovery Junction Railway Act 1865."

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 17th November, 1865.

S. F. Noyes, 1, Broad Sanctuary, West-
minster, Solicitor for the Bill.

Southam Railway—(Branch.)

(Construction of Branch Railway and Tramroads to the Long Itchington and Stockton Lime Works—Additional Capital—Amendment of Acts.)

APPLICATION is intended to be made to Parliament in the ensuing session, by the Southam Railway Company (hereinafter called "The Company") for an Act to enable the Company to effect the following, or some of the following, purposes:—

To make and maintain a Branch Railway, wholly situate in the county of Warwick, commencing in the parish of Long Itchington, by a junction with the authorised railway of the Company, in a field in that parish, numbered 13 on the deposited plans referred to in the Southam Railway Act, 1864, and terminating in the parish of Leamington, Hastings, in the county of Warwick, at or near the west side of the cut or canal leading from the Warwick and Napton Canal to the Lime Works belonging to Charles Nelson, known as the Stockton Fields Lime Works, at or near a point eight chains or thereabouts, to the northward of the buildings forming part of such works, which said intended railway will pass through or into, or be situate within the following parishes or places, or some of them, viz:—Long Itchington, Southam, Stockton, Bascote, Birdingbury (otherwise Birbury) Broadwell, Leamington Hastings, and Napton on the Hill, in the said county.

To purchase by compulsion or otherwise lands, houses, and other property, for the purposes of the said intended railway and works, and to vary or extinguish all existing rights and privileges in any manner connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges, and also to cross, alter, divert, and stop up the highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using, the said intended railway and works, and to levy tolls, rates, and charges for, or in respect of, the use of the said intended railway and works, to grant exemption from such tolls, rates, and charges, and other rights and privileges relating thereto.

To make lateral deviations in constructing the

intended railway from the line thereof to the extent and within the limits defined on the plans to be deposited as hereinafter mentioned.

To enable the Company to apply any capital or funds now or hereafter belonging to them, or under their control, to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes, and also for the general purposes of their undertaking, by the creation and issue of new shares or stock in their undertaking, either with or without preference or priority, in payment of interest or dividends, or by borrowing on mortgage or bonds, or by any of those means, and to enable them to incorporate with the said Act, the Lands Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Act, Amendment Act, 1860, "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," or some part or parts of such Acts respectively, and to alter, amend, enlarge, or if necessary, to repeal all or any of the provisions of the Southam Railway Act, 1864.

Duplicate plans and sections describing the line or situation of the said intended railway and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and also a copy of this notice as published in the London Gazette, together with a published map, with the line of the intended railway delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Warwick, at his office at Stratford-upon-Avon, and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said railway and works will pass, or be situate, and also a copy of this notice as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the Bill for effecting the objects aforesaid will be deposited at the Private Bill Office of the House of Commons, on or before the 23rd of December next, and to ascertain the date of this 10th day of November, 1865.

George Pell, 3, Westminster Chambers, 10, Victoria-street, Westminster, S.W.; T. Edward Poole, Southam, Agents of the Bill; and Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents, Solicitors for the Bill.

In Parliament.—Session 1866.

Cleethorpes Gas.

(Incorporation of Company, Powers to maintain Works and Light the Parish of Cleethorpes and other Places in the County of Lincoln with Gas; Cancellation of Memorandum and Articles of Association; Additional Lands and 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 by some other name, the Cleethorpes Gas Company (Limited),

hereinafter referred to as "the Company," and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill, and to dissolve the Company, as it now exists, and to cancel the memorandum and articles of association, respectively, under which the Company are at present acting, and to confer upon the Company powers of lighting with gas the parish of Cleethorpes and the townships, hamlets, or villages of Cleethorpes, Humber, Oclethorpes, and all other hamlets, townships, or villages, and places comprised within the said parish of Cleethorpes or some of them, or some part or parts thereof in the said county of Lincoln.

To authorise the Company to hold, purchase by agreement, and to take on lease lands, houses, and other property, and to acquire, hold, and maintain the existing lands, buildings, and works of the Company, and the mains, pipes, and apparatus belonging thereto, or used in connection therewith, and to alter, enlarge, renew, and improve the same, and to extend the same, or to erect and maintain additional works on the lands, or any part of the lands, now belonging to or held in trust for the Company, situate in the township of Cleethorpes, in the parish of Cleethorpes, (that is to say) lands occupied by gas works of the Company, situate in a place called Beacons- thorpe, in the township of Cleethorpes, in the parish of Cleethorpes, in the county of Lincoln, bounded on or towards the north by a private road, and on towards the east by another private road, and on the west and south by land now or late belonging to Henry Goddard.

To authorise the Company to purchase and lease further lands, and from time to time to erect, make, and maintain gas works, buildings, gasometers, retorts, machinery, apparatus, approaches, roads, conveniences, and works.

To authorise the Company to manufacture gas and the several matters and things producible from the residual products arising, resulting, or obtainable from the manufacture of gas, and to supply, sell, and dispose of gas, coke, cannel tar, and other residual and manufactured products and matters and things, and to carry on the business usually carried on by gas companies, or which is or may become incident thereto, and to acquire and hold patent rights, or take licenses to hold and use patent rights for the manufacture and distribution of gas, or the utilization of the residual products from gas, and to maintain, alter, or renew any existing mains and pipes within the parish and places aforesaid and to lay down, maintain, and renew other mains, pipes, and other apparatus, in, through, across, along, or under streets, roads, highways, bridges, yards, courts, footways, and other public ways, passages, and places within any of the places supplied or to be supplied with gas by the Company within the parish and places aforesaid, and to pass gas through the same, and to open, break up, divert, alter, stop up, and interfere with such streets, roads, highways, bridges, yards, courts, footways, and other public ways, passages, and places, and also sewers, drains, water pipes, gas pipes, railways, telegraphic apparatus, and other works in, over, or under the same, or within the parish and places aforesaid.

To manufacture, purchase, or hire gas-meters, pipes, 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 for public and private lighting, and of gas-meters, pipes, apparatus, and fittings.

to define, alter, authorise, and regulate the existing capital of the Company, and its distribution into shares; and the capitalization or conversion into capital of monies raised or expended by the Company out of their undivided profits for other purposes but such as are authorised by Law.

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 or other special privilege over the existing or ordinary shares of the Company, and to make further and other provisions with reference to the augmentation of the share and loan capital of the Company.

That the Bill will incorporate with itself all or some of the provisions of: The Gas Works Clauses Act, 1847; The Company's Clauses Consolidation Act, 1845; The Company's Clauses Act, 1863; The Lands Clauses Consolidation Act, 1845; and The Lands Clauses Consolidation Act Amendment Act, 1860, and it will confer upon the Company all other rights, powers, and privileges necessary or expedient for carrying into effect the objects of the Bill, and it will vary or extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

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

Dated this 18th day of November, 1865.
Wm. Heaford, Daubney, Great Grimsby,
Solicitor for the Bill.

has standing or standing on the station of said of said road has been found and signified and known as the proposed road as a New Street, Monmouth, Horough.

(Power to the Corporation of Newport, the Great Western Railway Company, and the Monmouthshire Railway and Canal Company to construct a New Street or Road in Newport, and to stop up Thomas Street and the Footpath from High Street to Pentonville.)

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

To authorise the Mayor, Aldermen, and Burgesses of the borough of Newport, in the county of Monmouth, (hereinafter called the Corporation,) the Great Western Railway Company, and the Monmouthshire Railway and Canal Company, or some, or one of them, to construct and maintain the new street or road, hereinafter described, or some part or parts thereof, together with all proper works, conveniences, and approaches connected therewith (that is to say):

A street or road commencing by a junction with High Street, in the borough of Newport, at or near a certain house occupied as the Goods Manager's Office of the Great Western Railway Company, and terminating by a junction with a certain road, called Pentonville, in the said borough, at or near a cottage belonging to William Sheward Cartwright, Esq., and occupied by Patrick Jervison and Thomas Leyson, and which said intended street or road will pass from, in, through, or into the several parishes, townships, and other places following, or some of them, viz.: Newport and Saint Woollos, all in the county of Monmouth.

To authorise the purchasing, by compulsion or agreement, of lands, buildings, and hereditaments, for the purposes of the proposed street or road.

To authorise the altering, diverting, or stepping up of all turnpike or other roads, highways, streets,

railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places, or any of them, with which it may be necessary to interfere in the construction of the intended works.

To provide for the maintenance and repair of the said new street or road in the same manner, and by the same means as other public streets and roads in the said borough are by law repairable.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, and to confer other rights and privileges.

And notice is hereby given that plans and sections of the said intended street or road, and of the lands and buildings so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, 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 Monmouth, at his office in Newport; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes, will be deposited with the parish clerk of such parish at his residence; and in the case of any extra-parochial place, with the parish clerk of the adjoining parish at his residence; and a copy of the said Gazette notice will also be deposited with each of the said parish clerks.

And to enable the Corporation, the Great Western Railway Company, and the Monmouthshire Railway and Canal Company, or some or one of them, to enter into and carry into effect arrangements and agreements for or with respect to the execution, maintenance, use, and management of the intended street or road, and for and with respect to the conduct of traffic passing over and upon the same, and with respect to the sum or sums of money to be contributed by the said Companies and Corporation, or some or one of them, towards the execution or maintenance of the said intended street or road.

To enable the Corporation, the Great Western Railway Company, and the Monmouthshire Railway and Canal Company respectively, to apply to the purposes of the intended Act, or some of them, such portion of their Corporate Funds as they shall think expedient.

To stop up and discontinue as a public highway, and to appropriate to the purposes of the Great Western Railway Company so much of the site of the existing street in the borough of Newport, called Thomas Street, as crosses the South Wales Railway of that Company on the level, and also to take down and remove the foot bridge, and stop up the foot way leading from High Street to Pentonville, in the said borough, across the said South Wales Railway adjoining the Newport station on that railway.

And the said Bill will also alter, amend, and enlarge, so far as necessary, the powers and provisions of the following Acts (local and personal), or any of them (that is to say): Acts relating to the borough of Newport and the Mayor, Aldermen, and Town Council of that borough, viz.: 7 George 4th, cap. 6; 18 and 19 Victoria, cap. 41; 27 and 28 Victoria, cap. 53, and any other Act or Acts relating to the said borough or corporation; Acts relating to the Great Western Railway Company and their undertakings, viz.: 5 and 6 William 4th, cap. 107; 26 and 27 Victoria, caps. 113

and 198; and any other Act or Acts relating to that Company; Acts relating to the Monmouthshire Railway and Canal Company and their undertaking, viz.—an Act of Parliament passed in the 33rd year of King George the 3rd, cap. 96, incorporating the Company of Proprietors of the Brecknock and Abergavenny Canal Navigation; and the Act passed in the 44th year of the same reign, amending the foregoing Act, cap. 29; and also to amend and extend the 32nd George 3rd, cap. 102, the "Newport and Pontypool Railway Acts, 1845 and 1848;" and the "Monmouthshire Railway and Canal Acts, 1852, 1853, 1855, 1861, and 1863;" and any other Act or Acts relating to that Company.

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

Dated the 9th day of November, 1865.

Manchester, Sheffield, and Lincolnshire Railway.
(Repeal or Amendment of provisions of Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865, relating to fixed bridge across Sankey Canal; Construction of opening Bridge in lieu thereof; provisions for protection of Navigation of said Canal and Regulation of intended opening Bridge; 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 repeal or amend section 32 of the Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool Act, 1865,) hereinafter referred to as "The Act of 1865" as to the bridge over the Sankey Canal, and so much of that Act and of the Acts incorporated therewith as empowers the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "The Company") to carry the Railway No. 1 authorised by the Act of 1865 over the Sankey Canal by means of a fixed bridge.

To authorise and require the Company to carry their Railway No. 1, authorised by the Act of 1865, over the Sankey Canal by means of a swing or opening bridge (having a clear span or opening of thirty feet) instead of a fixed bridge, and to authorise and require the Company to make and maintain such swing or opening bridge, accordingly, together with all necessary and proper machinery, piers, abutments, works, and conveniences, which said intended swing or opening bridge will be situate upon the site (shown upon the plan and sections deposited with the Clerk of the Peace for the county of Lancaster for and referred to in the Act of 1865) of the arch of the bridge for carrying the said Railway No. 1, authorised by that Act, over the Sankey Canal, and will be wholly in the parish of Prescott and county of Lancaster.

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

To empower the Company to take and hold lands, houses, and hereditaments for the intended swing or opening bridge, and to take tolls, rates, and charges for or in respect of the said bridge, and to alter the tolls, rates, and charges which the Company are now authorised to take, and to grant

exemptions from the payment of any such tolls, rates, and charges.

To apply to the purposes of the intended Bill the powers and provisions, or some of the powers and provisions, of the Act of 1865.

To prevent or limit the contraction or diminution, either temporary or permanent, of the waterway of the Sankey Canal, and the obstruction of or interference with the navigation thereof, to provide for the recovery of damages, penalties, and costs on account of such contraction, diminution, obstruction, or interference, and to make all requisite and proper provisions for protecting the navigation of the said canal for the maintenance and repair by the Company of the intended swing or opening bridge, the regulation, management, and control thereof, and the settlement of disputes relating to any such matters, by arbitration or otherwise.

To provide for the payment by the Company of the costs, charges, and expenses of applying for and obtaining the intended Bill, and incidental thereto.

And it is intended, so far as may be necessary or expedient for the purposes of the Bill, to repeal or amend the following local and personal Acts relating to the Company, or some or one of them, that is to say: 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 75; 24 and 25 Vic., caps. 66, 86, 113, and 156; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 77, 78, and 320; and 28 and 29 Vic., caps. 248 and 378.

And notice is hereby given, that plans and sections of the intended swing or opening bridge and other works, with a book of reference to such plans, and a published map, with the line of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the same county; and that, on or before the said 30th day of November, a copy of the said plans, sections, book of reference, and notice, will be deposited for public inspection with the parish clerk of Prescott, at his residence. Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 14th day of November, 1865.

Hodding, Townsend, and Co., 3, Princess-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1866.

Severn Junction Railway.
(Construction of Branches to the South Wales Railway and the Forest of Dean Central Railway—Additional Rails on and Running Powers over those Railways—Alteration of Tolls—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to empower the Severn Junction Railway Company (hereinafter called "The Company") to make and maintain:

No. 1. A Branch Railway (the South Wales Junction) commencing in the parish of Newnham in the county of Gloucester, by a junction with the Railway (No. 1) authorised by "The Severn Junction Railway Act, 1865," in a plantation or piece of land (numbered 2) in the said parish upon the plans deposited with the Clerk of the Peace of the county of Gloucester, for and referred to in that Act, and terminating in the parish of Awre in the same county, by a junction with the South Wales Railway of the Great Western Railway Company, at a point distant 5 chains or thereabouts from and to the northward of the mile or distance post on that railway denoting the distance of 126½ miles from London, which intended Branch Railway (the South Wales Junction) will be wholly made within the said parishes of Newnham and Awre.

No. 2. A Branch Railway (the Forest of Dean Central Railway Junction) wholly within the township or place of West Dean in the Forest of Dean in the county of Gloucester, commencing by a junction with the Forest of Dean Central Railway at or near the point at which upon the plans deposited with the Clerk of the Peace of the county of Gloucester for and referred to in "The Severn Junction Railway Act, 1865," the railway fourthly authorised by that Act is shown as intended to be carried over the Forest of Dean Central Railway, and terminating by a junction with the said railway fourthly authorised by "The Severn Junction Railway Act, 1865," in or near the piece of ground numbered 27 in the township or place of West Dean upon the plans so deposited as aforesaid for and referred to in the last mentioned Act.

Together with all proper and convenient approaches, stations, junctions, points, switches, sidings and other works and conveniences connected therewith and all other necessary works for effecting the purposes following, that is to say:

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

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

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

To purchase by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of the intended works and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended branch railways and works, and to alter the tolls which the Company are now authorised to take on their authorised line, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Company to lay down addi-

tional rails upon so much of the South Wales Railway of the Great Western Railway Company as lies between the intended junction therewith of the intended branch railway (the South Wales Junction) and the junction with the said South Wales Railway of the Forest of Dean Central Railway, and upon the said Forest of Dean Central Railway and the branches thereof, so as to adapt the said railway and portions of railway to the passage thereof of engines and carriages upon the narrow gauge.

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

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

And it is also intended by the said Bill to empower the Company either by agreement or otherwise to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, the portion of the South Wales Railway and the Forest of Dean Central Railway upon which it is intended to lay down additional rails as aforesaid, together with the said additional rails and the stations, roads, platforms, warehouses, sheds, booking and other offices, water, water engines, sidings, machinery, works, and conveniences belonging to or connected with the said railways and portions of railway respectively, and to alter the tolls, rates, and charges which the Great Western Railway Company and the Forest of Dean Central Railway Company are now authorised to take upon or in respect of their respective railways and works, and to grant exemptions from the payment of such tolls, rates, and charges.

And it is intended so far as may be necessary or desirable for any of the purposes of the said Bill to amend the provisions of the several Acts of Parliament following, or some of them, that is to say: "The Severn Junction Railway Act, 1865," 5 and 6 Wm. IV., cap. 107, 26 and 27 Vic., caps. 113, 151, and 198, 27 and 28 Vic., caps. 176 and 306, and 28 and 29 Vic., caps. 299 and 367, relating to the Great Western Railway Company 18 and 19 Vic., cap. 98, 21 and 22 Vic., cap. 146, 22 and 23 Vic., cap. 22, and 23 and 24 Vic., caps. 161, 167, and 168, relating to the South Wales Railway Company, 19 and 20 Vic., cap. 100, 23 and 24 Vic., cap. 199, and 24 and 25 Vic., cap. 184, relating to the Forest of Dean Central Railway Company.

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

thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1865.

James Wheeler, 4, Victoria-street, Westminster, Solicitor for the Bill.

In Parliament—Session 1866.

Melton, Loughborough, and Ashby-de-la-Zouch Railway.

(Powers over Loughborough Station and to Midland 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 by a junction with the Syston and Peterborough Branch of the Midland Railway, at the west end of the south platform at Frisby station, in the parish of Frisby, on the Wreake and county of Leicester, passing through, into, or near the following places, Frisby-on-the-Wreake, Ashfordby Hoby, Ragdale, Thrussington, Segrave, Walton-on-the-Wolds, Burton-on-the-Wolds, Prestwold, Cotes, Barrow-upon-Soar, and Loughborough, in the county of Leicester, and terminating by a junction with the Midland Railway, at or near a point about twenty yards to the south-east of the platform of the Loughborough station.

No. 2, a railway commencing by a junction with the Midland Railway, at or near a point about twenty yards to the north-westward of the platform of the Loughborough station, in the parish of Loughborough and county of Leicester, passing through, into, or near the following places: Loughborough, Knight Thorpe, Wood Thorpe, Thorpe Acre Garendon, Thorpe Acre cum Dishley, Dishley cum Thorpe Acre, Sheepshead, Belton Graceieu Charley or Charnwood, Osgathorpe, Whitwick Swannington, Thringstone, St. George's, Worthington Cole Orton, and Ashby-de-la-Zouch, all in the county of Leicester, and Packington, with Snibston and Ravenstone, in the county of Derby, and terminating by a junction with the Leicester and Burton Branch of the Midland Railway, at about six hundred and fifty yards to the westward of the bridge which carries the public road from Farn Town and Cole Orton to Packington over the said railway.

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

To enable the Company to 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 enable the Company and the Midland 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 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, the Loughborough station of the Midland Railway, and so much of the Midland Railway at Loughborough as lies between the junction therewith of Railways No. 1 and 2, together with the water, watering places, booking-offices, warehouses, landing places, sidings, works, and conveniences connected therewith.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies 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 7th and 8th Vic., cap. 18, and of any 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 Leicester, at his office at Leicester; and with the Clerk of the Peace for the county of Derby, at his office at Derby; 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 14th day of November, 1865.

James Wheeler, 4, Victoria-street, Westminster; *W. M. Kitton*, 12, Great George-street, Westminster, Solicitors for the Bill.

Havant, Hambledon, and Droxford Railway.

(Incorporation of Company; Power to make Railways; Traffic and other Arrangements; Power to use part of Petersfield and Bishops Waltham Railway; Amendment of Acts.)

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

To incorporate a company (hereinafter called "The Company") for making and maintaining the railways hereinafter described, together with all necessary stations, approaches, communications, junctions, and other works and conveniences, that is to say: a railway (hereinafter referred to as railway No. 1), commencing in the parish of Havant, in the county of Southampton, in a field now or lately belonging to John Bridger Clarke, which field is immediately to the south of and adjoining the London, Brighton, and South Coast Railway (Portsmouth and Chichester line), and is bounded on the east side by certain houses fronting the road leading from Havant to West Leigh near the Havant station, and terminating, in the parish of Meon Stoke, in the same county, by a junction with the authorised Petersfield and Bishops Waltham Railway, at a point 25 chains, or thereabouts, north-eastwards of the point where that authorised railway is shown on the plans deposited in November, 1863, with respect to the Petersfield and Bishops Waltham Railway Act, 1864, with the Clerk of the Peace for the county of Southampton, as crossing the turnpike-road leading from Droxford to Warnford, which railway will pass from, through, or into the following parishes, townships, and extra-parochial places, or some of them, viz., Havant, Bedhampton, Blendworth, Farlington, Waterloo, Waterlooville, Portsea, Southwick, Catherington, Hambledon, Soberton, Meon Stoke, and Droxford, all in the county of Southampton.

A railway (No. 2) wholly in the said parish of Havant, commencing by a junction with the intended railway No. 1, in a field to the south of and adjoining the London, Brighton, and South Coast Railway (Portsmouth and Chichester line) and also adjoining the field hereinbefore described as the point of commencement of railway No. 1, and terminating by a junction with the said London, Brighton, and South Coast Railway (Portsmouth and Chichester line) at a point about 100 yards, or thereabouts, westward of the point where that line crosses on the level the turnpike-road leading from West Leigh to Havant.

And it is intended by the Bill to confer upon the Company the following or some of the following, among other powers:

To deviate laterally from the lines of the said intended railways and works to the extent shown upon the plans hereinafter mentioned, and also to

deviate vertically from the levels shown on the sections hereinafter mentioned.

To make such junctions and communications with, and openings in, and alterations of all or any of the railways of the London, Brighton, and South Coast, and Petersfield and Bishops Waltham Railway Companies, respectively, and otherwise to interfere with the rails, works, and lands of those railways respectively, as may be requisite for the purposes of the said Bill, and to regulate such junctions and communications, and the user thereof, and to cross, stop up, alter, or divert, whether temporarily or permanently, all such streets, roads, railways, tramways, aqueducts, canals, towing-paths, streams, drains, pipes, rivers, navigations, and other works as it may be necessary to cross, stop up, alter, or divert, in the construction of the said intended railways and works.

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

To levy tolls, rates, and charges for or in respect of the use of the said intended railways and works, and to alter, vary, or extinguish existing tolls, rates, and charges, and to confer, vary, or extinguish any exemptions from such tolls, rates, and charges.

To enable the Company, on the one hand, and the London, Brighton, and South Coast and Hayling Railway Companies (hereinafter called "The Two Companies"), or either of them, 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, 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 made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of the 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 failing such agreement as shall be settled by the Board of Trade, or deemed by the Bill, so much of the Petersfield and Bishops Waltham Railway as lies between the termination of the railway herein described as railway No. 1, and the point where the Petersfield and Bishops Waltham Railway is joined or proposed to be joined by the Mid-Hants Railway at Meon Stoke, in the said county of Southampton, together with the stations, sidings, booking-offices, warehouses, landing places, watering places, works, and conveniences, which are, or shall be, connected there-

with, and, if need be, to alter the tolls and charges which the two Companies, or the Petersfield and Bishops Waltham Railway Company, or any or either of them, may receive and take upon their respective undertaking, and to confer exemptions from such tolls and charges.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation 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 following, and of any other Acts relating to the London, Brighton, and South Coast Railway Company, namely, 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 69, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 53, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 148; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 68, 78, 151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 191, 204, 208, 218, and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, and 314; and 28 and 29 Vic., caps. 59 and 66; and also of the following and of any other Acts relating to the Hayling Railway Company, viz., 23 and 24 Vic., cap. 166; and 27 and 28 Vic., cap. 177; and also of the following and of any other Acts relating to the Petersfield and Bishops Waltham Railway Company, namely, 27 and 28 Vic., cap. 316.

And notice is hereby given, that on or before the 30th day of November instant, maps, plans, and sections, showing the direction, line, and levels of the said intended railways and other works, and the lands, houses, and other property, which may be taken for the purposes of the same, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property, and also a published map with the lines of the proposed railway delineated thereon, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office, at Winchester, in that county; and that on or before the said 30th day of November copies of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said railways and other works are intended to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows, that is to say, in the case of parishes with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the proposed Bill will be

deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next, to remain open for inspection.

Dated this 15th day of November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

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, some of them, viz.,—
To enable the Glasgow and South Western Railway Company, (hereinafter called "The Company") to make and maintain the following railways, or some of them, with all proper works, stations, approaches, and conveniences connected therewith respectively, viz.,—

First. A railway, herein designated Railway No. 1, commencing by a junction with the railway authorised by the Glasgow and South Western Railway (Additional Powers) Act, 1865, and therein called Railways No. 1, at a place near the Kiltuskim Farm to the road in the parish of West Kilbride, and in the county of Ayr, between the points marked L1 on the deposited plans of the said last-mentioned railway, denoting seven miles three furlongs, and seven miles four furlongs, at a point one hundred and twenty-five yards or

thereabouts, measuring in an easterly direction, from the south eastern corner of North Kiltuskim Farmhouse, and terminating in or near a field within the said parish of West Kilbride, belonging to the Earl of Eglinton, and in the occupation of William Miller, at a point one hundred and sixty yards or thereabouts, measuring in an easterly direction, from the centre of the bridge carrying the turnpike road over the Fairlie Burn, which intended Railway No. 1 shall be wholly situated within the parish of West Kilbride, and in the county of Ayr.

Second. A railway, herein designated Railway No. 2, commencing by a junction with the said intended Railway No. 1, at the foresaid termination thereof, and terminating at the southern bank of the Gogo Water, in the parish of Largs, and in the county of Ayr, at a point two hundred and twenty yards or thereabouts, measuring in an easterly direction from the bridge which carries the turnpike road between Fairlie and Largs, and over the said Gogo Water, which intended Railway No. 2 will pass from the bridge into the parishes of West Kilbride and

Largs, or one of them, in the county of Ayr, and shall be situated as follows, that is to say, a railway, herein designated Railway No. 3, commencing by a junction with the said intended Railway No. 2, in the parish of Largs, and in the county of Ayr, and belonging to Mrs. Jane Wilson and others, at a point one hundred and sixty yards or thereabouts, measuring in a westerly direction, from the Hayles House, and terminating on the Largs Harbour Pier at a point one hundred and

ten yards or thereabouts, measuring in the westerly direction from the corner of Gallows-gate and Main-street of Largs, which intended Railway No. 3 will be wholly situate in the parish of Largs and county of Ayr.

Fourth. A railway, herein designated Railway No. 4, commencing by a junction with the line of railway authorised by "The North British Railway (Carlisle & Citadel Station Branches) Act, 1865," and therein called Railway No. 1, at or near a point one hundred and fifty-six yards or thereabouts, measuring in a north-easterly direction, from Charlotte-street, Independent Church, and terminating by a junction with the Caledonian Railway, north-west, of and near the bridge carrying that railway over the River of Calder, which intended Railway No. 4 will be wholly situate in the parish of Saints Mary Carlisle and township of Caldewgate in the county of Cumberland.

Fifth. A railway, herein designated Railway No. 5, commencing by a junction with the Kilmarnock and Troon Railway, in the parish of Dundonald and county of Ayr, at or near a point one hundred and twenty yards or thereabouts, in an easterly direction, from Gravel-hill dwelling-house, and terminating by a junction with that railway in the parish of Kilmarnock and county of Ayr, at or near a point one hundred and eighty yards or thereabouts, in a south-westerly direction from the booking-office of the Gatehead station of the last-mentioned railway, which intended railway No. 5 will pass from the parish of Kilmarnock and county of Ayr, through the parishes of Dundonald and Kilmarnock, or one of them, in the county of Ayr, and terminate at or near a point one hundred and twenty yards or thereabouts, in a south-westerly direction from the booking-office of the Gatehead station of the last-mentioned railway, which intended Railway No. 6 will be wholly situate in the parish of Dundonald and county of Ayr.

To empower the Company to make a new road in the parish of Dundonald and county of Ayr, commencing by a junction with the turnpike road leading from Troon, past Troon station, to the village of Loans, near the bridge carrying the said road over the Company's railway, and terminating by a junction with the road which crosses the said railway on the level at about three hundred and seventy yards north-westward of the said bridge, and to stop up, discontinue, and extinguish all rights of way over the Company's railway at the said level crossing, and to agree

To empower the Company to alter the line and level of so much of the road which crosses the Company's railway on the level in the parish of Dundonald in the county of Ayr at about three hundred and seventy yards north-westward of the Loch Green dwelling-house, as extends for a distance of one hundred and ten yards or thereabouts from the said railway on the west side thereof to a distance of eighty yards or thereabouts from the said railway on the east side thereof, for the purpose of carrying the said road over the said railway instead of on the level thereof.

To empower the Company to alter the line and level of so much of the road which crosses the Company's railway on the level in the parish of Dundonald, in the county of Ayr, at about six hundred yards south-east from Loch Green dwelling-house, as extends for a distance of one hundred and sixty yards or thereabouts from said railway on the west side thereof to a distance of ninety yards or thereabouts from the said railway on the east side thereof, for the purpose of carrying the said road over the said railway instead of on the level thereof.

To empower the Company to make a new road to commence near the point in the parish of Newton-upon-Ayr, in the county of Ayr, where the road leading from Newton Head by Hawkhill Bridge to the farms of West Sanguhar and South Sanguhar crosses the Company's railway on the level, and to terminate in the parish of St. Quivox and county of Ayr, near the bridge which carries the Hawkhill road over the Company's railway, and to stop up and discontinue as a public thoroughfare and extinguish all rights of way over so much of the existing public road as extends from the north-western side of the said level crossing for the distance in a south-easterly direction of one hundred and ten yards or thereabouts.

To enable the Company to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert, for making, maintaining, or using the several proposed railways, or any of them, or any of the works connected therewith.

To enable the Company to purchase, compulsorily or by agreement, from to lease, or to otherwise acquire lands, houses, and other property, for the purposes of the intended Act, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said Act.

To enable the Company to levy tolls, rates, and charges in respect of the said intended railways, and the conveyance of traffic thereon, and to confer exemptions from payment of such tolls, rates, and charges, and to confer other rights and privileges.

To enable the Company to raise by the issue of new shares, either ordinary, guaranteed, or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore mentioned, and to fund or issue debenture stock in lieu of the capital raised or authorised to be raised on mortgage or bond.

To enable the Company on the one hand, and the London and North Western, the Midland, the North Eastern, the Caledonian, and the North British Railway Companies, or any or either of them, on the other hand, from time to time to make and enter into contracts or agreements, either for the division or apportionment of the tolls, rates, and duties arising on their respective railways, or for the passage over or along the railways of the contracting companies, of any engines, carriages, or waggons of or belonging to them respectively, or belonging to any other railway company, upon the payment of such tolls, rates, or duties, and under such conditions and

restrictions as may be mutually agreed upon; or for the better and more economical working and management of the undertakings of the contracting companies; and the appointment of joint committees, and all other arrangements for more effectually carrying out such contracts and agreements.

To provide, by means of a superannuation fund or otherwise, for superannuation or other allowances, to the salaried officers or other servants of the Company, and to provide for a guarantee fund by way of security for the good behaviour of those officers and servants, and to provide a fund for the payment of compensation to any of such officers or servants who may be killed or injured while in the discharge of their duties, or to their representatives; and to provide such funds, or any or either of them, wholly or partly, by means of the payment or contribution of annual or other sums by such officers and servants, or wholly or partly by payments or contributions by the Company, or by some other means to be provided by the said Act; and to authorise the making from time to time of all necessary rules and regulations as to the payments and contributions to be made to such funds respectively, the benefits to be derived therefrom, the management and disposition thereof, or otherwise in relation thereto.

To alter, amend, extend, and enlarge, or to repeal all or some of the existing powers and provisions of the several local and personal Acts following, or some of them (that is to say): "The Glasgow and South Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of Her present Majesty; the Act (local and personal) 9 and 10 Vic., cap. 204, and the several other Acts relating to the London and North Western Railway Company; the Act (local and personal) 7 and 8 Vic., cap. 18, and the several other Acts relating to the Midland Railway Company; the Acts (local and personal) 6 Wm. IV. cap. 81, and 17 and 18 Vic., cap. 211, and the several other Acts relating to the North Eastern Railway Company; "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company; and "The North British Railway Consolidation Act, 1858," and the several other Acts relating to the North British Railway Company.

Plans and sections, describing the lines, situation, and levels of the said proposed railways and other works, and the lands, houses, and other 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, houses, and other property, and also published maps to a scale of not less than half an inch to a mile, with the lines of the said intended railway and other works delineated thereon, and copies of this notice as published in the Edinburgh and London Gazettes, will be deposited for public inspection as follows (that is to say): as regards the railways and other works, lands, houses, and property in the county of Ayr, in the offices at Ayr and Kilmarnock of the Principal Sheriff-Clerk of the county of Ayr; and as regards the railways and other works, lands, houses, and property in the county of Cumberland, in the office at Carlisle of the Clerk of

the Peace of that county; and a copy of so much of the said plans and sections and books of reference as relates to each of the said parishes, together with a copy of this notice, will be deposited as follows (that is to say): as respects each parish as is situate in Scotland, with the schoolmaster, or, if there be no schoolmaster, then with the session clerk of such parish, at the usual place of abode of such schoolmaster or session clerk; and as respects the parish of Saint Mary, Carlisle, in England, with the parish clerk of that parish, at his usual place of abode; and all such deposits will be made on or before the 30th day of November, 1865.

Copies of the Bill for effecting the said objects will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1865.

Dated this 8th day of November, 1865.

James Kerr, 16, Bridge-street, Glasgow,
Solicitor.

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

In Parliament—Session 1866.

Watford and Edgware Junction Railway.

(Extension to the authorised Extension to London of the Midland Railway Company; Powers to that Company, and to the Great Northern Railway Company.)

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

To enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence by a junction with the authorised line of the Watford and Edgware Junction Railway, in the parish of Edgware, in or near a field numbered 86 upon the deposited plan of that railway referred to in "The Watford and Edgware Junction Railway Act, 1864," to pass thence through or into that parish and the parish of Hendon, in the county of Middlesex, and to terminate in the said parish of Hendon, by a junction with the authorised extension to London of the Midland Railway, in a field numbered 70 upon the deposited plans of the said extension to London, referred to in "The Midland Railway Act, 1863."

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

To enable the Company to form junctions and communications, where necessary, with the rails of the said Midland Railway, and otherwise to interfere with that railway, and the lands and works thereof, and to regulate such junctions and the use thereof; to deviate from the line of railway and from the point of junction with the said Midland 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, drains, pipes, sewers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railway and works; to purchase lands, houses, and other property compulsorily for the purpose of the said intended railway and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds and any monies which they have still power to raise, to the purposes of the said railway and works, and for the same purposes, as well as for the general purposes, of the authorised undertaking 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, on the one hand, and the Great Northern and Midland Railway Companies, 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 railway, and also of the authorised undertaking of the Company, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway and of the said authorised railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance; also as to 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 Watford and Edgware Junction Railway Act, 1864," relating to the Company; also of the 9th and 10th Vic., cap. 71; the 27th and 28th Vic., cap. 202; and of the several other Acts relating to the Great Northern Railway Company, and also of the 7th and 8th Vic., cap. 18; and of the 10th and 11th Vic., cap. 135; 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 railway, and the lands, houses, and other property in or through which it will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, and, on or before the same day, a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the respective parish clerks of those parishes, at their respective 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 10th day of November, 1865.

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

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster;

Solicitors for the Bill.

Ely Valley Railway.

(Railways from the Ely Valley Railway to the Ogmores Valley Railway, and to the Llantrissant and Taff Vale Railway; Additional Capital and Agreements with Great Western Railway Company; Traffic and other Arrangements with other Companies; Amendment of Acts.)

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

To enable the Ely Valley Railway Company (hereinafter called "The Company"), to construct and maintain the railways hereinafter described, or some of them, or some part or parts thereof, together with all proper stations, sidings, works, and conveniences, roads and approaches, connected therewith (that is to say):—

1. A railway (herein designated Railway No. 1) commencing in the parish of Llandyfodwg, otherwise Eglwys-Glyn-Ogwr, by a junction with the Ogmores Valley Railway, at a point 200 yards or thereabouts northward of the bridge carrying the said Ogmores Valley Railway over the River Ogmores, near the village of Melin-evan-du, otherwise Black Mill, and terminating in the parish of Llantrissant, by a junction with the Gellyrhaidd branch of the Ely Valley Railway, near the terminus of that branch, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, viz.:—Llandyfodwg, otherwise Eglwys-Glyn-Ogwr, Llangeinor, Coychurch, Trane, and Llantrissant, or some of them, all in the county of Glamorgan.

2. A railway (herein designated Railway No. 2) commencing in the parish of Llangeinor, by a junction with the Ogmores Valley Railway at a point 640 yards, or thereabouts, southward of the bridge carrying the Ogmores Valley Railway over the River Ogmores, near the village of Melin-evan-du, otherwise Black Mill, and terminating by a junction with the intended Railway (No. 1), in a certain wood or plantation on the south side of the public road leading from Black Mill to Llandyfodwg, in the parish of Llandyfodwg, called or known by the name of Coed-Pant-y-Gibwn, belonging to Walter Coffin, Esq., and 360 yards or thereabouts in an easterly direction from the School House at Melin-evan-du, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, viz., Llangeinor, Saint Bride's Minor, Coychurch, Llandyfodwg, otherwise Eglwys-Glyn-Ogwr, or some of them, all in the county of Glamorgan.

3. A railway (herein designated Railway No. 3) commencing in the parish of Llandyfodwg, otherwise Eglwys-Glyn-Ogwr, by a junction with the intended Railway (No. 1), at or near a point in an enclosure called or known by the name of Cae Tannacher Mawr, being part of Brynwith Farm, belonging to Sir Ivor Bertie Guest, Bart.,

and 180 yards or thereabouts in an easterly direction from a cottage called 'Donandeg' on the said Brynwith Farm, and terminating in the parish of Llantrissant by a junction with the Ely Valley Extension Railway, at a point 100 yards or thereabouts in a northerly direction from the bridge carrying the public road from Ton-yr-eail to Llandyfodwg over that railway, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.: Llandyfodwg, otherwise Rylwys, Glyn-Ogwr, Trahe, and Llantrissant, or some of them, all in the county of Glamorgan.

4. A railway (herein designated Railway No. 4) commencing by a junction with the Ely Valley Railway, at or near a bridge carrying the said Ely Valley Railway over a public road leading from Lanelay to Ton-yr-eail near Pantglas Farm House, and terminating by a junction with the Llantrissant Common branch of the Llantrissant and Taff Vale Junction Railway, at a point 130 yards or thereabouts in a northerly direction from the bridge carrying the turnpike road leading from Llantrissant to New-bridge, over the said Llantrissant Common branch of the Llantrissant and Taff Vale Junction Railway, and which said intended railway will be wholly situate in the parish of Llantrissant in the county of Glamorgan.

To authorise the purchasing, by compulsion or agreement, of lands, buildings, and hereditaments, for the purposes of the proposed undertakings.

To authorise the altering, diverting, or stopping up of all turnpike, or other roads, highways, streets, railways, tramways, aqueducts, canals, streams and rivers within or adjoining to the aforesaid parishes, townships, extra-parochial and other places, or any of them, with which it may be necessary to interfere in the construction of the intended works.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken; or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, and to confer other rights and privileges.

And notice is hereby given, that plans and sections of the said intended railways and works, and of the lands and buildings so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, together with a published map with the lines of railways delineated thereon, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes, will be deposited with the parish clerk of such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence; and a copy of the said Gazette notice will also be deposited with each of the said parish clerks.

It is also proposed by the said intended Act to authorise the levying of tolls, rates, duties, and other charges, for and in respect of the use of the intended railways and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, duties, and charges.

And to enable the Company on the one hand, and the Great Western Railway Company, the

Ogmore Valley Railway Company, the Llynvi Valley Railway Company, and the Llantrissant and Taff Vale Railway Company, or any or either of them, on the other hand, to enter into and carry into effect arrangements and agreements for or with respect to the execution and maintenance, working, use, and management of the intended railways and works, or some of them, or some part or parts thereof, and for and with respect to the conduct and working, transmission, interchange, accommodation, and conveyance, collection, forwarding, and delivery of traffic passing over and upon the railways or parts thereof of the Companies parties to such agreement, and with respect to the tolls, charges, or other sum or sums of money to be paid for or in respect of the use of such railways, or of the traffic thereon, and with respect to the apportionment between them of tolls and charges received in respect of such traffic.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portions of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, additional capital, by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or otherwise.

And to enable the Company and the Great Western Railway Company to enter into contracts and agreements with reference to the conversions of the shares or stock of the Ely Valley Railway Company into shares or stock, either ordinary or preference, of the Great Western Railway Company, and in relation thereto, to amend the

And the said Bill will also alter, amend, and enlarge so far as necessary, the powers and provisions of the following Acts, local and personal, or any of them (that is to say): Acts relating to the Ely Valley Railway Company and their undertaking; viz.: 20 and 21 Victoria, cap. 411; 21st Victoria, cap. 30; 24th Victoria, cap. 51; and 25th and 26th Victoria, cap. 490; and any other Act or Acts relating to that Company; Acts relating to the Great Western Railway Company and their undertaking; viz.: 15 and 16 William 4, cap. 40; 16 and 17 Victoria, caps. 118 and 198; and any other Act or Acts relating to that Company; Acts relating to the Ogmore Valley Railway Company and their undertaking; viz.: 26 and 27 Victoria, caps. 119 and 139; and 28 and 29 Victoria, cap. 205; and any other Act or Acts relating to that Company; Acts relating to the Llynvi Valley Railway Company and their undertaking; viz.: The Llynvi Railway Act, 1855; and any other Act or Acts relating to that Company; and Acts relating to the Llantrissant and Taff Vale Railway Company and their undertaking; viz.: 1 Victoria, cap. 51; and any other Act or Acts relating to that Company.

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

Dated the 9th day of November, 1865.

In Parliament—Session 1866.

Peterborough Waterworks.

(Incorporation of Company for Construction of Works, Supply of Water to Peterborough and Neighbourhoods).

APPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to incorporate a Company (hereinafter

called "the Company"), and to enable the Company to supply water to the inhabitants and other persons within the parishes and places following, or some of them, that is to say:—Barnack, Southorpe, Wittering, Thornhaugh, Wansford, Sutton, Upton, Ailsworth, Castor, Marholm, Longthorpe, Peterborough, Dogsthorpe, Eastfield, and Newark, all in the county of Northampton. And powers will be taken in the Bill to enable the Company to construct and maintain the works, and effect the objects hereinafter mentioned, or some of them, that is to say:—

A depositing basin in the several parishes of Wittering and Barnack in the county of Northampton with all necessary softening basins, filter beds, culverts, approaches, embankments, and other works to be connected therewith, to be situated in fields known as Southorpe Bottom, belonging to the Marquis of Exeter, and in the several occupations of H. Porter, and James Turner, and commencing at the public carriage road leading from Wittering to Barnack, at a point where the oak fence, dividing the said fields, joins the said road, and terminating 20 chains or thereabouts on the south-east of the said road in the said fields called Southorpe Bottom.

A depositing basin with all necessary softening basins, filter beds, culverts, approaches, embankments, connecting channels, and other works connected therewith, to be situated in the parish of Castor, in the said county of Northampton, in a field there called "Castor Field," adjoining the north side of the Peterborough and Wansford turnpike road, and commencing at a point 24 chains, and terminating at a point 34 chains or thereabouts west of the south-west corner of Milton park.

A main conduit or main line of pipes (hereinafter called Conduit No. 1) commencing by a junction with the said reservoir at Southorpe in the said parish of Barnack, from the south side thereof, and terminating in the said parishes of Peterborough, at or near the public bridge over the River Nene, leading to the parish of Flitton, which said conduit or line of pipes will pass from, through, or into the parishes and places following, or some of them, that is to say:—Southorpe, Barnack, Wittering, Thornhaugh, Wansford, Sutton, Upton, Ailsworth, Longthorpe, and Peterborough, all in the county of Northampton.

A main conduit or main line of pipes (hereinafter called Conduit No. 2) commencing in a well and other works to be constructed in a field called the Leys, in the parish of Marholm, and county of Northampton, belonging to the Honourable George Wentworth Fitzwilliam, and in the occupation of William Mann, and terminating in the said reservoir in Castor Field aforesaid, on the north side thereof, and in the parish of Castor, and which said conduit or line of pipes will pass from, through, or into the parishes of Marholm and Castor, in the county of Northampton.

A conduit or line of pipes (hereinafter called Conduit No. 3) commencing in the said last-mentioned depositing basin in Castor Field, on the south side thereof, and terminating by a junction with the Conduit No. 1 at a point adjoining the turnpike road through Castor Field, 600 yards or thereabouts from the south-west corner of Milton park, and which said conduit or line of pipes will be situated wholly in the parish of Castor, and county of Northampton.

A conduit or line of pipes (hereinafter called conduit No. 4) commencing in the parish of Sutton, by a junction with the conduit No. 1, at or near Wansford lane Bar, upon the Peter-

borough and Wansford turnpike road, and terminating in the parish of Wansford, at or near Wansford public bridge, which said conduit or line of pipes will pass from, through, or into the parishes and places following, or some of them, that is to say:—Sutton, Thornhaugh, and Wansford, all in the county of Northampton.

A conduit or line of pipes (hereinafter called conduit No. 5) commencing by a junction with the said conduit No. 1, at or near the point where Narrow Bridge street runs into the market place in Peterborough aforesaid, and terminating on the Peterborough and Lincoln road, near the boundary of the parish of Peterborough, about 12 chains from the north end of the works of the Great Northern Railway Company at New England, and which said conduit or line of pipes will be situated wholly in the parish of Peterborough and county of Northampton.

A conduit or line of pipes (hereinafter called Conduit No. 6) commencing by a junction with the said conduit No. 5, at a point near where the Peterborough and Thorney turnpike road runs into the Long Causeway, which leads into the market place in Peterborough, and terminating upon the said road at the toll gate called "Newark Side Bar," upon the road leading to Dogsthorpe, which said conduit will be situated wholly in the parish of Peterborough and county of Northampton.

To collect and divert into the intended reservoirs and works, and therein and thence distribute the waters of the stream called Southorpe Mill stream, in the parish of Barnack, in the county of Northampton, and of the springs supplying the said stream, and of the spring at or near the commencement of the line of pipes at Marholm, commonly called "Marholm's Spring," in the said parish of Marholm, and waters to be obtained by boring into land near the said spring, and of any other springs and streams in the line of the intended works, in the county of Northampton.

To make and maintain in the parishes and places aforesaid, embankments, filtering beds, dams, sluices, cuts, channels, pipes, wells, tanks, engines, and other conveniences necessary in connection with the before-mentioned works, and for collecting, cleansing, storing up, and distributing the waters of the said springs and streams. To lay down and maintain pipes, culverts, and other works, in, under, over, or across, and for the purposes aforesaid, to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, and water courses, in any of the parishes, townships, or places before-mentioned. To purchase and take by compulsion or otherwise, any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes aforesaid, or easements in or over the same, or leases thereof, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the Bill. To levy and recover rates, rents, and charges for the proposed supply of water, and to confer exemptions from the payment of such rates, rents, or charges, and to confer other rights and privileges.

And it is intended by the said Bill to incorporate the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," and

"The Waterworks Clauses Acts, 1847 and 1863;" or some of them, and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands and other matters as may be deemed expedient. On or before the 30th day of November, 1865, plans and sections of the intended work, showing the situation and levels thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Northampton, at Northampton, in that county; at the office of the Clerk of the Peace for the Liberty of Peterborough, in the said county of Northampton, at Peterborough, in that county, and on or before that day, a copy of so much of the said plans and sections, and book of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the said intended works will be made or pass; and a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each parish with the parish clerk of such parish, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 9th day of November, 1865.

L. J. Deacon, Peterborough; *J. B. Batten*, 32, Great George-street, Westminster; Solicitors for the Bill.

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

Scarborough Promenade Pier Company (Limited).

(Application by Memorial to Board of Trade for Provisional Order for Powers to Erect a Pier and Promenade at Scarborough, in the North Riding of the County of York, to Levy Tolls, Rates and Duties, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by "The Scarborough Promenade Pier Company (Limited)," for a Provisional Order, pursuant to the provisions of the "General Pier and Harbour Act, 1861," and "The General Pier and Harbour Amendment Act, 1861," for all or some of the following objects, that is to say—

To construct the works following, that is to say:—A pier and jetty, or landing place, commencing at a point on the north shore, above high water mark opposite or nearly opposite to the north end of Blenheim-terrace, and at or near the east side of a certain parcel of land belonging to George Fenwick Brown and George Porrett, all situate in the township, parish, and borough of Scarborough, in the north riding of the county of York, and extending seaward 1,000 feet or thereabouts, with all proper works, sea-walls, promenades, approaches, and other conveniences connected therewith, the whole of the landward portions of which said works will be made in the said township, parish, and borough of Scarborough aforesaid.

To levy and take tolls, rates, and duties, upon or in respect of the said pier and works, from all persons using the same, and from all vessels,

passengers, and luggage embarked or disembarked thereat; and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish from time to time exemption from, or to enter into composition with any person or persons with respect to the payment of such tolls, rates, or duties; and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish any regulation, right, or privilege, now existing as to the use or enjoyment by any corporation or person or persons of so much of the soil between low water mark and high water mark, and of the foreshore, as may be occupied by the said pier and works.

To erect upon the said pier, toll houses, waiting, refreshment, and other rooms, and to demise the same for any term or terms of years.

To lay down tramroads upon the said pier, and to run carriages thereon for hire.

To take by agreement, on lease or otherwise, lands to an extent to be limited by the Order.

To incorporate, by reference, "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," or any part of such Acts, except so much of the two last mentioned Acts as relates to the purchase of lands otherwise than by agreement, and to take any other powers and provisions which may be deemed necessary.

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 or advertisement will be deposited with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said North Riding; at the Custom House in Scarborough aforesaid; and at the office of the Board of Trade, Whitehall, London.

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

Dated this 20th day of November, 1865.

Moody and Turnbull, Solicitors, 45, St. Thomas-street, Scarborough.

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

Brampton and Longtown Railway.

(Incorporation of Company—Construction of Railway between Brampton and Longtown—Compulsory Purchase of Lands—Tolls—Power to the North British, Caledonian, and Glasgow and South Western Railway Companies to Contribute, and to Raise Money—Traffic Facilities, Working, and other Arrangements with those 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 an Act to incorporate a Company (hereinafter called "The Company," for making and maintaining the Railway following, with all proper stations and other works and conveniences connected therewith, that is to say:—

A Railway wholly situated in the county of Cumberland, commencing in the parish of Arthuret, by a junction with the Border Union (North British) Railway, at or near to a point 77 yards or thereabouts, measuring in a southerly direction, from the centre of the bridge carrying

the last-mentioned railway over the road or street called Water-street, between Longtown and the River Esk, and terminating in the parish of Brampton by a junction with the tramway between Kirkhouse and Brampton aforesaid, at or near to a point thereon, 157 yards or thereabouts, measured in a westerly direction from the booking-office door of the Milton station, on the Newcastle and Carlisle section of the North Eastern Railway, and which intended Railway will pass from, in, through, or into, or be situate in the parishes, townships, and other places following, viz.:—Arthur, Longtown, Lyneside, and Netherby, Kirklington, Kirklington Middle and Westlington, Scaleby, Scaleby East and Scaleby West, Irthington, Laversdale, Newtown, Brampton, Naworth, and Easby.

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 deviate in constructing the railway and works from the line and levels thereof laid down on the plan and section thereof hereinafter mentioned to such extent as may be shown on said plan, or provided for by the said intended Act.

To stop up, alter, or divert either 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 of any of them, as it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railway and works, or any part thereof.

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

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

To enable the Company and the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South Western Railway Company (hereinafter called "The Three Companies," or any or either of them, by themselves or others, on their behalf to enter into and carry into effect such arrangements and agreements as they may think fit, in reference to the construction and maintenance, and the working, management, running over, and use by the said three Companies, or any or either of them, for any term or terms of years, or in perpetuity, of the railway and works before described, or any part or parts thereof, and in reference to the regulation, management, interchange, working, and direction of the traffic upon or over the railway before described, and the railways or railway of the said three Companies, or any or either of them, parties or party to any such agreement, and for the use on and over the railways above described, or any of them, of the engines, carriages, trucks, and waggons of the said three Companies, or such of them as may be parties or party to any agreement or agreements with the Company, and for the payment, and also the fixing, division, or apportionment of the tolls,

rates, and charges received in respect of such traffic, and of the cost and maintenance of such working, management, use, and maintenance, or for or in respect of such annual or other payments and for such other considerations as may be agreed upon to enable the said three Companies, or any or either of them, by themselves or others, on their behalf, to contribute to the whole intended undertaking, or any part or parts thereof; and to take and hold shares in the Company, and for such purposes to raise additional capital by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee, on payment of interest or dividend, or other privileges, and by borrowing on mortgage or bond.

To enable the Company, and any other Company or Corporation, or any Commissioners, Road Trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be expedient and proper for or in relation to the making and maintaining and using of the railway and works, or any portion thereof; 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 Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," "The Railway Companies Powers Act, 1864," and all or any other Act or Acts relating to railways or companies.

Power will also be taken by the intended Act to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer any other rights and privileges.

And it is proposed by the intended Act to alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, all or any of the powers and provisions of the Acts, local and personal, following, or some of them, that is to say:—

Acts relating to the North British Railway Company:—14 and 15 Vic., cap. 55; and the provisions unrepealed of the Acts referred to in the schedule of the last-mentioned Act; 16 and 17 Vic., cap. 152; 18 and 19 Vic., cap. 127; 19 and 20 Vic., cap. 98; 20 and 21 Vic., cap. 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, 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, 213, 252, 308, and 309; as also 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. 158, and 190; 19 and 20 Vic., caps. 98, and 106; 21 and 22 Vic., cap. 64; 24 and 25 Vic., caps. 84, 193, and 248; 25 and 26 Vic., caps. 135, and 188; 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, and 217; "The Sta-

mannan and Borrowstounness Railway Act, 1846;" "The Monkland Railway Act, 1848;" and the several Acts therein recited, so far as not repealed thereby; "The Monkland Railways (Slamannan and Borrowstounness Deviation) Act, 1851;" "The Monkland Railways Branches Acts, 1853;" "The Monkland Railways Branches Act, 1857;" and "The Monkland Railways Branches Act, 1860;" 28 and 29 Vic., cap. 201, and all other Acts, if any, relating to the North British Railway 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. 112 and 125; 1 and 2 Wm. IV., cap. 58; 4 Wm. IV., cap. 41; 1 Vic., caps. 100, 116, and 118; 1 and 2 Vic., cap. 60; 2 and 3 Vic., cap. 58; 3 and 4 Vic., caps. 107, and 123; 4 Vic., caps. 5, and 11; 6 and 7 Vic., cap. 49; 7 and 8 Vic., caps. 87 and 98; 8 and 9 Vic., caps. 31, 160, 162, and 192; 9 Vic., cap. 60; 9 and 10 Vic., caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, and 395; 1 Vic., caps. 22, 23, and 24; 10 and 11 Vic., caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vic., caps. 73, 78, 84, 121, and 148; 12 and 13 Vic., caps. 67 and 90; 14 Vic., caps. 99 and 134; 16 and 17 Vic., cap. 149; 17 and 18 Vic., caps. 155, 156, and 184; 18 and 19 Vic., cap. 96; 20 and 21 Vic., caps. 123 and 128; 21 Vic., caps. 13 and 15; 21 and 22 Vic., cap. 66; 22 and 23 Vic., cap. 3; 23 Vic., caps. 83 and 97; 23 and 24 Vic., caps. 129, 144, and 198; 24 and 25 Vic., caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vic., caps. 121, 136, 137, and 160; 26 Vic., caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vic., caps. 60, 132, 158, 250, and 271; 28 and 29 Vic., caps. 135, 136, 161, 167, 202, 287, 288, 289, 290, and 297; as also "The Glasgow and South Western Railway Consolidation Act, 1855;" and the several other Acts relating to the Glasgow and South Western Railway Company passed in the 17th and 18th, 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, the 28th and 29th, and 29th years of the reign of Her present Majesty.

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 said Act; a book of reference to such plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands; and a published map, with the line of railway delineated thereon, so as to show the general course and direction thereof, and also a copy of 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 Cumberland, at his office in Carlisle, in the said county; and that a copy of so much of the said plan and section and book of reference as relates to the several parishes in or through which the intended railway and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of the notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his 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 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 16th day of November, 1865.

Carrick, Lee, and Sons, Brompton,
William Henry Shaw, 3, Delahay-street,
Westminster, Solicitors for the Bill.
Dodds and Hendry, 18, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

Bangor and Llanberis Direct Railway.
(Incorporation of Company for constructing a Railway from the Chester and Holyhead Railway, at Bangor, to the Carnarvon and Llanberis Railway, in the county of Carnarvon.)

NOTICE is hereby, 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 authorise the Company to construct the following railways, with all necessary stations, approaches, and other works, connected therewith respectively (that is to say):—

No. 1. A Railway commencing in the parish of Bangor, in the county of Carnarvon, by a junction with the Chester and Holyhead Railway, 20 yards west of the east front of the tunnel known as the Belmont Tunnel, near the Bangor Station of that railway, and terminating in the parish of Llanrug, in the same county, by a junction with the authorised Carnarvon and Llanberis Railway, at a point in a field numbered 310A on the plans deposited in respect of that railway with the Clerk of the Peace for the county of Carnarvon, in the month of November, 1863, which intended railway will pass from, in, through or into the several parishes, townships, or extra parochial places of Bangor, Pentir, Llanddeiniolen, and Llanrug, all in the said county of Carnarvon.

No. 2. A branch railway, all in the said parish of Bangor, commencing by a junction with the said intended Railway No. 1, at a point in a certain field called Caemain, in the occupation of Mr. Richard Jones, 100 yards south of the Bangor turnpike gate, and terminating in a field called Lleinia, in the occupation of Mr. Richard Morris Griffith, situate on the south side of the said Chester and Holyhead Railway.

No. 3. A branch railway, all in the said parish of Bangor, commencing by a junction with the said intended No. 2 Branch Railway, in the said field, called Lleinia, and terminating by a junction with a goods siding at the south side of the Bangor Station of the said Chester and Holyhead Railway.

No. 4. A branch railway, all in the said parish of Bangor, commencing by a junction with the said intended Railway No. 1, in a field part of a farm called Wern, in the said parish, in the occupation of William Hughes, formerly part of a piece of land numbered 1274 on the title commutation map for the said parish, at a point 20 yards to the south of the north boundary of the said field, and terminating by a junction with the present Bangor and Carnarvon Railway, at a point two miles one and a half furlong from the junction of the said last-mentioned railway with the said Chester and Holyhead Railway, as shown upon the deposited plan of the said Bangor and Carnarvon Railway deposited in the office of the Clerk of the Peace of the county of Carnarvon.

The intended Act will confer upon the Company so to be incorporated all or some of the following powers, viz.:—

To cross, stop up, alter, or divert, temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, or extra-parochial places, or any of them, as it may be necessary, to stop up, alter, or divert, by reason of the construction of the said intended railways, or any works in connection therewith.

To purchase by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, to confer exemptions from the payment of tolls, rates and duties, and to confer, vary, or extinguish other rights and privileges.

And it is intended by the said Act to empower the Company, and all Companies or persons lawfully working or using the intended railways of the Company, or any part thereof, to run over, work, or 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 or under the said intended Act, or (failing agreement) settled by arbitration, all or some part or parts of the railways of the Carnarvon and Llanberis Railway Company, and of the Bangor and Carnarvon Railway Company, together with all stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works, and conveniences, water supplies, telegraphs, signals, machinery, in and upon those railways, and to require the Carnarvon and Llanberis Railway Company, and Bangor and Carnarvon Railway Company, and all Companies and persons owning and working those railways, or either of them, to afford and render all facilities and services for the purposes aforesaid.

The intended Act will authorize the Company to be incorporated, and the London and North-Western Railway Company, the Carnarvon and Llanberis Railway Company, and the Bangor and Carnarvon Railway Company, to make and carry into effect an agreement with respect to maintenance, management, use, and working of the proposed railways, and of the Carnarvon and Llanberis Railway, and the Bangor and Carnarvon Railway, and the conveyance of traffic thereon, and with respect to the fixing, collecting, and apportionment of the tolls, the rates, charges, receipts, and revenues levied, taken, or rising in respect of traffic on the railways of the contracting Companies, and with respect to the supply of rolling stock and plant, or the intended Act will provide for effecting the aforesaid several matters otherwise than by agreement.

So far as may be necessary or desirable for any of the purposes of the said intended Act, it will amend the provisions of the Act (local and personal) 3 and 4 Wm. cap. 36; 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company, "The Bangor and Carnarvon Railway Act, 1851," and "The Carnarvon and Llanberis Railway Act, 1864."

And notice is hereby 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, lessees, and occupiers of such lands and houses, and a published map, with the line of the said intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon, and that a copy of so much of the said plans and sections, and books of reference respectively, as relates to the several parishes, in, or through which the said intended railways and works are proposed to be made, or in which lands, houses, and property, proposed to be taken or appropriated for such railways and works are situate; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant be deposited with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his place of residence.

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

Dated this 10th day of November, 1865.

R. D. Williams, Carnarvon, Solicitor.

W. Bell, 26, Duke-street, Westminster, London, Parliamentary Agent.

Session 1866.

Liverpool Fire Police.

(Contribution by Fire Insurance Offices towards the Fire Police Expenses of the Borough of Liverpool — Incorporation of "The Metropolitan Fire Brigade Act, 1865"—Amendment of Act.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, to enable the mayor, aldermen, and burgesses of the borough of Liverpool (hereinafter called "The Corporation") to alter and amend so much of the Local Act, 5th and 6th Victoria, chapter 106, as provides for the payment of certain expenses, consequent upon fires within the borough of Liverpool, and to provide that every insurance company insuring from fire any property in the said borough shall pay annually to the Corporation, by way of contribution towards the fire police expenses of the said borough, a suitable sum in respect of property in such borough insured by any such insurance office, and for securing the payment of such sums respectively, and recovery thereof in case of non-payment, and for ascertaining 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 respectively upon property within the borough, and for insuring the correctness of such returns; and it is by the Act intended to incorporate, for the purposes aforesaid, the provisions contained in sections 13 to 17 inclusively of "The Metropolitan Fire Brigade Act, 1865," with such alterations and modifications or additions as may be necessary for the purposes of the intended Act.

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

William Shuttleworth, Town Clerk of Liverpool, Solicitor for the intended Act.

In Parliament.—Session 1866.

Metropolitan and Saint John's Wood Railway.

(Extensions to Watford and Edgware Junction, Midland, Edgware, Highgate and London, and London and North Western Railways; Purchase of Additional Lands; Abandonment or part of authorised line; Running Powers over part of Edgware, Highgate and London Railway; Working arrangements with Metropolitan and other Companies; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that "the Metropolitan and Saint John's Wood 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 in the county of Middlesex, 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:—

A railway (No. 1) to commence by a junction with the Company's authorised extension to Hampstead, in the parish of Saint John, Hampstead, in or near a garden occupied with the house numbered 16 upon the deposited plans referred to in "The Metropolitan and Saint John's Wood Railway (Extension to Hampstead) Act, 1865;" to pass thence through or into the said parish of Saint John, Hampstead, and the parish of Hendon, and to terminate in the said parish of Hendon, at Golder's Green, at a point about one hundred and thirty yards north-east of where the Finchley turnpike-road is crossed by the road leading from Hampstead to Hendon.

A railway (No. 2) situate wholly in the said parish of Hendon, to commence by a junction with railway (No. 1) at the termination of that railway, and to terminate in a field belonging to Robert Hawthorn and Henry Elliott, trustees of Mrs. Isabella Johnson, and occupied by William Frost Sweetland; such point being about 300 yards north-east of the bridge which carries the road called or known as Ancient-station and Collin Deep-lane over the Silk stream.

A railway (No. 3) to commence by a junction with railway (No. 2) at the termination of that railway, to pass thence through or into the parishes of Hendon and Edgware, and to terminate in the said parish of Edgware by a junction with the authorised line of the Watford and Edgware Junction Railway in or near a field numbered 86 upon the deposited plans referred to in "The Watford and Edgware Junction Railway Act, 1864."

A railway (No. 4), wholly situate in the said parish of Hendon, to commence by a junction with railway (No. 3) at the commencement of that railway, and to terminate by a junction with the Midland Railway (Extension to London) in or near a field numbered 70 upon the deposited plans of that extension referred to in "The Midland Railway (Extension to London) Act, 1863."

A railway (No. 5), to commence at the same point as railway (No. 2), to pass thence through or into the parishes of Hendon and Finchley, and to terminate in the said last-mentioned parish by a junction with the authorised Edgware, Highgate, and London Railway, in or near a field numbered 45 upon the deposited plans referred to in "The Edg-

ware, Highgate, and London Railway Act, 1862."

A railway (No. 6), to commence by a junction with the before-mentioned authorised extension to Hampstead, in the said parish of Saint John, Hampstead, at or near the point marked 1 mile on the authorised plans of that extension, and to pass thence through or into the several parishes of Saint John, Hampstead, Finchley, and Saint Mary, Hornsey; and to terminate in the said parish of Saint Mary, Hornsey, by a junction with the authorised Edgware, Highgate, and London Railway (Alexandra Park Branch) in or near a field numbered 78 upon the deposited plans of the said extension of the Edgware, Highgate, and London Railway to the Alexandra Park, referred to in "The Edgware, Highgate, and London Railway Act, 1864."

A railway (No. 7), to be wholly situate in the parish of Saint John, Hampstead, commencing by a junction with the authorised main line of the Metropolitan and Saint John's Wood Railway, about fifty yards to the south of where the said authorised line crosses the Belsize-road, and to terminate by a junction with the London and North Western Railway, about forty yards west of the bridge, carrying the Regent's Park road over the said London and North Western Railway.

A railway (No. 8), commencing in the said parish of St. John, Hampstead, by a junction with railway No. 7 at a point about 130 yards south-west of the eastern entrance to the Primrose Hill tunnel of the said London and North Western Railway, and to terminate in the parish of Saint Pancras, by a junction with the said London and North Western Railway, about thirty-five yards west of the said bridge.

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

To purchase by compulsion for the purposes of the Company's original undertaking, certain lands, houses, and premises in the parish of Marylebone, and particularly such as are situate upon the south west side of Park-road, known respectively as Park-terrace, Blandford-place, and Windsor-terrace, and also property between Upper Baker-street and Alpha-road, and to deal with such lands, houses, and premises as though they had been included within the limits of deviation defined upon the deposited plans of the Metropolitan and St. John's Wood Railway referred to in the Company's Act of Incorporation passed in 1864.

To abandon the construction of so much of the authorised main line of railway as is situate in the said parish of St. John, Hampstead, between the point marked upon the deposited plans of the said main line two miles and one furlong, and the termination of that railway at the Hampstead Junction Railway. Also to abandon, except for station and siding purposes, so much of the said authorised main line of railway as is situate between one mile seven furlongs and three chains as marked and measured upon the deposited plans of the said railway and the before-mentioned two miles and one furlong.

To form junctions with and otherwise to alter and affect existing and authorised railways to cross, divert, alter, or stop up, whether temporarily or permanently, streets, roads, railways, drains, sewers, pipes, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works; and to purchase lands, houses, and other property

compulsorily for the purposes of the said intended railways and works.

To use and appropriate any road, street, or thoroughfare, for the purposes of the said intended railways and works, and to divert or remove all gas, water, and other pipes, beneath or communicating with any of the streets, and to alter the level and position of the sewers, drains, and pipes in and under and communicating with the said streets, and to temporarily stop up the said streets, and to use and appropriate, where necessary, for the purposes of the railways and works, the under surface of any road, street, or thoroughfare.

To make deviations from the lines of the proposed railways, and from the points of junction with other railways, to any extent within the limits to be defined upon the plans to be deposited as hereinafter mentioned; and also to make such alterations in the sections, to be deposited along with the said plans, as may be necessary or expedient.

To levy tolls, rates, and charges in respect of the proposed railways, and to exercise other rights and privileges.

To apply their existing funds and any moneys which they have still power to raise, to the purposes of the said railways and works, and for the same purposes, as well as for the general purposes of the already authorised undertakings of the Company (and particularly with a view to the constructing of their railways as double lines of railway), 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.

Also to enable the Company on the one hand, and the Metropolitan, London, and North-Western, Edgware, Highgate, and London, and Watford and Edgware Junction 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 part or parts thereof respectively, or of the authorised undertakings of the Company; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic; 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.

It is also intended by the Bill to enable the Company on the one hand, and the Alexandra Park Company, Limited, and the Muswell Hill Estate Company, Limited, or either of those Companies on the other hand, from time to time to enter into and fulfil agreements as to the maintenance and use of any works constructed, and the construction, maintenance, and use of any works to be constructed in Alexandra Park, and as to the conveyance and accommodation of traffic coming from or destined for the said park.

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 Edgware, Highgate, and London Railway as will be situate between the proposed junction with that railway and the intended Finchley station of such railway, and so much of the extension of the said Edgware, Highgate, and London Railway as will be situate between the junction therewith of Railway No. 6, and the termination of the said extension in or near the Alexandra Park, together with the watering-places, booking-offices, stations, sidings, works, and conveniences connected with the said respective portions of railway.

To require the Companies owning or working the said Edgware, Highgate, and the London Railway, and the Watford and Edgware Junction Railway to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and, if need be, to alter the tolls and charges which 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, 1833," "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 Metropolitan and St. John's Wood Railway Act, 1864," and of "The Metropolitan and St. John's Wood Railway (Extension to Hampstead) Act, 1865," also of the following and of any other Acts relating to the Metropolitan Railway Company, namely: 16 and 17 Vic., cap. 86; 17 and 18 Vic., cap. 221; 19 and 20 Vic., caps. 102 and 109; 20 and 21 Vic., cap. 125; 22 and 23 Vic., c. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 133 and 263; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; 27 and 28 Vic., caps. 260, 291, and 315; and 28 and 29 Vic., cap. 101; also of the 9 and 10 Vic., c. 204, and of the several other Acts relating to the London and North Western Railway Company; also of the following and of any other Acts relating to "The Edgware, Highgate, and London Railway Company, namely, "The Edgware, Highgate, and London Railway Act, 1862," "The Edgware, Highgate, and London Railway Act, 1864," and "The Edgware, Highgate, and London Railway Act, 1865," and also of "The Watford and Edgware Junction Railway Act, 1864," and of the several 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; duplicate plans, showing the additional property sought to be acquired as aforesaid in Marylebone, together with books of reference to such respective plans, containing the names of the owners and lesses, or reputed owners and lesses, and of the occupiers of such lands, houses, and other property, also a

published map, with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green; 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 as follows: in the case of the parish of Marylebone, with the clerk of the vestry of that parish, at his office at the Court House, Marylebone; in the case of the parish of St. John, Hampstead, with the clerk of the vestry of that parish, at his office at the Vestry Hall, Hampstead; in the case of the parish of St. Pancras, with the clerk of the vestry of that parish, at his office in the King's-road, St. Pancras; and, in the case of the other parishes, 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 14th day of November, 1865.

Hargrove, Fowler, and Blunt, Victoria-street, Westminster, Solicitors for the Bill.

Belfast Gas.

(Additional Lands, 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 for all or any of the purposes following, that is to say:—

To enable the Belfast Gas Light Company (in this notice referred to as the Company) in addition to the lands, property, and works, which they already possess, to purchase and take by compulsion or agreement, and to hold, for the erection of Gas Works and other the purposes of their undertaking, all or any of the lands, houses, and premises within the following limits, or any of them, that is to say:—

In the townland of Lower Malone and parish of Shankill, otherwise Belfast, in the borough of Belfast, and county of Antrim, certain lands, houses, and property, adjoining and near the existing Gas Works of the Company, and situate between the Gas Works and property of the said Belfast Gas Light Company on the north: certain lands belonging to Charles Duffin, surviving trustee of the will of Henry Garrett, deceased, on the south and south-east; the River Lagan on the east, and the Ormeau Road on the west. The said land extending southwards along the eastern boundary by the River Lagan to a point two hundred and sixteen feet distant from the south-eastern boundary of the premises now in the possession of the Company, and extending southwards along the western boundary by the Ormeau Road, to a point seven hundred and forty-seven feet distant from the south-western boundary of the premises now in the possession of the Company.

Also, the following lands, houses, and property for the purposes of the undertaking of the Company, but not for the erection of Gas Works for the manufacture of Gas, that is to say:—

In the townland of Townparks and parish of Shankill, otherwise Belfast, in the borough of Belfast and county of Antrim, the lands at present occupied by the Company, and other lands, houses,

and property adjoining and near thereto, included within the following boundaries, namely, between the Shankill Road on the north; land belonging to John Charters, on the south; and Speer's-place and Ground belonging to Moses Speers and John Charters, on the east; and Conway-street on the west; the said lands extending southwards along the eastern boundary to a point two hundred and twelve feet distant from the Shankill Road, and extending southward along the western boundary, by Conway-street to a point two hundred and one feet distant from the Shankill Road, and extending along the southern boundary to the point before-mentioned on the eastern boundary, one hundred and seventy-five feet six inches distant from Conway-street.

To authorise the Company to purchase compulsorily the lands, houses, and property within the limits before described, or any of them, or any right or interest in such lands, houses, and property, or any of them or any part thereof, and to authorise the use of any lands purchased or taken by the said Company, within the limits first above described, for the erection and maintenance of Gas Works and other, the purpose of the undertaking of the Company, and to authorise the purchase of additional lands by agreement.

To alter, amend, repeal, and enlarge some of the powers and provisions of "The Belfast Gas Act 1852," and "The Belfast Gas Act 1865," and to incorporate with the Bill some of the provisions of the Lands Clauses Consolidation Acts, and also the Railway Acts, Ireland, 1851, 1860, and 1864.

The Bill will vary and extinguish all rights and privileges which will interfere with the objects of the intended Bill.

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 Dublin 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 Antrim, at his office, in the town of Belfast; and on or before the same day, a copy of the said plans, and a book of reference together with a copy of the Gazette notice, will be deposited with the clerk of the Belfast Poor Law Union, at his office, at the Union Workhouse, in Belfast.

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.

Stone, Paget, and Bilson, Leicester, Solicitors for the Bill.

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

In Parliament.—Session 1866.

Rochester Docks.

(Incorporation of Company; Construction of Docks, Railway, Street, and other Works; Tolls, Traffic, and other arrangements with the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company; Running powers over portions of Railways of those Companies; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act, to incorporate a Company (hereinafter called "The Company"), and for the

powers following, or some of them, that is to say:

To make and maintain a dock or docks, with entrances, cuts, locks, basins, graving docks, gates, sluices, piers, jetties, landing places, wharfs, warehouses, bridges, roads, approaches, tram and other ways, and other works and conveniences connected therewith, and which said docks and other works will be situate on certain lands bounded on the north in part by the works of the Rochester Chatham, and Strood Gaslight Company, and in other part by the River Medway; on the South by the creek running inland from the said river, in the direction of the London, Chatham, and Dover Railway, and lying between the Creosoting Works belonging to William Eykin and Henry Halford, and garden ground belonging to the trustees of Richard Watts' Charity; on the east in part by the said Gas Works, and in other part by the River Medway, and on the west in part by the London, Chatham, and Dover Railway, and in other part by the road to the said Gas Works, all which intended works will be wholly situate in the parish of St. Nicholas, in the city of Rochester, in the county of Kent.

To make and maintain a Railway to be wholly situate in the said parish of St. Nicholas, and city of Rochester, commencing by a junction with the London, Chatham, and Dover Railway, at or near to the bridge which carries that railway over Melgund place in the said city, and terminating on the east side of the said railway, at the south corner of the yard surrounding the Creosoting Works of the said William Eykin and Henry Halford.

To make and maintain a new street or road to be wholly situate in the said parish of St. Nicholas and city of Rochester, commencing in the High-street, at or near to a point where George-lane, unites with that street, and terminating at or near the south side of the bridge which carries the London, Chatham, and Dover Railway, over Melgund place aforesaid.

To divert into the docks and other works the waters of the River Medway, and the several tributaries thereof respectively.

To embank, dredge, scour, widen, deepen, and otherwise improve from time to time the bed, soil, and banks of the River Medway, opposite or near to the said intended docks, and also the channels forming a means of access thereto, so as to prevent any obstruction or impediment therein.

To stop up and divert, either temporarily or permanently, all such roads, streams, navigable and other creeks, watercourses, rivers, drains, sewers, and navigations within the before-mentioned parish as may be found expedient for the construction and maintenance of the hereinbefore mentioned docks, railway, street, and other works.

To purchase, take, and use, by compulsion or otherwise, lands, houses, and other property for the purposes of the said intended docks, railway, street, and other works, and of the said intended Act, and to appropriate any part of the lands so to be acquired to wharfs, quays, landing stages, ship building and other yards, and manufactories, and to alter, vary, and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property so to be acquired, and in and over the River Medway, which would impede or interfere with the purposes of the said intended Act, and to stop up and discontinue any rights of way or thoroughfares upon or over the said lands, or any of them, and to confer, vary, or extinguish other rights and privileges.

To levy and receive tolls, rates, dues, rents,

and charges, for and in respect of the use of the intended docks, railway, and other works; or any of them, and to grant exemptions from the payment thereof, and to enter into composition for a term of years or otherwise, with any person or Company, for or with respect to all or any of the tolls, rates, dues, rents, and charges, to be levied and recoverable.

To regulate, manage, and direct the intended docks, railway, and works, and to make and impose bye-laws, rules, and orders in relation thereto, for the safety of vessels, goods, and merchandise; and to enable the Company to sell, grant, or otherwise dispose of, either in perpetuity or for a term of years, or by the year, or other shorter period, all or any part of the wharfs, quays, landing-places, yards, manufactories, erections, or buildings, constructed or provided adjoining to or abutting upon the said intended docks and works, and all or any part of the lands acquired by them under the authority of the said intended Act, either for a sum or sums in gross or for annual and other rents and payments.

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 railway of the Company, or to, from, or over the Railways of the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement, for referring to arbitration or to the Board of Trade the terms and conditions upon which such interchange, accommodation, protection, and 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 those companies are now authorised to take, to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company, or either of them, to enter into agreements for the management, use, working, and maintenance of the said intended Railway, the supply of any rolling or working stock, 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 the matters aforesaid, the interchange, accommodation, conveyance, and delivery from or destined for the railway of the Company, and the railways of those Companies, and the fixing and division between the said Companies of the receipts arising from such traffic.

To authorise the Company, their officers and servants to run over, work, and use with their engines and carriages, and for the purposes of their traffic, so much of the London, Chatham, and Dover Railway, as lies between the junction therewith of the intended railway, and the point where the London, Chatham, and Dover Railway, forms a junction with the South Eastern Railway at Strood, and also to run over, work, and use, so much of the South Eastern Railway as lies between the last-mentioned point of junction and the station at Strood; and also to use the stations (including the Station at Strood), booking-offices, watering places, sidings, works, and conveniences, of those portions of railway respectively upon such terms, and under such conditions, and upon such payments as shall be mutually agreed upon, or, as in case of dispute, or

in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and if need be to repeal all or some of the powers and provisions of the following Act of Parliament relating to the London, Chatham, and Dover Railway Company (that is to say), 16 and 17 Vic. cap. 132; and of the following Act relating to the South Eastern Railway Company, viz., 6 William 4, cap. 75, and any other Act or Acts relating to these Companies, or either of them.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections describing the lines, situations and levels of the intended docks, railway, street, and other works, and the lands, houses, and other property in or through which they will be made, or which will be required for the purposes thereof, or which may be taken for the purposes of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; and also a published map with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the County of Rochester, at his office, in Rochester, and with the Clerk of the Peace for the County of Kent, at his office, at Maidstone, in the same county, and that on or before the said 30th day of November, a copy of the said plans and sections, with a book of reference thereto, and a copy of the notice, as published in the London Gazette, will be deposited with the parish clerk of the parish of Saint Nicholas, Rochester, at his residence.

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

Dated this 9th day of November, 1865.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Hastings and St. Leonard's Pier

(Application for Provisional Order for power to erect a Promenade Pier at St. Leonard's-on-Sea, in the borough of Hastings, in the county of Sussex; and to levy Tolls and for other purposes.)

NOTICE is hereby given that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by the promoters of the St. Leonard's 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 Companies Act, 1862" the following, or some of the following, among other powers:

To construct a promenade pier, jetty, or landing place, with all proper works, sea walls, terraces, promenades, approaches, and other conveniences connected therewith, at the town, place, or district

commonly called St. Leonard's-on-Sea, commencing at a point on the Esplanade on the southern side thereof, opposite White Rock-place, in the parish of St. Mary Magdalen, in the borough of Hastings, in the county of Sussex, at a distance of 50 yards or thereabouts eastward, from the south-eastern extremity of the Infirmary, and extending thence seaward in a southerly direction 1300 feet or thereabouts.

To erect upon the said pier, toll-houses, saloons, bazaars, waiting, refreshment, and other rooms, and to demise the same for any term or terms of years.

To purchase, take on lease, or otherwise acquire the lands or hereditaments necessary for the construction of the said pier and 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 and take tolls, rates, and duties upon or in respect of the said pier and works from all persons, and in respect of all vessels using the same, and from and in respect of all passengers and luggage embarked or disembarked, at or from the said pier and works.

To confer, vary, or extinguish from time to time, exemptions from, or to enter into composition with any person or persons with respect to the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish any regulation, right, or privilege now existing as to the use or enjoyment by any Corporation or person or persons, of so much of the soil between low water mark and high water mark, and between high water mark and the Esplanade, as may be occupied by the said pier and works.

To incorporate with the said Provisional Order the whole or parts of "The Harbours, Docks, and Piers Clauses Act, 1847," "The Company's Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," and 1860," "The Companies Clauses Act, 1862," and "The Railway Clauses Act, 1863," and to take any other powers which may be deemed necessary.

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

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 Sussex, at his office at Lewes, in the said county; at the Custom House, at Hastings, in the said county, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same at the price of one shilling each, at the office of Mr. John McMillan, No. 7, Westminster-chambers, Victoria-street, Westminster.

Dated this 23rd day of November, 1865.

City, Kingston, and Richmond Railway.
(Incorporation of Company; Construction of Railways from Streatham and Clapham to Kingston-upon-Thames and Petersham, and short Connecting Lines with other Railways; Working Arrangements; Facilities; Running Powers over other Railways; Arrangements with Corporation of Kingston-upon-Thames; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "The Company"), and to authorise the Company to make and maintain the following railways, or some or one of them, or some part or parts thereof, with all proper stations, approaches, works and conveniences connected therewith respectively, that is to say:—

A Railway (No. 1) to commence in the parish of Streatham, in the county of Surrey, in a field occupied by Thomas Betts, which field adjoins and is situate on the south side of a road called Grove-road, and is numbered 1,221 on the Tithe Commutation Map of the said parish, and is bounded on the west by a certain road or lane called Dragmire-lane, and at a point in the said field, thirty-four yards or thereabouts from the said Grove-road, and twenty-two yards or thereabouts from the said Dragmire-lane, and to terminate in the parish of Kingston-upon-Thames, in the county of Surrey, in a garden occupied by Thomas Hart, situate on the south side of the public road on the south side of the Fairfield, and at a point in the said garden near a shop or building adjoining the said road.

A Railway (No. 2) to commence by a junction with the said intended Railway No. 1, at the termination thereof as before described, and to terminate in the parish of Petersham, in the county of Surrey, at or near a stable belonging to and adjoining the house called or known as Bute House, which house and stable, and the premises belonging thereto, are occupied by Alexander Bramwell Bremner, Esq., and are situate on the south side of a public road called or known as Petersham-road, leading from Petersham to Richmond; which said intended Railways Nos. 1 and 2 will be made or pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say:—Streatham, Balham, Clapham, Tooting, Tooting Graveney, Merton, Mitcham, Mitcham and Merton intermixed, Maldon, otherwise Malden, Mordon, otherwise Morden, Kingston-upon-Thames, Ham, Ham with Hatch, and Petersham, all in the county of Surrey.

A Railway (No. 3), to commence in the parish of Clapham, in the county of Surrey, in a field occupied by Edward Martin, and numbered 63 on the Tithe Commutation Map of the said parish, and at a point in such field one hundred and ten yards, or thereabouts, measured southwards from the northernmost corner of the said field, and to terminate in the parish of Streatham, in the said county, by a junction with the said intended Railway No. 1, in a field in the occupation of Richard Deane, lying on the south side of and adjoining the Croydon and Balham Hill Line of the London, Brighton, and South Coast Railway, and numbered 1,134 on the Tithe Commutation Map of the said parish of Streatham, and at a point one hundred and sixty-five yards, or thereabouts, measured in a north-westerly direction, along the boundary-fence of the said Croydon and Balham Hill Line, from the west side of the bridge which carries

that railway over the said road called or known as Dragmire-lane, and which said intended Railway (No. 3) will be wholly made or situate within the parishes of Clapham and Streatham, both in the county of Surrey.

A Railway (No. 4), situate wholly in the parish of Streatham, in the county of Surrey, to commence by a junction with the intended Railway No. 1, at or near the point where Railway No. 3 is intended to terminate as above described, and to terminate by a junction with the said Croydon and Balham Hill Line, at a point thereon three hundred and ninety yards or thereabouts, measured in a southerly direction along that railway from the centre of the bridge which carries that railway over the said road called or known as Dragmire-lane.

A Railway (No. 5), to commence in the parish of Merton, in the county of Surrey, by a junction with the said intended Railway No. 1, at a point in a field belonging to Richard Garth, Esq., and occupied by Walter Newman, situate on the west side of and adjoining the watercourse which divides the parishes of Merton and Mordon, and which point is in that portion of the field which is numbered 5 on the Tithe Commutation Map of the said parish of Merton, and terminating in the parish of Maldon, otherwise Malden, in the said county, by a junction with the Epsom and Leatherhead Branch of the London and South Western Railway, at a point thereon six hundred and fifty-four yards, or thereabouts, measured along that branch, in a southerly direction from the point where the road which leads in an easterly direction from Nutcars Farm crosses that branch on the level, which said intended Railway (No. 5) will be wholly made or situate within the parishes of Merton and Maldon, otherwise Malden, both in the county of Surrey.

A Railway (No. 6), situate wholly in the parish of Maldon, otherwise Malden, in the county of Surrey, to commence in a field occupied by Charles Blake, Esq., and numbered 135 on the Tithe Commutation Map of that parish, and at or near the fence dividing the said field from the field numbered 141 on the Tithe Commutation Map of the said parish, and to terminate by a junction with the Epsom and Leatherhead Branch of the London and South Western Railway, at a point thereon seven hundred and twenty yards, or thereabouts, measured along that branch in a southerly direction from the point where the road which leads in an easterly direction from Nutcars Farm crosses that branch on the level.

To make lateral deviations from the lines of the intended railways and works, to the extent and within the limits shown on the plans hereinafter mentioned, or as may be prescribed in and by, and provided for in the intended Act.

To use and appropriate any road, street, or thoroughfare, for the purposes of the said intended railways and works, and to divert or remove all gas, water, and other pipes beneath or communicating with any of the streets, and to alter the level and position of the sewers and drains in and communicating with the said streets, and to temporarily stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the railways the under surface of any road, street, thoroughfare, or land.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, sewers, pipes, railways, tramways, canals, watercourses, streams, rivers, navigations and other works, within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be

necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To empower the Company to purchase by compulsion or agreement, lands, houses, and hereditaments, for the purposes of the said intended railways and works, or any or either of them, and to vary and extinguish all existing rights and privileges connected therewith 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, or any or either of them, and to grant exemptions from the payment of such tolls, rates, and duties.

To enable the Company, on the one hand, and the South-Eastern Railway Company, on the other hand, from time to time to enter into agreements, contracts, and arrangements for or with respect to the working, use, management, and maintenance, by either of the contracting Companies, of the intended railways and works, or of any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the same 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; the division and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid.

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

To enable the Company and all Companies and persons lawfully using the railways of the Company, or any part or parts thereof respectively, to run over and use with their engines and carriages, and with their clerks, officers, and servants, and for the purposes of their traffic of every description, 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 intended Act, all or any part of the respective portions of railways 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 Croydon and Balham Hill Line of the London, Brighton, and South Coast Railway as lies between the junction therewith of the intended Railway (No. 4) and the Street-

ham Common Station on that line, including that station:

So much of the Epsom and Leatherhead Branch of the London and South-Western Railway, as lies between the junction therewith of the intended Railway (No. 5) and the Worcester Park Station on that branch, including that station:

And also to levy tolls, rates, and charges for traffic conveyed over such portions of railways, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to grant exemptions from the payment of such tolls, rates, and charges.

To enable the Company and the mayor, aldermen, and burgesses of Kingston-upon-Thames (hereinafter called the Corporation) from time to time to enter into and carry into effect agreements and arrangements for or with respect to the sale or appropriation to the Company of any land and other property of the Corporation required for the purposes of the intended Act, and for or with respect to the sale, lease, or appropriation to the Corporation of any land acquired by the Company under the powers of the intended Act, and not required for the purposes of their undertaking.

To alter, amend, enlarge, or to repeal, all or some of the provisions of the following local and personal Acts, or some of them, viz.:—5 and 6 William IV., cap. 10; 6 and 7 William IV., cap. 121; 7 William IV., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic. cap. 129; 6 and 7 Vic. caps. 27 and 62; 7 and 8 Vic. caps. 67, 69, 91, 92, and 97; 8 and 9 Vic. caps. 52, 113, 196, 199, and 200; 9 and 10 Vic. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic. caps. 167, 244 and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100 and 180; 17 and 18 Vic., caps. 61, 68 and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92 and 105; 20 and 21 Vic., caps. 60, 72, 133 and 143; 21 and 22 Vic., caps. 57, 84, 101, 104 and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125 and 134; 23 and 24 Vic., caps. 109, 158, 171, 172 and 174; 24 and 25 Vic., caps. 120, 174 and 234; 25 and 26 Vic., caps. 68, 78, 151, 207 and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 191, 192, 204, 208, 218 and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, 314, and 325; 28 and 29 Vic., caps. 50, 66 and 273, and any other Acts relating to the London, Brighton, and South Coast Railway Company; 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic. cap. 46; 5 Vic. (session 2), cap. 3; 6 and 7 Vic., caps. 51, 52 and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197 and 200; 9 Vic., caps. 55, 56 and 64; 9 and 10 Vic. caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130 and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., 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., cap. 343; 3 and 4 Wm. IV., cap. 46; 7 Wm. IV., and 1 Vic., caps. 8, 50 and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., cap. 19; 3 and 4 Vic., caps. 127 and 128; 5 and 6 Vic., cap. 102; and 8 and 9 Vic., cap. 80, and any other Acts relating to the South-Eastern Railway Company; 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 151; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., caps. 54 and

90; 23 and 24 Vic., caps. 174, 177 and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 54, 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 93, 96, 94, 129, 195 and 212; 28 and 29 Vic., caps. 268, 269 and 347, and any other Acts relating to the London, Chatham, and Dover Railway Company; 4 and 5 Wm. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63 and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99, 140 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 122, 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121 and 136; 21 and 22 Vic., caps. 56, 58, 67, 89 and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95 and 134; 23 and 24 Vic., caps. 92, 103, 124, 158 and 185; 24 and 25 Vic., caps. 111, 220 and 234; 25 and 26 Vic., caps. 42, 71, 78, 148, 152, 165 and 227; 26 and 27 Vic., caps. 90, 109, 192 and 208; 27 and 28 Vic., caps. 87, 166, 174, 227 and 325; 28 and 29 Vic., caps. 102, 103, 104, 273 and 304, and any other Acts relating to the London and South-Western Railway Company; 16 and 17 Vic., cap. 86; 19 and 20 Vic., cap. 105; 20 and 21 Vic., cap. 136; 21 and 22 Vic., cap. 57, and any other Acts relating to the Wimbledon and Croydon Railway Company; 27 and 28 Vic., cap. 325, and 28 and 29 Vic., cap. 273, and any other Acts relating to the Tooting, Merton, and Wimbledon Extension Railway Company; the Kingston-upon-Thames Improvement Act, 1855, and the several Acts therein referred to or incorporated therewith.

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 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 Surrey, at his office at Lambeth, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works are intended to be made, or in which 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 the parishes of Clapham, Streatham, and Tooting Graveney, with the Clerk of the District Board of Works for the district of Wandsworth, at his office at Battersea Rise, and in the case of each other parish 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 14th day of November, 1865.

Henry Toogood, 16, Parliament-street, Westminster.

Hornsea Pier.

(Application for Provisional Order for Powers to Erect a Pier at Hornsea, and to Levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Right Hon. the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd December next, by the Promoters of the Hornsea Pier Company, Limited, to make a Provisional Order pursuant to the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, for the following or some of the following among other powers:—

To construct a pier, jetty, and landing place, with all proper works, approaches, and other conveniences connected therewith, for promenade and for the embarking and landing of passengers, fish, cattle, goods, and merchandise, and for the safe keeping of boats, that is to say, a pier, jetty, and landing place, commencing at or near to the northern extremity of an arable field in the township and parish of Hornsea, in the East-Riding of the county of York, called Hodgson's Close, the property of and in the occupation of Joseph Armytage Wade, Esq., lying between the terminus of the Hull and Hornsea Railway, at Hornsea, and the sea, in the parish of Hornsea, in the East-Riding of the county of York, and proceeding thence in an easterly direction towards and below low water mark, a distance of 1,200 feet, or thereabouts, of a width not less than 15 feet, and a height above high water mark of not less than 7 feet, and all other necessary works and appurtenances to such pier.

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

To levy tolls, rates, and duties upon or in respect of the said pier and works, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and 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," and "The Lands' Clauses Consolidation Act, 1845 and 1860," "The Company's Clauses Act, 1862," and "The Railway Clauses Act, 1863."

And notice is hereby further given, that on or before the 30th day of November instant, 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 East-Riding of Yorkshire, at his office, at Beverley; at the Custom House at Hull; and at the office of the Board of Trade.

And notice is also hereby 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 1s. each, by the solicitors and parliamentary agent for the said promoters, at their offices as under.

Dated this 10th day of November, 1865.

Brooksbank and Galland, 14, Gray's Inn-square, London, Solicitors.

W. H. Simpson, 13A, Cannon-row, Westminster, Parliamentary Agent.

Dagenham Dock Railways.

Incorporation of Company: Powers to Construct Railways from the Dagenham (Thames) Dock to the Great Eastern Railway at Romford, and to the London, Tilbury, and Southend Railway at Dagenham, and from the North Kent Railway at Erith to the River Thames near Crossness Point, with piers or jetties in connection therewith; Powers to Establish and Maintain a Ferry across the River Thames; Powers to the Dagenham (Thames) Dock Company to Subscribe and Appoint Directors; Working Arrangements; Amendment of Acts.

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

To incorporate a Company, hereinafter called "The Company," and to authorise the Company to make and maintain the following railways, or some or one of them, with all proper stations, approaches, sidings, works, and conveniences connected therewith respectively (that is to say):

A Railway (No. 1) to commence in the bed, shore or soil of the River Thames, in or adjacent to the parish of Dagenham, in the county of Essex, at a point situate 50 yards or thereabouts east of the entrance to Dagenham Sluice, and to terminate in the parish of Romford, in the said county, by a junction with the Colchester line of the Great Eastern Railway Company, at or near a point thereon, distant 968 yards or thereabouts, measured along that railway, to the west of the west end of the up platform of the passenger station on that railway at Romford, which said intended Railway (No. 1) will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) the parishes of Dagenham and Romford, and the liberty of Havering-atte-Bower, all in the county of Essex.

A Railway (No. 2) situate wholly in the parish of Dagenham, in the county of Essex, to commence by a junction with the intended Railway No. 1, in a field in the occupation of the Dagenham (Thames) Dock Company, and numbered 1842 on the tithe commutation map of the said parish, and to terminate by a junction with the London, Tilbury, and Southend Railway, at or near a point thereon, 88 yards or thereabouts, measured along that railway to the west of the level crossing over that railway leading to the Chequers public-house.

A Railway (No. 3) situate wholly in the parish of Erith, in the county of Kent, to commence by a junction with the main line of the North Kent Railway of the South-Eastern Railway Company, at or near a point thereon, 120 yards or thereabouts, measured along that railway to the west of the west end of the down platform of the passenger station of that railway at Belvedere, in the said parish of Erith, and terminating at a point on the river wall of the River Thames, 220 yards or thereabouts, east of the east side of the Powder Magazine, immediately adjoining the Main Drainage Works at Crossness Point, in the said parish of Erith.

A Railway (No. 4) situate wholly in the said parish of Erith, in the county of Kent, to commence by a junction with the said North Kent Railway, at or near a point thereon distant 780 yards or thereabouts, measured along that railway west of the west end of the down platform of the passenger station of that railway at Belvedere aforesaid, and to terminate by a junction

with the said intended Railway No. 3 in a certain field numbered 157 on the tithe commutation map of the said parish of Erith.

To authorise the Company to make and maintain a pier jetty or landing place, with all proper works and conveniences connected therewith, to commence from and out of the intended Railway No. 1, at the point of commencement of that railway as above described, and extending in a southerly direction into the River Thames for a distance of about 130 yards, or thereabouts.

To authorise the Company to make and maintain a pier jetty or landing place, with all proper works and conveniences connected therewith, to commence from and out of the intended Railway No. 3, at the point of termination of that railway as above described, and extending in a northerly direction into the River Thames for a distance of 200 yards, or thereabouts.

To authorise the Company to establish and maintain a ferry across the River Thames, between the intended piers, and to work and use the same in connection with the intended railways and piers, and to have, hold, and exercise in respect of any ferry to be established by them the right and power of providing, hiring and using steam and other vessels, of levying tolls, rates, duties and charges, and making bye-laws, rules and regulations, and all other powers, rights and privileges necessary or convenient for the working of the ferry, or incident and properly appertaining to the possession and enjoyment of a ferry.

To authorise the Company to purchase by compulsion or agreement, lands, houses, and hereditaments, for the purposes of the said intended railways, piers or jetties, and other works, or and or either of them, and to alter, vary, or extinguish all existing rights and privileges connective 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 use of the said intended railways, piers, and other works, and to alter, vary, or extinguish existing tolls, rates, and duties, 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, streets, highways, railways, tramways, canals, towing paths, streams, rivers, navigations, drains, and other works 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 empower the Dagenham Thames Dock Company by themselves or their nominees to subscribe towards the intended undertaking, and to take and hold shares in the capital of the Company, 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 for those purposes, or any of them, to raise money by the creations 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 and by borrowing on mortgage or bond, and also to apply to all or any of such purposes any capital or funds now belonging to them or which they are authorised to raise or hereafter to belong to them or under the control of their directors, and to enable the Dagenham Thames Dock Company to appoint persons

to vote on their behalf at meetings of the Company, and also to appoint Directors of the Company.

To authorise the Company on the one hand and the Dagenham (Thames) Dock Company, the Great Eastern Railway Company, the London, Tilbury and Southend Railway Company, the South Eastern Railway Company, and any Company or persons for the time being owning or working the London, Tilbury and Southend Railway, 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 for or with respect to the construction, maintenance, management, working and use by any or either of the contracting Companies or parties of the intended undertaking of the Company or of any part or parts thereof, the supply of rolling or working stock and machinery, and of steam and other vessels and of officers and servants for the conduct of the traffic on the same undertaking, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, transmission and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the fixing, collection, division, appropriation and distribution of the tolls, rates, charges, receipts and revenues levied, taken or arising from such traffic, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, and allowed by any or either of the contracting Companies to the other or others of them, and all incidental matters, and to authorise the appointment of a joint committee for the purposes of any such contracts or agreements.

To confirm and give effect to any agreement or agreements already made, or which prior to the passing of the intended Act may be made between the Company and the other Companies or persons before named, or any or either of them, with respect to all or any of the matters aforesaid.

To alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—18 and 19 Vict., cap. 162; 25 and 26 Vict., cap. 213, and any other Acts relating to the Dagenham (Thames) Dock Company; the Great Eastern Railway Act, 1862, and any other Acts relating to the Great Eastern Railway Company; 15 and 16 Vict., cap. 84, and any other Acts relating to the London, Tilbury, and Southend Railway Company; 6 Will. IV., cap. 75, and any other Acts relating to the South Eastern Railway Company; "The Thames Conservancy Act, 1857;" "The Thames Watermen and Lightermen's Amendment Act, 1859;" "The Metropolis Sewage and Essex Reclamation Act, 1865; 28 and 29 Vic., cap. 121.

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a book of reference to such plans, a published map with the lines of railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, 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 books of reference as relates to each parish in or through which the said railways and works are intended

to be made, or in which any lands are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial places with the parish clerk of some parish immediately adjoining thereto, at his residence, and a revised set of said as view

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 18th day of November, 1865.

W. Toogood, 16, Parliament street, West

minister.

In Parliament—Session 1866.

Devon and Somerset Railway Company (Capital and Preference Shares) Bill.

(Power to attach Preferential or Guaranteed Dividend to certain ordinary Shares of the Company; to cancel and to accept the surrender of Shares, and to issue Preference Shares; Amendment of Acts.)

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

To enable the Devon and Somerset Railway Company (hereinafter called "The Company") to make certain alterations in the share capital of the Company, and the division into shares or stock of different denominations with different rights and privileges; of all or some of the existing shares of the Company, whether created and issued or not created or not issued, and to attach preferential or guaranteed dividend to certain of the ordinary shares of the Company, and to cancel, and to empower the Company to accept the surrender of shares, and to authorize the issuing of new shares with special privileges, preferences, and advantages, over or in exclusion of all or any other shares of the Company, and to make other provisions with respect to the capital and borrowing powers of the Company.

To alter, amend, vary, or repeal some or any of the provisions of the Acts relating to the Company (that is to say), "The Devon and Somerset Railway Act, 1864," "The Bristol and Exeter and Devon and Somerset Railways Act, 1865," and any other Act or Acts relating to the Devon and Somerset Railway Company.

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.

Riccard and Son, Southmolton, Devon, Solicitors.

Richard M. Muggersidge, 13, Little Queen

street, Westminster, Parliamentary Agent.

In Parliament—Session 1866.

Devon and Somerset Railway Company (Amendment of Acts relating to the Company; to the Ilfracombe and to the London and South

Western Railway Companies) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Devon and Somerset Railway Company (hereinafter called "The Company") for an Act to alter, amend, vary, or repeal all or some of the provisions of the Ilfracombe Railway Act, 1864, and the Ilfracombe Railway Act, 1865, so far as they relate to any of the provisions of the

said Acts relate to or affect the Company, and powers will be sought in the said intended Act to abrogate, annul, and render void any agreements or arrangements entered into between the Company, the Ilfracombe Railway Company, and the London and South-Western Railway Company, or with any other persons acting, or who may have acted, for or on behalf of the said Railway Companies respectively; or to vary, alter, or amend any such agreements or arrangements; and it is further proposed to alter, amend, enlarge, extend, or repeal, so far as may be necessary, all or some of the provisions of the Acts (local and personal) following, that is to say, 27 and 28 Vic., cap. 307, relating to the Company, 4 and 5 William IV., cap. 88, 1 Vic., cap. 71, and all or any other Act or Acts relating to the London and South-Western Railway 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 14th day of November, 1865.

Riccard and Son, Southmolton, Devon,
Solicitors.

R. M. Muggeridge, 13, Little Queen-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1866.

Devon and Somerset Railway.

(Deviation and Extensions.)

(Powers to make Deviation Railway and Extensions; Abandonment of Portion of Authorised Railway; Working Arrangements with Bristol and Exeter and London and South-Western Railway Companies; Additional Capital; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Devon and Somerset Railway Company (hereinafter called "The Company") for an Act for all or some of the following purposes (that is to say):—

To authorise the Company to make and maintain the following deviation railway, in substitution of part of the railway authorised by the Devon and Somerset Railway Act, 1864; (that is to say,—

A deviation railway, to commence from and out of the said authorised line of railway, No. 1, of "The Devon and Somerset Railway Act, 1864, at or near a point on the plans of the said authorised railway deposited with the Clerks of the Peace for the counties of Somerset and Devon, in the month of November, 1863, denoting 5 miles, 2 furlongs, 7 chains, in a field in the parish of Wiveliscombe, in the county of Somerset, and terminating in a field numbered 13; at a point 18 miles 3 furlongs, or thereabouts, marked on the said deposited plans as aforesaid, in the parish of Brushford and county of Somerset, by a junction with the said authorised railway No. 1, and which said intended deviation railway, and the works connected therewith, will be made and 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, Wivelis-

combe, Milverton, Bathealton, Chipstable, Kittisford, Stawley, Ashbrittle, Dulverton, and Brushford, in the county of Somerset, and Clayhanger, Bampton, and Morebath, in the county of Devon.

To enable the Company to take powers to relinquish or abandon so much of their authorised railway, No. 1, as is situate between the points of commencement and termination of the said hereinbefore described intended deviation railway, and to substitute such intended deviation railway for the portion of railway proposed to be abandoned.

Powers will also be sought in the said Bill to abandon so much of the authorised line of the Devon and Somerset Railway as lies between the point marked on the deposited plans 41 miles 5 furlongs, or thereabouts, to its termination at 42 miles 75 links.

To authorize the Company to make and maintain the following extension railways, namely, a railway, No. 1, commencing in the parish of Barnstaple in the said county of Devon, by a junction with the authorised Devon and Somerset Railway, marked on the deposited plans 41 miles 5 furlongs, in a field belonging to William Arundell Yeo, and in the occupation of Messrs. William and John Pickering, at a point 15 chains, or thereabouts, south-east from where the Devon and Somerset Railway crosses the "Cattle Market," then crossing the stream into the parish of Bishop's Tawton, at a point 4 chains and a-half from the centre of the bridge across Cooney Cut, on the turnpike road, leading from Barnstaple through Newport, and on to Exeter and Southmolton, and passing out of the said parish of Bishop's Tawton into the parish of Barnstaple, crossing the same stream at a point 2 chains, or thereabouts, from the centre of the aforesaid bridge, then across the same turnpike road and into the parish of Bishop's Tawton, at the east boundary of a timber yard, in the occupation of Mr. John How, and terminating in the said parish of Bishop's Tawton, near the low water line of the right or east bank of the River Taw, at a point 5 chains 50 links, or thereabouts, in a south-westerly direction, from the south-west corner of Chanter's Green.

A railway, No. 2, commencing in the said parish of Bishop's Tawton and county of Devon, by a junction with railway No. 1 aforesaid, at a point on the south bank of the stream known as "Cooney Cut," distant 90 links, or thereabouts, above the centre of the bridge over the stream leading into Mr. John How's timber yard, and then crossing the turnpike road from Barnstaple through Newport, on to Exeter and Southmolton, at the end of the Cattle Market Road, where the same joins the said turnpike road, thence in the parish of Barnstaple, passing through a portion of the Barnstaple Gas Company's premises, crossing the public road adjoining the said premises, and terminating in the parish of Barnstaple, by a junction with the authorised Ilfracombe Railway, at a point in a field belonging to John Tamlyn, and in the occupation of George Beer, one and a-half chains, or thereabouts, from the south fence of that field, and 2 chains 70 links, or thereabouts, in a south-easterly direction from the south-east corner of the Barnstaple Union Workhouse, and at 1 mile 4 furlongs and 4 chains, or thereabouts, on the deposited plans of the authorised Ilfracombe Railway.

A railway, No. 3, commencing at the termi-

nation of railway No. 1, as hereinbefore described, and crossing the River Taw by a bridge, into the parish of Tawstock, in the said county of Devon, proceeding along the left or west bank of the said river, and terminating in the said parish of Tawstock by a junction with the present North Devon Railway, at a point 2 chains or thereabouts, on the Barnstaple side of the occupation bridge under that railway, at 38 miles 61½ chains.

A railway, No. 4, commencing at the termination of railway No. 1, as hereinbefore described, and crossing the River Taw by a bridge into the parish of Tawstock, in the said county of Devon, and terminating in the said parish of Tawstock by a junction with the present North Devon Railway at a point 50 links or thereabouts, on the Barnstaple side of the north end of the ticket platform on that railway, at 39 miles 11 chains, which said intended extension railways, and the works connected therewith respectively, will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, Barnstaple, Bishop's Tawton, and Tawstock, all in the county of Devon.

To authorise the Company to purchase by compulsion or agreement, lands and houses required for the purposes of the said intended deviation railway and extension railways respectively, and to levy tolls, rates, and duties upon or in respect thereof, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges, and to confer upon the Company with respect to the said intended deviation and extension railways, all the rights, powers, privileges, and authorities, which, by the Devon and Somerset Railway Act, 1864, were conferred upon the Company with respect to the railways thereby authorised.

For the purposes of the said railways and works it is intended by the Bill to apply for powers to cross, divert, alter, or stop up (whether temporarily or permanently) roads, tramways, drains, rivers, and canals.

The Bill will also enable the Company on the one hand and the Bristol and Exeter Railway Company on the other hand, from time to time, to enter into and fulfil agreements for and in respect of the working, management, and use of the proposed deviation and extension railways. The supply of rolling stock or machinery and of officers and servants for the conduct of the traffic. The payments to be made and the division and appropriation of the revenue arising from such traffic, and the appointment of joint committees for carrying into effect any such agreements.

The Bill will empower the London and South Western Railway Company to run over, work, and use with their engines and carriages of every description, all or any part of the intended extension railways of the Company, numbered respectively 2, 3, and 4, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and other conveniences connected therewith, upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be defined in the said Bill or otherwise agreed upon, or as may be settled in default of agreement by arbitration or by the Board of Trade.

And it is also proposed by the intended Act to

authorise the Company to raise a further sum of money for the construction of the said extension railways at Barnstaple by the creation of new shares, with or without a guarantee or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of those means.

And it is further proposed to alter, amend, enlarge, extend, or repeal (so far as may be necessary) all or some of the provisions of the several Acts, local and personal, following, that is to say, 27 and 28 Vic., cap. 307, relating to the Company; 1 Vic., cap. 26, and all or any other Act or Acts relating to the Bristol and Exeter Railway Company; 4 and 5 Wm. 4, cap. 88; 1 Vic., cap. 71; and all or any other Act or Acts relating to the London and South Western Railway Company; 27 and 28 Vic., cap. 272, relating to the Ilfracombe Railway Company, and "The Bristol and Exeter and Devon and Somerset Railways Act, 1865."

The said intended Act will also incorporate with itself some or all 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 notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections describing the line or situation of the proposed deviation railway extension railways and works, and the lands, houses, and other property proposed to be taken or which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses, and other property, and also a published map with the intended deviation line of railway, and lines of extension 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 said 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office, in Wells, in the said county; and with the Clerk of the Peace for the county of Devon, at his office, in Exeter, in the said county; and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish to, in, or through which the said intended railways and works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

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

Dated this 13th day of November, 1865.

Riccard and Son, Southmolton, Devon,
Solicitors.

R. M. Muggeridge, 13, Little Queen-
street, Westminster, Parliamentary
Agent.

Flintshire Oil and Cannel Company (Limited):

(Powers to Manufacture and Supply Oil, Paraffin, and Paraffin Light for lighting the Borough and City of Chester, and certain neighbouring and other parishes and places in the counties of Chester and Flint; Purchase of Land; Construction of Works; Regulation and Increase of Capital; Dissolution of Company and Incorporation of New Company, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Flintshire Oil and Cannel Company (Limited) (hereinafter called "The Company"), for an Act for the following, or some of the following, among other purposes (that is to say):—

To authorise the Company to manufacture and supply, for public and private purposes, oil, paraffin, and paraffin light, and to distil and extract tar and ammoniacal liquor and other articles and products from Cannel and other coal, and from shale and other substances and materials within the borough and city of Chester, and the parishes of St. John the Baptist, St. Mary-on-the-Hill, St. Oswald, the Holy and undivided Trinity, Backford, Christleton, Plemondestall, and the townships or places of Bache, Blacon-cum-Crabwell, Backford, Boughton, otherwise Great Boughton, Chester Castle, Christleton, Claverton, Hoole, Huntington, Lea, Littleton, Marlstone-cum-Lache, Great Mollington, Little Mollington, Moston, Newton by Chester, Rowton, and Upton, all in the county of Chester, and the townships or places of Bretton, Broughton, Manor and Rake, Sealand and Saltney, all in the parish of Hawarden, and county of Flint.

To empower the Company to make, erect, maintain, and use all necessary works, buildings, retorts, machinery, apparatus, and conveniences, for the manufacture of oil, paraffin, and paraffin light, upon a piece of land now vested in the Company, situate at Saltney, in the parish of Hawarden, in the county of Flint, and bounded on one side by the River Dee, on another side by the Chester and Holyhead Railway, on another side by a field, the property of Messrs. Proctor and Ryland, and on another side by lands, the property of Sir Stephen Richard Glynne, and the Right Hon. William Ewart Gladstone, or one of them.

To authorise the Company by agreement to purchase and hold lands, and to take the same on lease, and upon the lands now vested in them, or to be so purchased or acquired by them, under the powers of the intended Act, or on any part or parts thereof, from time to time; to construct, enlarge, maintain, alter, and improve such works as they may think fit, and to manufacture oil, paraffin, and paraffin light, and to sell and dispose of the coke and any other residuum and products arising from such manufacture, or otherwise, for the purposes of their undertaking; and also to authorise the Company from time to time to open, sink, make, maintain, and work on all or any of the said lands, such pits and other works as they may think fit.

To enable the Company to lay down, maintain, alter, renew, and remove mains, pipes, and other apparatus, along, through, over, and under, and for these purposes to open, break up, and cross, alter, or divert, any roads, highways, footways, bridges, streets, squares, open grounds, railways, canals, tramways, sewers, drains, mill streams, watercourses, passages, and other places, in the parishes and places above-mentioned, or any or either of them.

To demand, take, and levy rates, rents, and charges for the sale and supply of oil, paraffin, and paraffin light, and for the sale and hire of meters and fittings, and to alter existing rates, rents, and

charges, and to confer, vary, or extinguish exemption from payment of rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended Act, and to authorise and empower the Company to enter into contracts for the supply of oil, paraffin, and paraffin light, with all corporations, public bodies, commissioners, companies, or persons, and to enable the Company to carry on all the business of their undertaking within the limits aforesaid.

To authorise and empower the Company from time to time to let or sell and dispose of such portions of the lands and hereditaments and of their works and other property as shall not be appropriated, used, or required for the purposes of their undertaking to such company or companies, body or bodies, person or persons, for such price or consideration and upon such terms and conditions as may have been or may hereafter be agreed upon, and to confer upon the parties respectively all necessary and proper powers incidental to such matters.

To fix, ascertain, alter, regulate, and determine the capital of the Company, and to determine, increase, and alter the number of directors, and scale of voting, and the number and amount of shares, and to authorise the Company to raise a further sum of money by the creation of shares or stock with or without preference, priority, or guarantee in payment of interest or dividend, and to borrow money on mortgage of their undertaking, or on the bonds of the Company, or otherwise, for the general purposes of their undertaking, and, if thought fit, to consolidate all or any of the shares of the Company into stock, and to provide for the distribution of the same amongst the shareholders.

To extend and make applicable to the intended Act, and to incorporate therewith with such alterations and amendments as may be deemed expedient, 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 Gas Works Clauses Act, 1847," and to confer all other powers usual or desirable for the purposes of the intended Act.

To dissolve the Company and to annul their Articles of Association, or deed or deeds of settlement, and to re-incorporate the shareholders, or some of the shareholders, together with such other persons, and corporations as may become shareholders in the undertaking, into a Company by the same, or by another name, and to vest in the new Company all lands belonging to the dissolved Company, or held by or in trust for them, situate at Saltney, Tryddyn, and Leeswood, all in the county of Flint; and also to vest in the new Company all other property, real and personal, undertakings, property, rights and privileges of the dissolved Company, and to confer upon the new Company all other powers, rights, and privileges of the dissolved Company, and to confer upon the new Company all or some of the powers aforesaid, and of the intended Act.

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.

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

London Chatham and Dover and South-Eastern (Kennington Clapham and Brixton) Railways. (Powers to London Chatham and Dover and South-Eastern Railway Companies; Construction of Railways to Clapham, Brixton, Kennington, &c.; Powers to those Companies to raise Additional Shares and Loan Capital; Provisions as to Separate Share and Loan Capital for Construction of Railways, and Rights and Powers of Shareholders therein; Appointment and Constitution of Joint Board; its Powers; Arrangement as to working New Lines; and Applications of Revenue from Traffic on existing and intended Lines of Railway; Amendment of Acts).

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

To authorise the London Chatham and Dover Railway Company and the South-Eastern Railway Company (in this notice referred to as the Companies) to make and maintain the following new lines of railway or any of them, or any part or parts thereof respectively, with all proper and convenient stations, sidings, junctions, buildings, approaches, and other works and conveniences connected therewith or incidental thereto, viz.:

A Railway (No. 1) commencing in the parish of Christ Church, Southwark, in the county of Surrey, by a junction with the South-Eastern Railway on or near the bridge which carries that railway over the Blackfriars Road, and terminating in the parish of St. Mary, Lambeth, in the county of Surrey, at a point in or near a house occupied by Mr. Job Wiggins, and numbered 254, Kennington-park-road.

A Railway (No. 2) commencing in the parish of St. Saviour's Southwark, in the county of Surrey, by a junction with the South-Eastern Railway, at a point thereon thirty-eight yards or thereabouts, measured along that railway in a westwardly direction from the centre of the bridge, carrying that railway over a street called Ewer-street, and terminating in the parish of St. George the Martyr, Southwark, in the said county of Surrey, by a junction with the intended Railway No. 1, at or near a house in the occupation of James Wren, and numbered 8, Wellington-terrace, Wellington-street.

A Railway (No. 3) commencing in the parish of St. Mary, Lambeth, in the county of Surrey, by a junction with the intended Railway No. 1, at the point where that railway, as hereinbefore described, is intended to terminate, and terminating in the parish of Clapham, in the county of Surrey, in a field belonging to the Master, Fellows, and Scholars of Emmanuel College, Cambridge, and occupied by Edward Martin, and numbered 68 on the Tithe Commutation Map, and at a point in such field one hundred and ten yards or thereabouts measured southwards from the northernmost corner of such field.

A Railway (No. 4) commencing in the parish of Clapham, in the county of Surrey, by a junction with the intended Railway No. 3, at the point where that Railway No. 3, as hereinbefore described, is intended to terminate, and terminating in the parish of St. Mary, Lambeth, in the said county, at or near the said house in the occupation of Job Wiggins, and numbered 254 in a road called Kennington-park-road, there to unite with Railway No. 1.

A Railway (No. 5) situate wholly in the parish of Clapham, in the county of Surrey, commencing by a junction with the intended Railway No. 3, at the point situate about half way between

the Clapham High-street and Bedford-road, Clapham, and ten yards or thereabouts to the south of the London Chatham and Dover Railway, and terminating by a junction with the authorised widening now in course of construction of the said London Chatham and Dover Railway, at or near the east side of Larkhall-lane, Clapham.

A Railway (No. 6) commencing in the parish of Clapham, in the county of Surrey, by a junction with the intended Railway No. 3, at the point of commencement of Railway No. 5, as above described, and terminating in the parish of St. Mary, Lambeth, in the said county, by a junction with the London Chatham and Dover Railway, at or near the west side of Shepherd's-lane, Brixton.

A Railway (No. 7) situate wholly in the parish of St. Mary, Newington, in the county of Surrey, commencing by a junction with the authorised widening of the London Chatham and Dover Railway at a point seven yards or thereabouts, measured in a westerly direction from the south-west corner of the Elephant and Castle Station on the London Chatham and Dover Railway, and terminating by a junction with the intended Railway (No. 1) at a point thereon fifty-five yards or thereabouts, measured in a southerly direction, from the southern boundary of Walworth-road, at the point where it is intersected by such widening, and eleven yards or thereabouts, measured in a westerly direction, from the western boundary of such widening.

A Railway (No. 8) situate wholly in the parish of St. George the Martyr, commencing by a junction with the authorised widening of the London Chatham and Dover Railway at a point eleven feet or thereabouts northward of the south face of the northern abutment of the bridge carrying the said widening over the Borough-road, and terminating by a junction with the intended Railway No. 1, at a point eleven feet or thereabouts southward from the south side of King's-place, and fifteen feet or thereabouts westward from the western boundary of such widening.

Which said intended Railways Nos. 1, 2, 3, 4, 5, 6, 7, and 8, and the works connected therewith, are intended to pass and be made from, in, through, and into the several parishes, townships, and extra-parochial places following, or some of them, namely: Christ Church, Southwark, St. George the Martyr, Southwark, St. Saviour, Southwark, St. Mary, Newington, St. Mary, Lambeth, Kennington, Clapham, Balham, St. Mary, Battersea, Streatham, Brixton, and Stockwell, in the county of Surrey.

To authorise the Companies to purchase by compulsion, lands, houses, and property required for the purposes of the intended railways and works, and to purchase lands by agreement, and to levy rates, tolls, and duties for the use of the intended railways and works; and to authorise the purchase and taking of lands by, and the vesting of the same in, the Companies jointly in such manner as may be defined in the Bill.

To authorise the Companies to stop up, divert, and alter the lines or levels of any turnpike or other roads, streets, or highways, railways, canals, sewers, courts, squares, or places, and to appropriate for the purposes of the intended railways, or the stations or works thereof, the soil of such of them as may be stopped up or diverted, and also to appropriate and use the under-service of any streets or roads, squares, passages, or places under or along which the railways or any of the works thereof are intended to be made, and to break up and open streets

and roads for the construction of the railways, whether in tunnel, covered way, or otherwise, under the same, within the parishes and places before mentioned, and at points or places to be authorised by or determined under the powers of the Bill, to authorise the Companies to make and maintain shafts, or openings from the surface of any road, street, or square, to any portion of the railway constructed under the surface of any road, street, or square, subject to such provisions or limitations as may be contained in the Bill, and to deviate from the lines or situation of the works within the limits of lateral deviation to be shown on the plans, and to deviate from the levels of any of the works described on the sections to be deposited as hereinafter mentioned beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845."

To authorise the Companies for the purposes of the stations and works in connection with the railways, to appropriate portions of, and make openings in, streets, squares, roads, and open places, and to widen, alter, or divert any such road or street on both sides, or on either side thereof.

To authorise the Companies to raise additional capital for the purposes of the intended railways, and to borrow additional sums of money.

To authorise the Companies to raise such additional capital by the creation and issue of new shares or stock as a separate capital, distinct from the existing or authorised capitals of the respective Companies, and with or without any stipulations for ultimate amalgamation with such existing or authorised capitals or either of them, and with or without powers of dividing shares into preferred and deferred shares; and to borrow money on mortgage upon the credit of the intended railways; and to charge such separate capital and borrowed money upon the intended railways, and upon the tolls, rates, fares, and charges received in respect of the intended railways, or which being received on the existing railways, or any part thereof, may be appropriated wholly or partially to the purposes of the intended railways; and to make provision as to the receipts from traffic passing on the existing, now authorised and intended railways, or any of them, and the application thereof; and to authorise the holding of separate meetings of the shareholders on the separate capital; and to provide for the separation of the share and loan capitals of the existing railways and intended railways, and of the charges on the separate undertakings; and to define, restrict, and regulate the rights and powers of shareholders, mortgagees, bondholders, and others in reference to the intended new railways, with such other regulations and limitations as may be prescribed in the Bill, or as may be arranged under the powers and provisions to be contained therein.

To constitute by the Bill or authorise the appointment by the Companies of a joint committee to be styled the "Joint Board," and to vest in the joint board such powers of constructing and managing the undertaking to be authorised by the Bill as may be defined in the Bill with such provision for arbitration or otherwise, as may be contained in the Bill.

To authorise the Companies respectively to supply engines, carriages, and servants for working, and to work the traffic of the intended railways, and to enter into agreements with each other with reference thereto, or the mode of such working, or the use of any parts of the existing or authorised railways, for the purposes of the traffic, or all or any of the other objects of the

Bill, and to define and regulate, or authorise agreements in respect of the receipts arising from traffic carried over the intended railways or any part thereof, and the application thereof, and also over all or any part of the existing or authorised railways of the respective Companies; and to authorise the appropriation of all or any part of such receipts to the purposes of the intended railways, or to any of those purposes, or to prescribe the arrangements or any of them in the Bill.

To alter, amend, and enlarge the powers and provisions of the Acts (local and personal) 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic. (Session 2) cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130 and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., 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. 96, 99, 192, and 311; 28 and 29 Vic., cap. 343; and any other Acts relating to the South Eastern Railway Company, and the Acts 16 and 17 Vic., cap. 182; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 25 and 26 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 96, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347, and any other Acts relating to the London, Chatham, and Dover Railway Company, and the Dover and South-Western Companies Act, 1865.

The Bill will vary or extinguish all rights and privileges which interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections describing the lines, situation, and levels of the intended railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the intended 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 Surrey, at his office at Lambeth; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited as follows:—

As regards the parishes of Christ Church, Southwark, and St. Saviour's, Southwark, with the Clerk of the District Board of Works for the Saint Saviour's district, at his office in Emerson-street, Southwark; as regards the parish of Saint George the Martyr, Southwark, with the Vestry

Clerk of that parish, at his office in the Borough-road, Southwark; as regards the parishes of Clapham, Streatham, and Saint Mary, Battersea, with the Clerk of the Wandsworth District Board of Works, at his office at Battersea Rise; as regards the parish of Saint Mary, Newington, with the Vestry Clerk of that parish, at his office at Church-row, Newington; and as regards the parish of Saint Mary, Lambeth, with the Vestry Clerk of such parish, at his office at the Vestry Hall, Kennington-green, and in the case of each other parish, with the parish clerk of each such parish, at his residence.

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

Dated this 16th day of November, 1865.

H. W. and E. Freshfield and Newman,
5, Bank Buildings, London.

H. Toogood,

16, Parliament Street, Westminster,
Solicitors.

Dyson and Co.,

24, Parliament Street, Westminster,
Parliamentary Agents.

Teign Valley Railway.

(Extension to Exeter. Power to raise and apply Capital, Facilities, Working and other Arrangements with South Devon Railway Company; Provisions as to Gauge of Railways; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Teign Valley Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, viz.:

To authorise the Company to make and maintain the railway following, with all proper stations, approaches, sidings, works, and conveniences connected therewith (that is to say):

A railway to commence in the parish of Doddiscombsleigh, in the county of Devon, by a junction with the Teign Valley Railway, authorised by "The Teign Valley Railway Act, 1863," at or near the termination thereof, in a certain field belonging to the Company and Sir Lawrence Palk, Baronet, or one of them, and occupied by the Company and Joseph Coleridge, or one of them, and which field is numbered 9 in the said parish on the plans deposited, as in that Act mentioned; and to terminate in the parish of St. Thomas the Apostle, in the county of Devon, in a garden belonging to Joshua Caryll Clogg, and in the occupation of John Tootell, and at a point situate near to the back of the Moreton Inn, on the north side of Cowick-street, and about 5 chains in a north-western direction from the north end of St. Thomas Railway Station, in Exeter, which said intended railway will be made to pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Doddiscombsleigh, Christow, Bridford, Dunsford, Kenn, Ide, Alphington, and St. Thomas the Apostle, all in the county of Devon.

To make lateral deviations from the line of the intended railway and works to the extent and within the limits of deviation shown on the plans hereinafter mentioned, or as may be prescribed in and by, and provided for, in the intended Act.

To empower the Company to purchase by compulsion or agreement lands, houses, and heredi-

taments for the purposes of the intended railway and works, and to vary and 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, such as may be necessary for the execution of the intended Act.

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

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike roads, highways, streets, railways, tramways, canals, streams, rivers, navigations, and other works, within or adjoining to 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 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 by any such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them, or under the control of their directors.

To require and compel the South Devon Railway Company and the Moretonhampstead and South Devon Railway Company respectively to receive, book through, forward, accommodate, and deliver, on and from their respective railways or any parts thereof, or any railways worked by them, and the stations, warehouses, and booking offices thereof respectively, all traffic of whatever description coming from or destined for the undertaking of the Company as now authorised, or as may by the intended Act be authorised upon such terms and conditions as in default of agreement shall be settled by arbitration or otherwise; and, if need be, to alter the tolls and charges which are now authorised to be taken upon the said respective railways or any parts thereof, and the works and conveniences connected therewith respectively, and to authorise the levying and taking of the same or any other tolls, rates, or charges in respect thereof, and to confer exemptions from such tolls, rates, or charges.

To enable the Company on the one hand, and the South Devon Railway Company on the other hand, from time to time, to enter into contracts or arrangements with respect to the working, use, management, and maintenance of the intended railway and works, or of any part or parts thereof, the supply of rolling or working stock and machinery, and of officers and servants for the conduct of the traffic on the same, 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 tolls, rates, charges, receipts, and revenues arising from that traffic, and the rents, payments, allowances, rebates, and drawbacks to be paid or made and allowed by either of the contracting Companies to the other of them, and all incidental matters, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid.

To sanction and confirm any agreement which may have been, or which prior to the passing of the intended Act may be, entered into between the Company and the before-mentioned Companies, or either of them; respecting any of the matters aforesaid.

To authorise the Company to lay down, on their authorised railway and works and on the intended railway and works, or any parts thereof respectively, either the broad gauge or the narrow gauge, or, if deemed expedient, both of such gauges.

To alter, amend, extend and enlarge, or to repeal some of the powers, and provisions of the several Acts of Parliament following, or some of them, that is to say, "The General Act 9 and 10 Victoria, cap. 57, for Regulating the Gauge of Railways; 26 and 27 Victoria, cap. 159; 29 and 30 Victoria, cap. 154, relating to the Teign Valley Railway Company; 7 and 8 Victoria, cap. 68, relating to the South Devon Railway Company, and any other Acts relating to that Company, and The Moretonhampstead and South Devon Railway Act, 1862."

And notice is hereby further given, that plans and sections of the said intended railway and works, together with a book of reference to such plans, a published map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish in or through which the said railway and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and as to any extra-parochial place with the 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 16th day of November, 1865.

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

Neath and Brecon Railway.

(New Railway in Swansea Valley.—Further Capital.—Narrow Gauge on portions of South Wales and Swansea Harbour Railways.—Powers over those Railways.—Traffic Arrangement.—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 Neath and Brecon Railway Company (hereinafter called "the Company"), to make and maintain the following railway, with all proper and necessary stations, works, and conveniences connected therewith, that is to say,

A railway commencing at a point about 220 yards, measuring the same in a south-westerly direction from the road over the Swansea Canal, leading to Ynistawe farm-house, and terminating in the town and franchise of Swansea, in the parish of Swansea, at or near the southern ter-

minus of the Swansea Canal; and which intended railway will pass from, in, through, or into the parishes and places of Llangefelach and St. John-juxta-Swansea, and the town and franchise of Swansea, all in the county of Glamorgan.

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

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

To cross, stop up, alter, or divert, for the purposes of the 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 and places, or any of them.

To purchase by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of the intended works and of the 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 railway and works; to alter the tolls, rates, and duties which the Company, and the other Companies hereinafter mentioned, are authorised to take on their respective lines; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To raise additional capital for the purposes of the intended Act, and for the general purposes of their undertaking, by the creation of new, ordinary, or preference shares, and by borrowing.

To lay down and maintain additional rails in, upon, and over the South Wales Railway, between the point about 3 miles and 4 furlongs, where the intended railway crosses the end of the canal-sidings of the said South Wales Railway and the terminus of that railway at Swansea, and also in, upon, and over such portion of the Swansea Harbour Railway as does not already consist of mixed gauge, and in, upon, and over the terminal and other stations, sidings, works, and conveniences connected with those portions of railway respectively, so as to adapt the same to the passage of, and user by, rolling stock on the narrow gauge as well as on the broad gauge.

And it is also intended by the said Act to empower the Company, and the Great Western Railway Company, the Vale of Neath Railway Company, the Swansea Vale Railway Company, and the Llanelly Railway and Dock Company, to enter into, and carry into effect, contracts, agreements, and arrangements for or with reference to the maintenance, working, use, and management, by either of the contracting Companies, of the railways, tramroads, and works of the other of them, or any part thereof, and with reference to the regulation; management and transmission of the traffic thereon; the collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom; the employment of officers and servants, and the rents, payments, allowances, and considerations, annual, periodical, or in gross, to be paid or made by either of the contracting parties to the other or others of them, and any incidental matters.

The intended Act will empower the Company, and all companies and persons using their authorised or intended 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 railways and portion of railway, viz., the Swansea Harbour Railway; so much of the South Wales Railway as is situate between the intended crossing before described and the terminus thereof at Swansea, and the junction with the Swansea Harbour Railway; the Llanelli Railway and Dock Company (Swansea Lines, Dock Branch) and extension to Mumbles; the Vale of Neath, Swansea and Neath Railway, the Swansea Vale Railway, and the Oystermouth Railway; together with all terminal and other stations, sidings, warehouses, buildings, booking and other offices, approaches, watering-places, sheds, standing-room for engines, shipping-places, machinery works and conveniences, water supplies, telegraph signals, and machinery, in and upon those railways and portion of railway respectively, and to require the Companies and persons owning and working the said railways 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., 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; 9 and 10 Vic., cap. 341, 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; 5 and 6 Will. IV., cap. 107; and 26 and 27 Vic., cap. 168; and all others Acts relating to the Great Western Railway Company; 44 George the Third, cap. 55, relating to the Oystermouth Railway, or tramroad; the Llanelli Railway and Dock Act, 1853, and all other Acts relating to the Llanelli Railway and Dock Company; and the Swansea Harbour Act, 1854, and any other Acts relating to the Swansea Harbour Trustees and their undertakings.

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 Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Duplicate plans and sections of the intended railway and works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, together with a published map having the lines of railway delineated thereon, 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 railway and works will be made, together with a copy of the said Gazette. Notice will be deposited on or before the 30th day of November, in the present year, with the Parish Clerk of each such Parish, at his residence, and as regards any extra-parochial place, with the Parish Clerk of some immediately adjoining parish, at his residence.

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

Dated this sixteenth day of November, 1865.

James Kempthorne, Neath, Solicitor.

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

Bridgwater Railway.

(Incorporation of Company; Powers to Construct Railway from Bridgwater to the Somerset and Dorset Railway at Shapwick; Powers to the Somerset and Dorset Railway Company to Subscribe and Appoint Directors, and Enter into Working Arrangements, Agreements, and Arrangements with and Provisions affecting Corporation of Bridgwater; Provisions as to Gauge of Railway; 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, namely:

To incorporate a Company hereinafter called "The Company" and to authorise the Company to make and maintain the following railway with all proper stations, approaches, sidings, tramways, works and conveniences connected therewith (that is to say):

A railway to commence in the borough of Bridgwater in the parish of Bridgwater in the county of Somerset in a certain flower garden in the occupation of Thomas Towells, which garden lies at the back of and is attached to a dwelling house situate on the north side of a street called Eastover in the said borough and parish and which house is in the occupation of the said Thomas Towells and Charles Hobbs and Messrs. Watson and Company or some or one of them, and to terminate in the parish of Shapwick in the said county by a junction with the main line of the Somerset and Dorset Railway Company at or near a point thereon distant nine chains and twenty links, or thereabouts, measured along that railway to the north-west of the north-west end of the passenger platform at the Shapwick Station on that railway which said intended railway will be made or 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: the Borough of Bridgwater, Bridgwater, Wembdon, Chilton-Trinity, Chedzoy, Puriton, Bawdrip, Woolavington, Cossington, Chilton-super-Polden, Edington, Catcott, Moorlinch, Shapwick, and Meare, all in the county of Somerset.

To make lateral deviations from the line of the intended railway and works to the extent and within the limits shown on the plans hereinafter mentioned, or as may be prescribed in and by and provided for in the intended Act.

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

To authorise the Company to levy tolls, rates, or duties, for or in respect of the said railway 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, streets, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To authorise the Company to lay down on the intended railway and works, or any part or parts

thereof, either the broad gauge, or narrow gauge, or, if deemed expedient, both of such gauges.

To authorise the Somerset and Dorset Railway Company to subscribe and contribute money towards the intended undertaking and to become shareholders in the Company to any extent not exceeding £50,000, and to enable the Somerset and Dorset Railway Company to raise the amount required for such subscription by the creation of new shares or stock in their undertaking either with or without preference or priority in payment of interest or dividends or other special privileges, and by borrowing on mortgage or by any of those means, the consent of the Somerset and Dorset Railway Company to such subscription, and the raising of money for the purpose having been given at a meeting of the proprietors of the ordinary shares in that Company held specially for the purpose in conformity with the standing orders of Parliament; and also to authorise the Somerset and Dorset Railway Company to appoint persons to vote on their behalf at meetings of the Company, and also to appoint one or more directors of the Company.

To enable the Company on the one hand, and the Somerset and Dorset Railway Company on the other hand, from time to time, to enter into contracts, agreements, or arrangements, for or with respect to the working, use, management, and maintenance by the contracting Companies, or either of them, of the intended railway and works, or of any part or parts thereof, the supply of rolling or working stock and machinery, and of officers and servants for the conduct of the traffic on the same 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 tolls, rates, charges, receipts, and revenues levied, taken or arising from that traffic, and the rents, payments, allowances, rebates, and drawbacks, to be paid or made and allowed by either of the contracting Companies to the other of them and all incidental matters, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid.

To empower the Company, and the Mayor, Aldermen, and Burgesses of the Borough of Bridgwater hereinafter called the Corporation, to enter into and carry into effect contracts and agreements with respect to the construction, maintenance, use, ownership and management by either of them of their respective docks, railways, tramways, quays, works and property, the construction and maintenance of junctions and communications between their respective works; the making, laying down, maintenance and ownership of railways, tramways, sidings, and other works and conveniences, the accommodation, and transmission of traffic coming from or destined for their respective undertakings, the fixing, collection and division and apportionment of the tolls, rates and charges arising from the traffic and all incidental matters.

To empower the Corporation to accept mortgages, bonds, or rent charges to be granted under the powers of the intended Act, or shares, or stock in the capital of the Company in payment, or compensation for property rights or interests of the Corporation, taken or interfered with under the powers of the intended Act.

To sanction and confirm any agreement made, or which prior to the passing of the intended Act may be made between the Company and the Somerset and Dorset Railway Company, and the

Corporation, or either of them, respecting any of the matters aforesaid.

And it is proposed to incorporate with the intended Act the necessary 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 Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863."

To alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some or one of them, that is to say—15 Vic. cap. 63, 19 and 20 Vic. cap. 135, 25 and 26 Vic. cap. 225, and any other Acts relating to the Somerset and Dorset Railway Company; the Bristol and Exeter Railway Act, 6 Wil. 4 cap. 36; the Bristol and Exeter Railway Act, 1863; and any other Acts relating to the Bristol and Exeter Railway Company; the local and personal Act 8 and 9 Vic. cap. 89, and any other Acts relating to the Corporation of Bridgwater.

And notice is hereby further given, that plans and sections of the said intended railway and works, together with a book of reference to such plans, a published map with the line of railway delineated thereon so as to show its general course and direction, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset at his office at Wells; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish in or through which the said railway and works are intended to be made or in which any lands are intended to be taken together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and as to any extra-parochial place with the 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 14th day of November, 1865.

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

G. and R. Poole, Bridgwater.

In Parliament.—Session 1866.

Holderness Embankment and Reclamation. (Incorporation of Company; Reclamation and Vesting of Land in Company; Purchase of Land by Compulsion and Agreement; Maintenance or Embankment by and Appointment of Commissioners.)

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

To incorporate a Company for the purposes of the said Bill, and to confer upon such Company (hereinafter called "the Company") all necessary or desirable powers for the reclamation of land in and adjoining the parishes, townships, and places of Kilnsea, otherwise Kilnsea with Spurn, Easington, Skeffling, Weeton, Welwick, parish and township, Patrington and Sunk Island, in the

East Riding of the county of York, and the bed and shores of the river Humber, and especially the powers following (that is to say):—

To construct the embankments hereinafter described or some or one of them, for the purposes of such reclamation, with all proper sluices, openings, bridges, dams, gates, and other works and conveniences connected therewith respectively, that is to say:—

1st. An Embankment (No. 1) commencing in the parish of Kilnsea otherwise Kilnsea with Spurn, in the East Riding of the county of York, on the western shore of Spurn Point, otherwise Spurn Island, at a point 750 yards or thereabouts from and to the north-east of the Spurn High Lighthouse, and terminating on the northern shore of the river Humber, and to the eastward of Patrington Channel, at a point distant 1,560 yards or thereabouts from and to the south of a point in the existing embankment on the said shore, 150 yards or thereabouts to the westward of Weeton Clough, which intended Embankment (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: Kilnsea, otherwise Kilnsea with Spurn, Easington, Skeffling, Weeton and Welwick (parish and township), all in the said East Riding of the county of York and the bed and shore of the river Humber.

2ndly. An Embankment (No. 2) commencing on the northern shore of the river Humber by a junction with Embankment (No. 1) above described, at its termination as above described, and terminating in the township and parish of Welwick, in the said East Riding, at or near the southern or south-eastern extremity of the existing embankment, upon the northern shore of the said river, called or known as the Haverfield New Bank, which intended Embankment (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: Weeton and Welwick (parish and township), in the said East Riding, and the bed and shore of the river Humber.

3rdly. An Embankment (No. 3) commencing on the northern shore of the river Humber by a junction with Embankment (No. 1) above described, at its termination as above described, and terminating in the parish of Sunk Island, in the said East Riding, by a junction with the existing embankment on the south or south-east side of Sunk Island, at a point 2,450 yards or thereabouts (measuring along that existing embankment) from and to the south-west of Meadley's Clough, which intended Embankment (No. 3) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places of Skeffling, Weeton, Welwick (parish and township), and Sunk Island, in the said East Riding, and the bed and shore of the river Humber.

To alter or narrow the channel of the river Humber, and to alter, divert, narrow, or stop up the Patrington North Channel, the Patrington West Channel, and the Patrington Haven, and all or any other inlets, channels, creeks, or waters upon the site of the proposed embankments and works, so far as may be necessary or expedient in connection with, or may be incidental to the construction of the said embankments and works.

To purchase and acquire lands and hereditaments by compulsion and agreement for the purposes of the Bill, and to sell, lease, allot, or appropriate any lands which they may from time to

time or at any time acquire, under or by virtue of the provisions of the Bill.

To raise capital by the issue of shares and by borrowing or otherwise. And by the said Bill provision will be made for effecting the purposes following, or some of them, that is to say:—

To vest in the Company, subject to the provisions of the Bill, the lands and hereditaments to be reclaimed by means of the embankment, and of the other works from time to time to be executed by the Company, and to vary or extinguish all rights or claims whatsoever in or affecting all lands to be acquired by or vested in the Company under the provisions of the Bill.

To confer upon the Company and all persons and corporations having estates or interests in adjoining lands (including the Crown) full powers of entering into and carrying into effect contracts and arrangements for or with reference to the construction and maintenance of the proposed embankment or works of the Company, or with reference to any contribution to be made by any such persons or corporations to the undertaking of the Company, or the payments or allowances to be made by any such persons or corporations to the Company in respect of the benefit to arise to the lands or property of any such persons or corporations by the construction of the works or any part of the works of the other of them.

To confer upon all persons and corporations (including the Crown) having limited powers, or who, but for the provisions of the intended Act, would be incapacitated to convey lands to the Company, full powers of conveying to the Company any lands or hereditaments necessary or desirable for the purposes of the Company, or any interest therein, and of entering into and carrying into effect contracts or agreements with the Company with reference thereto, and to confer upon such persons and corporations full power of contributing funds for the purposes of and taking and holding shares in the undertaking of the Company, and to charge their lands and property with the moneys so contributed.

To provide for the appointment of Commissioners for the permanent maintenance of the embankment, and to confer powers of levying assessments on the reclaimed lands or some of them for that purpose.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges, and it is also intended 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 Acts of Parliament following (that is to say):— 1st George 3, cap. 35, relating to (amongst other things) the scouring and cleansing of Patrington Creek or Haven; 14th George 3, cap. 107, for draining and preserving certain parts of Holderness, in the East Riding of the county of York; and 20th George 3, cap. 89, enlarging the term and powers of the said Act of 1st George 3, cap. 35.

And notice is hereby further given, that plans and sections of the intended embankments, showing the lines and levels thereof, with a book of reference to such plans, and plans of the lands and hereditaments intended to be taken compulsorily or vested in the Company, under the provisions 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 instant, be deposited for public inspection at the office of the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in that riding and county, and that on or before that day a copy of so much of the said plans, sections, and books 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 of so much of the plans as relates to each of the parishes or extra-parochial places in which the lands and hereditaments intended to be taken by compulsion or vested in the Company are situate, and of the book of reference to such plans and a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence, and that on or before the 28th 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 16th day of November, 1865.

Brooksbank and Galland, 14, Gray's Inn-square, Solicitors for the Bill.

In Parliament—Session 1866.

London, Worcester, and South Wales Railway. (Deviation.)

(Powers to Make Deviation Railways, and to Alter the Levels of a Portion of their Authorised Railway—to Abandon Portions of Authorised Railways for which the Intended Deviation Railways will be substituted—Amendment of Acts.)

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

To authorise the Company to make and maintain the following deviation railways in substitution of part of the railways authorised by "The London, Worcester, and South Wales Act, 1865" (that is to say)—

1. A deviation railway (No. 1) commencing in the parish of Abbots Morton, in the county of Worcester, by a junction with the authorised Railway No. 1 of the London, Worcester, and South Wales Railway, in or near a field numbered 26 in that parish on the plans and sections deposited in respect of the said authorised railway, and referred to in the London, Worcester, and South Wales Railway Act, 1865, and terminating in the parish of Grafton Flyford, in the county of Worcester, by a junction with the said authorised Railway No. 1, in a field numbered 2 in that parish and shown on the said deposited plans, which said intended deviation railway and the works connected therewith will be made from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Abbots Morton, Rouse-Lench, Dormstone, Kington, Abberton, Flyford Flavel, Grafton Flyford, and Inkberrow, in the said county of Worcester.

2. A deviation railway (No. 2) commencing in the parish of Warndon, in the county of Worcester, by a junction with the said authorised railway (No. 1) in a field No. 29 in that parish on the said deposited plans, and terminating in the parish of Claines, in the city of Worcester, by a junction with the said authorised Railway No. 1, in a field No. 28 in that parish on the said deposited plans, which said intended deviation railway and the

works connected therewith will be made from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Warndon and Claines, in the county of Worcester, and Claines, in the city of Worcester.

3. To alter and deviate from, vertically, the levels, as shown in the sections deposited in respect of the Railway No. 2, authorised by the said Act, commencing in the parish of Claines, in the city of Worcester, at or near a point on the said sections, being four chains from the commencement of the said Railway No. 2, and terminating in the parish of St. Nicholas, in the city of Worcester, at the termination of that railway, as shown in the said deposited sections, which said intended alteration of levels will be made from, in, through, or into, the several parishes following, or one of them, that is to say, Claines and St. Nicholas, in the city of Worcester.

To enable the Company to abandon so much of their authorised Railway No. 1 as will be rendered unnecessary by or in consequence of the construction of the deviation railways, above described, and to confer upon the Company with respect to such deviation railways all the powers, rights, and privileges belonging to the Company with respect to the authorised railways.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended deviation railways, or some of them, and the works connected therewith, and to vary or extinguish all existing rights and privileges in any manner connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended deviation railways, or some of them, and the works connected therewith, and to confer other rights and privileges, and also to cross, alter, divert, and stop up the highways, turnpike, and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended deviation railways, or some of them, and the works connected therewith, and to levy tolls, rates, and charges for, or in respect of, the use of the said intended deviation railways, or some of them, and the works connected therewith, and to grant exemptions from such tolls, rates, and charges, and to confer other rights and privileges relating thereto, and also to confer upon the Company with respect to the intended deviation railways, or some of them, and the works connected therewith, all the rights, privileges, and authorities which by the London, Worcester, and South Wales Railway Act, 1865, were conferred upon the Company with respect to the railways thereby authorised.

To alter, amend, enlarge, or repeal, so far as may be necessary, the provisions of "The London, Worcester, and South Wales Railway Act, 1865." The intended Act will incorporate with itself some or all of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railway Clauses Consolidation Act, 1845;" and "The Railway Clauses Act, 1863."

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections describing the line, situation, and levels of the intended deviation railways and the lands, houses, and other property proposed to be taken, or which may be taken, for the purposes

thereof, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses, and other property, and also a published map with the intended deviation line of railways 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 said 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in the said county; and with the Clerk of the Peace for the city of Worcester, at his office in the said city; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the aforesaid parishes will, together with a copy of this notice, be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

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

Dated the 7th day of November, 1865.

George Pell, 3, Westminster Chambers, Victoria-street } Solicitors
for
Jones and Son, Alcester } the Bill.

Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1865–1866.

Liverpool Sewage Utilisation.

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 any of the following purposes (that is to say)—

To incorporate a Company, hereinafter referred to as “the Company.” To enable the Company to acquire by purchase, lease, or otherwise, the whole or part of the sewage and sewage matter now or at any time hereafter flowing through or into any of the reservoirs, sewers, or channels, now or at any time hereafter vested in or belonging to the mayor, aldermen, and burgesses of the borough of Liverpool, hereinafter referred to as “the Corporation,” and to collect, convey, sell, distribute, and utilise such sewage and sewage matter; and to enter into agreements with the corporation or with the council of the said borough, and with any corporations, public bodies, or persons, for the purposes aforesaid, or any of them.

To enable the corporation and the said council, and any corporations or public bodies and persons, to enter into contracts for all or any of the purposes aforesaid with the Company.

To enable the corporation or the said council, by any such agreement, to agree with the Company for the execution by the Company of any powers vested in the corporation or the said council, in relation to sewerage, either permanently or otherwise, and generally upon such terms and conditions as the parties may see fit.

To confirm any agreements in relation to any of the matters aforesaid which may be made before the passing of the intended Act.

No. 1.—To enable the Company to make, maintain, alter, and extend a main conduit, or pipe conduits, or pipes, with all necessary works and conveniences connected therewith, hereinafter called No. 1, to commence at a point in the parish

of Walton-on-the-Hill, in the township of Kirkdale, in the county of Lancaster, near to the Sandhills-lane Canal Bridge, on the south-west side of Commercial-road, and on the west side of Sandhills-lane, where the Sandhills-lane joins the Commercial-road, all within the borough of Liverpool, passing thence from, through, or unto all or some of the several parishes, townships, and extra-parochial or other places following (that is to say), Commercial-road to its junction with Stanley-road, along Stanley-road to its junction with Baliol-road, along Baliol-road to its junction with Merton-road, near the Bull Inn, thence along the road on the west side of Bootle Village, thence along Litherland-road to Linacre-lane, thence along Linacre-lane to the westerly end of Watts-lane, thence northerly to Park-lane, along Park-lane to Captain's-lane, along Captain's-lane to Blindpool-lane, thence along Moss-lane, Edge-lane, Windles Green-lane, Virgin's-lane, to Ince-road, along Ince-road, Ince-lane, Moor-lane, Lady Green-lane, Scaffold-lane, North End-lane, Hill-lane, across or under the River Alt, at a point known as Alt Bridge, along the road passing through the villages of Little Altcar and Formby, thence along Gores-lane, Massams-lane, West-lane, to Cloven-le-Dale or Clovenly-Dale, terminating on an area or tract known as the Sandhill or Rabbit Warrens, lying between the Irish Sea and the Lancashire and Yorkshire Railway, all situated within the parishes of Walton-on-the-Hill, Sefton, Aughton, Halsall, and Formby, in the townships of Kirkdale, Bootle-cum-Linacre, Orrell, Orrell and Ford, Sefton, Thornton, Little Crosby, Ince Blundell, Altcar, Formby, Walton-on-the-Hill, Raven Moels, Ainsdale, Birkdale, all in the county of Lancaster.

No. 2. To enable the Company to make, maintain, alter, and extend a main conduit or pipe; conduits or pipes, with all necessary works and conveniences connected therewith, hereinafter called No. 2, joining the aforesaid pipe or conduit, pipes or conduits, called No. 1, where Buckley Hill-lane joins Edge-lane, in the parish and township of Sefton, in the county of Lancaster; thence along Buckley Hill-lane, Brickwall-lane, through the village of Sefton; thence along Bridge's-lane, crossing the Alt at Dover's-bridge; thence along Sefton-lane to the Red Lion-bridge across the Leeds and Liverpool Canal; thence along the public road, highway, or turnpike-road passing through the village of Maghull to a point near to Brookside Cottage; thence along the public road or lane to the Plough Inn at the junction with Smith's-lane; thence along the public road or highway across Holmes-bridge crossing the aforementioned canal; thence to Lydiate; thence along Maircough-lane to Downholland, crossing the aforementioned canal at Downholland-bridge; thence along Delf-lane to Haskayne-bridge, across the aforementioned canal; thence onward past the village of Haskayne; thence along Warnshaw-lane to the junction of the roads at the Blue Bell Inn; thence by the public road or highway known as New-street, through the village of Halsall; thence by Gorsay Field-lane; thence by the malt kilns along Gorsuch-lane; thence along the westerly side of Scarisbrick Park by Fleet-street, past Fleet-street House and along Fleet-street, across the Black-brook by Otterstye-bridge, along Meols Cop, past Brown Edge, to the point where Meols Cop forms a junction with Foul-lane; thence along Foul-lane, under the branch of the Lancashire and Yorkshire Railway between Wigan and Southport; thence along Long-lane to its junction with Row-lane, along Row-lane to the point where Mill-lane joins Row-lane; thence

through Churchtown and across the stream called The Pool at Churchbridge; thence along Bankfield-lane through the village called Crossens into the marshside sands at low-water mark, near to the foot-bridge over the floodgates, near to the village of Crossens, in the parish and township of North Meols, in the county of Lancaster, all situated within the several parishes and townships hereinafter mentioned, that is to say:—Sefton, Halsall, Aughton, Halsall, Scarisbrick, and North Meols, in the township of Sefton; Lunt, Maghull, Lydiate, Downholland, Haskayne, Halsall, Snape, Scarisbrick, and North Meols, all situated in the county of Lancaster.

No. 3. To enable the Company to make, maintain, alter, and extend a main conduit or pipe, or conduits or pipes, with all necessary works and conveniences connected therewith, forming a junction with aforesaid No. 1 at a point near the Roman Catholic Chapel, in the parish and township of Formby, in the county of Lancaster; thence along Watch Yard-lane, Danesgate-lane, to its junction with Eight Acre-lane, along Eight Acre-lane to its junction with Pasture-lane; thence along Wham-lane to its junction with North School-lane, along North School-lane to Pools-lane, thence along the public road or highway to Ainsdale, past Whitehouse Four-lane ends smithy house to Branks-end; thence along Church-gate through Charnley's Hills, passing by the westerly end of Whain-lane to Mill-lane, along Mill-lane to Mill House; thence along Snuttering-lane, past the Trap Inn; thence along Church-gate, under the Lancashire and Yorkshire Railway, past Little London, to where Church-gate forms a junction near the rectory in Row-lane, along Row-lane to its junction with Long-lane; then to form a junction with the pipe or conduit, pipes or conduits, described as No. 2, in the parish and township of North Meols, in the county of Lancaster, in the several parishes of Formby, Halsall, and North Meols, and townships of Formby, Walton-on-the-Hill, Ainsdale, Birkdale, North Meols, all in Lancashire.

To enable the Company to make, maintain, alter, and extend all necessary and convenient pumping stations, pumps, pipes, works, and conveniences for the intercepting the sewage and sewage matter aforesaid, and conveying and distributing the same, and to do and execute all such works, acts, matters, and things as may be necessary or convenient for effecting the purposes aforesaid.

To cross, stop up, alter, or divert, for the purposes of the Bill, and either temporarily or permanently, and to break up and interfere with any turnpike or other roads, highways, footpaths, streets, railways, tramways, aqueducts, streams, rivers, bridges, sewers, drains, ways, and water courses within or adjoining the parishes, townships, and places aforesaid, or any of them.

To purchase or acquire, permanently or temporarily, lands, houses, and hereditaments, for the purpose of improving the same by means of sewage and sewage matter, and to dispose of such lands, houses, and hereditaments, by way of sale, letting, or otherwise, for purposes of profit, and to acquire, permanently or temporarily, other lands, houses, easements, and hereditaments, for the purposes of the intended works and of the Bill, and to dispose of the same by sale or otherwise.

To confer on the Company all other rights and privileges necessary and convenient for carrying into effect the objects of the Bill, and to vary or extinguish all such existing rights and privileges as will interfere with any of those objects.

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

The Bill will incorporate "The Companies Clauses Consolidation Act, 1845," "The Companies Act, 1863," and any other consolidation Act applicable to the objects thereof.

The Bill will repeal, alter, or amend any Act of Parliament relating to the borough of Liverpool, or affecting the parishes, townships, or places aforesaid which may interfere with the object of the Bill.

Printed copies of the Bill for effecting the objects specified in this notice, or some of them, will, on or before the 23rd day of December next, be deposited in the Private Bill office of the House of Commons.

Dated this 14th day of November, 1865.

Lace, Banner, Littledale, Gill, and Bardswell,
Union-court, Castle-street, Liverpool, Solicitors for the Bill.

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

Commercial Union and Argus Assurance Companies.

(Amalgamation—Confirmation of Agreements made or to be made—Annulment of Deeds of Settlement—Repeal of Act—Dissolution of Argus Company—Incorporation of Commercial Union Assurance Company—Capital—Debt—Funds—Security for Argus Policy Holders, &c.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session, for an Act for all or some of the purposes following:

1. The merger of the Argus Life Assurance Company (hereinafter called the Argus Company) in and their amalgamation with the Commercial Union Assurance Company, and in order thereto the confirmation subject to the provisions of the intended Act of any agreement made or hereafter to be made between the two Companies.

2. The annulling in whole or in part of the respective deeds of settlement of the two Companies.

3. The repeal of the Act of the 5th and 6th years of the reign of His late Majesty King William the 4th, cap. 76, intituled "An Act to enable the proprietors or shareholders in the 'Argus Life Insurance Company' to sue and be sued in the name of any one of their Directors, or Chairman or Secretary for the time being of the said Company."

4. The dissolution of the Argus Company.

5. The incorporation of the Commercial Union Assurance Company under The Companies Clauses Consolidation Act, 1845, or under some of the provisions thereof, and with such (if any) variations thereof as may be deemed requisite or expedient, or as may be prescribed by the intended Act.

6. The regulation of the capital and debt and funds of the Commercial Union Assurance Company.

7. The providing for the security of the holders of policies of the Argus Company.

8. The making of all incidental provisions.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd of December, 1865.

Dated this 22nd day of November, 1865.

Thomas and Hollams, Mincing-lane, London,
Solicitors for the Bill.

Tottenham and Hampstead Junction Railway.

(Additional Capital; Division of Shares; Powers to the Midland and Great Eastern Railway Companies to Subscribe and Raise Capital; Powers of Lease or Sale to or Amalgamation with Midland Railway Company and Great Eastern Railway Company; Amendment of Acts.)

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

To authorise the Tottenham and Hampstead Junction Railway Company (hereinafter called "the Company"), for the general purposes of their undertaking, to raise further sums of money by the creation and issue of new shares or stock in the capital of the Company, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or by any such means; and also to empower the Company to create and issue, in preferred half shares and deferred half shares, all or any part of the capital which they are now authorised to raise, or which may be raised, under the powers of the intended Act.

To empower the Midland Railway Company and the Great Eastern Railway Company, or either of them, to take and hold shares in and subscribe towards the additional capital of the Company proposed to be raised under the powers of the intended Act, and to empower the Midland Railway Company and the Great Eastern Railway Company either jointly or separately 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 which the Company are now authorised to issue and raise, or which may be issued and raised under the powers of the intended Act.

To authorise the Company to lease, either in perpetuity or for a limited period, or to sell and transfer their undertaking, and all the railways, stations, works, land, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof, now or hereafter vested in or belonging to or enjoyed by the Company, or which they are authorised to construct, purchase, or acquire, and either before or after the completion thereof to the Great Eastern Railway Company and the Midland Railway Company (hereinafter referred to as the two Companies) jointly, or to either of the two Companies separately, or partly to one Company, and partly to the other Company; and to authorise the two Companies jointly, or either of them separately, to take such lease, or to make such purchase and accept such transfer upon such terms and conditions, and for such considerations and at such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the intended Act, and upon such lease or sale and transfer to authorise the two Companies jointly, or either of them separately, in the case of a lease during the continuance thereof, and in the case of a purchase absolutely and for ever, to exercise and enjoy all the rights, powers, privileges, authorities, obligations, claims, and demands of the Company, whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates, and charges, the running over, use, and working of other undertakings or otherwise.

To authorise the merging, union, consolidation, or amalgamation from and after such period, and

upon such terms and conditions, and for such considerations 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 intended Act of the undertaking, railways, works, stocks, shares, property, rights, powers and privileges of what nature or kind soever of the Company, or some part thereof, in or with those of the two Companies, or either of them, or partly in or with those of the Midland Railway Company, and partly in or with those of the Great Eastern Railway Company.

To authorise the Company, and their proprietors and creditors, to accept, in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rent charges, annuities, and securities of the Midland Railway Company and the Great Eastern Railway Company, or either of them, and to classify, define, enlarge, vary, and regulate the capital, stocks, shares, and securities, priorities, charges, rights and privileges of the proprietors and creditors of the Company, the Midland Railway Company, and the Great Eastern Railway Company, or either of them, upon such purchase or amalgamation.

To empower the Midland Railway Company, and the Great Eastern Railway Company, or either of them, for all or any of the purposes of the intended Act, to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing on mortgage or bond, or by any of such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors.

To authorise the Company and the two Companies, or either of them, to enter into, and carry into effect, agreements and arrangements with respect to all or any of the matters aforesaid, and to confirm and give effect to any agreements or arrangements made, or which prior to the passing of the intended Act may be made, between any of the said Companies with reference to all or any of the said matters.

To provide for the dissolution of the Company and the winding-up of their affairs.

To alter, amend, extend, and enlarge, and if need be to repeal, all or some of the provisions of the following local and personal Acts, or some of them (that is to say):—"The Tottenham and Hampstead Junction Railway Act, 1862;" "The Tottenham and Hampstead Junction Railway Act, 1863;" "The Tottenham and Hampstead Junction Railway Act, 1864;" "The Tottenham and Hampstead Junction Railway Act, 1865;" and any other Acts relating to the Company; "The Great Eastern Railway Act, 1862," and any other Acts relating to the Great Eastern Railway Company; 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland 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.

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

H. Toogood, 16, Parliament-street, Westminster;

Solicitors for the intended Act.

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

In Parliament.—Session 1866.

Macclesfield, Knutsford, and Warrington
Railway.

(Incorporation of Company; Power to make Railways from Macclesfield to Knutsford and Warrington; Compulsory purchase of Lands; Tolls; Power to the London and North-Western, the Manchester, Sheffield and Lincolnshire, the Great Northern, the Midland, and the North Staffordshire Railway Companies to subscribe; Running Powers over the Warrington and Stockport and the Cheshire Midland Railways, and Use of Stations, Traffic Arrangements; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill, and to pass an Act to incorporate a Company, for making and maintaining the Railways herein-after mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz. —

Railway No. 1.

A railway commencing in the township and borough of Macclesfield, in the parish of Prestbury, in the county of Chester, at or near a dwelling-house, belonging to Charles Brocklehurst, Esquire, and formerly in the occupation of James Frost, deceased, twenty-eight yards or thereabouts, north-west of the point where the public street or road called "Brunswick-hill" forms a junction with the road leading from Hibel-road to Waters-green, and terminating in the parish of Grappenhall, in the said county of Chester at a point in or near a certain field called "Further Brook Field," belonging to William Hall, and occupied by William Bellhouse and others, which field is in part bounded on the south-westerly side thereof by a field called "Near Brook Field," belonging to the said William Hall, and occupied by the said William Bellhouse and others; and by other part thereof by a certain field called "Far Meadow," belonging to the Reverend Thomas Greenall, and occupied by John Mainwaring; and on the north-westerly side thereof by a certain field called "Half Acre," belonging to the said Thomas Greenall, and occupied by the said John Mainwaring; on the north-easterly side thereof, by a certain field called "Kenny Field," belonging to the said William Hall, and occupied by the said William Bellhouse and others; and on the south-easterly side thereof by a brook or stream called "Godley Ford Brook," and which said point is distant fourteen yards or thereabouts, measured in a north-westerly direction from the middle of the said brook or stream; and which said intended railway will pass from, in, through, or into the several parishes, townships, or extra-parochial and other places following, or some of them (that is to say): Prestbury, Macclesfield, Titherington, Upton, Fallibroome, Mottram, Saint Andrew, Alderley, Over Alderley, Nether Alderley, Great Warford, Wilmslow, Chorley, Bollin-Fee, Pownall-Fee, Fulshaw, Mobberley, Nether Knutsford, Over Knutsford, Ollerton, Bexton, Rostherne, Marthall-with-Little Warford, Over Tabley, Mere, High Leigh, Great Budworth, Aston-by-Budworth, Hull, and Appleton, Lymm, and Grappenhall, all in the county of Chester.

Railway No. 2.

A railway commencing in the said parish of Grappenhall, by a junction with the last described railway (No. 1), at or near the hereinbefore described termination thereof, and termi-

nating in the parish of Warrington, in the county of Lancaster, at a point in or near a certain field belonging to John Ireland Blackburne, Esquire, and occupied by James Welsby, and which field is bounded on the south-westerly side thereof by an occupation road leading from Manchester-lane to other lands of the said John Ireland Blackburne, and occupied by the said James Welsby and another, on the north-westerly side by a certain field belonging to the said John Ireland Blackburne, and occupied by the said James Welsby and another, on the northerly side, in part by a certain field belonging to the said John Ireland Blackburne, and occupied by the said James Welsby, and on other part thereof by a certain field belonging to the said John Ireland Blackburne, and occupied by William Ford, and on the south-easterly side in part by an osier bed and stream belonging to the said John Ireland Blackburne, and occupied by Benjamin Hutchinson, and another, on other part thereof by a certain field and stream belonging to the said John Ireland Blackburne, and occupied by the same James Welsby and another, and on other part by a certain field belonging to the said John Ireland Blackburne, and occupied by the said James Welsby, and which said point of termination is distant two hundred yards or thereabouts, measured in an easterly direction from the easterly corner of the wall bounding the dwelling-house and grounds, situate in Manchester-lane aforesaid, belonging to the said John Ireland Blackburne, and occupied by John Fitchett Marsh, Esquire, and which said intended railway will pass in, through, or into the several parishes, townships, or extra-parochial and other places following, that is to say, Grappenhall and Latchford, in the county of Chester, and Warrington and Poulton-with-Fearnhead, in the county palatine of Lancaster.

Railway No. 3.

A railway wholly situate in the said parish of Warrington, commencing by a junction with the last described railway (No. 2), at or near the hereinbefore described termination thereof, and terminating at a point in the south-easterly corner of a certain garden belonging to James Edleston, and occupied by Alexander Mackie, and which said garden is bounded on the northerly side by the dwelling-house and grounds belonging to the said James Edleston, and occupied by the said James Edleston and the said Alexander Mackie, and on the easterly side by a certain timber yard belonging to William Besmont, Esquire, and occupied by Abraham Mettram, and on the westerly side by a certain street or public highway called Winwick-street, and which said point of termination is distant forty-nine yards or thereabouts, measured in an easterly direction from the said street or public highway called Winwick-street, and twelve yards or thereabouts, measured in a northerly direction from the north-westerly corner of the yard belonging to the Educational Society's School, in Newton-street, in the said parish of Warrington.

Railway No. 4.

A railway wholly situate in the said parish of Warrington, commencing by a junction with the hereinbefore described railway (No. 2) at or near the hereinbefore described termination thereof, and terminating by a junction with the authorised railway (No. 1) of the Manchester, Sheffield, and Lincolnshire Railway, in an orchard numbered 100 on the plans referred to in "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," and depo-

sited with the Clerk of the Peace for the county palatine of Lancaster in respect of that railway.

Railway No. 5.

A railway wholly situate in the parish of Nether Knutsford, in the county of Chester, commencing by a junction with the hereinbefore described railway (No. 1) at a point in or near a certain pond or pit on the northerly side of a certain field belonging to John Pennington Legh, Esquire, and occupied by Henry Taylor, and which said field is bounded on the northerly side thereof in part by a field belonging to the said John Pennington Legh, and occupied by the said Henry Taylor; and on other part thereof by another field belonging to the said John Pennington Legh, and occupied by the said Henry Taylor; on the southerly side thereof by an occupation road, leading from Cross Town, in Nether Knutsford aforesaid, to a field situate in the township of Over Knutsford, in the said parish, belonging to the Dean and Chapter of the Cathedral Church of Christ, in Oxford, and occupied by the said Henry Taylor; on the easterly side thereof, by the said last-mentioned field; and on the westerly side in part by a field belonging to and in the occupation of Henry Long, Esquire, on other part thereof by another field, also belonging to and in the occupation of the said Henry Long, and on other part thereof by a field belonging to the said John Pennington Legh, and occupied by the said Henry Taylor, and which said point of commencement is distant three hundred and fifty yards or thereabouts, measured in a south-easterly direction from the water-tank or tower belonging to the Knutsford Gas and Water Company Limited, and terminating by a junction with the Cheshire Midland Railway at or near a point on that railway distant one hundred and twenty-five yards, or thereabouts, measured in a north-easterly direction along that railway from the centre of the bridge carrying that railway over King-street, in Nether Knutsford aforesaid.

Railway No. 6.

A railway wholly situate in the said parish of Grappenhall, commencing by a junction with the hereinbefore described railway (No. 1) at a point in a certain field called "Old Marled Earth," belonging to Joseph Leigh, Esquire, and occupied by Charles Eaton, which field is bounded on the north-easterly side thereof by the turnpike-road leading from Knutsford to Warrington, and on the westerly side thereof by a field called "Carr Field," belonging to the said Joseph Leigh, Esquire, and occupied by the said Charles Eaton, and which said point of commencement is distant twenty-four chains, or thereabouts, measured in a south-easterly direction from the Duke of Bridgewater Canal, and terminating at a point in or near a certain piece of arable or garden ground called "Cabbage Croft," belonging to the said Joseph Leigh, Esquire, and occupied by the said Charles Eaton, and which said piece of arable or garden ground adjoins an occupation road running along the southerly bank of the said Duke of Bridgewater Canal, and which said occupation road leads from the said turnpike-road to Grappenhall, and which said last-mentioned point of termination is distant sixteen chains, or thereabouts, from the said turnpike-road measured along the said occupation road.

Railway No. 7.

A railway wholly situate in the said parish of Grappenhall, commencing by a junction with the hereinbefore described railway (No. 1) at or near the hereinbefore described termination thereof

and terminating by a junction with the Warrington and Stockport Railway, at or near a point on that railway, distant thirty yards or thereabouts, measured in an easterly direction along that railway from the gatekeeper's house, erected at the point where the turnpike-road from Knutsford to Warrington crosses that railway on the level.

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

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

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

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

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

To 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 beforementioned Companies now constructed, or authorised to be constructed, and now or hereafter belonging jointly or severally to or under the joint or several management or regulation of any or either of them, their lessees or assigns, or from, to, or over the railways referred to in the "Birkenhead Railway (Vesting) Act, 1861," as the Birkenhead Railway, or any part or parts thereof, 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 arbitration, or to the

Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and 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, 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 hereinbefore mentioned Railway Companies, or any or either of them, 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 railways of the Company, and the railways of the hereinbefore mentioned Railway Companies, or any or either of them, and the fixing and division between the said Companies of the receipts arising from such traffic.

To authorise the Company, their officers and servants, to run over, work, and use with their engines and carriages, for the purposes of their traffic, so much of the Warrington and Stockport Railway as lies between the junction therewith of the intended railway, severally hereinbefore described, and Warrington, and so much of the Cheshire Midland Railway as lies between the junction therewith of the intended railway, fifthly hereinbefore described, and Nether Knutsford, and also to use the stations (including the stations at Warrington (Arpley), and Nether Knutsford), booking offices, sidings, the watering places, and conveniences of those portions of railway respectively, upon such terms, and under such payments, and upon such conditions as shall be mutually agreed upon, or as in case of dispute, or in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz.: 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 156, and 113; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 77, 78, and 320; and 28 and 29 Vic., caps. 248, 327, and 378. The following Acts relating to the Great Northern Railway Company, viz.: 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; the 23 and 24 Vic., cap. 168; the 24 and 25 Vic., cap. 70; the 25 and 26 Vic., cap. 1; the 26 and 27 Vic., caps. 147, 191, and 203; the 27 and 28 Vic., caps. 49, 124, 202, 212, 242, and 243; and 28 and 29 Vic., caps. 105, 182, 216, 327, 330, and 331. The following Acts relating to the Midland Railway Company, viz.: 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic.,

caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 164, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 178, 335, and 359. The following Acts relating to the London and North-Western Railway Company, viz.: 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359; 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77, 79, and 111; 24 and 25 Vic., caps. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic., caps. 55, 66, 86, 98, 104, 198, 208, 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 Cheshire Midland Railway Company, viz.: 23 and 24 Vic., cap. 90; 24 and 25 Vic., cap. 113; and 26 and 27 Vic., cap. 147. The following Acts relating to the North Staffordshire Railway Company, viz.: 9 and 10 Vic., caps. 84, 85, and 86; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 88; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 Vic., cap. 42; 24 and 25 Vic., cap. 71; 26 and 27 Vic., cap. 158; 27 and 28 Vic., caps. 118, 232, 308 and 309; 28 and 29 Vic., cap. 339. The following Acts relating to the Birkenhead Railway Company, viz.: 24 and 25 Vic., cap. 134; 25 and 26 Vic., cap. 143. The following Acts relating to the Warrington and Stockport Railway Company, viz.: 14 and 15 Vic., cap. 71; 16 and 17 Vic., caps. 122 and 218; and 21 and 22 Vic., cap. 150, and any other Act or Acts relating to those Companies, or any or either of them.

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

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

And notice is hereby further given, that printed copies of the 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.

Parrott, Colville, and May, Macclesfield;
Robt. Wm. Bennett, Manchester and Knutsford;
Wyatt and Metcalfe, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

Bristol Port Extension Railway.
(Extension of Railway to Wapping Dry Dock—Further Money Powers—Extension of Time for Purchase of Lands and Completion of Railway—Repeal or Amendment of Section 61 of Bristol Port Extension Railways Act, 1864—Division of Shares into Half-shares—Regulation of Capital—Amendment of Act.)

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

To amend "The Bristol Port Extension Railways Act, 1864," or to repeal or amend some of the provisions thereof.

To empower the Bristol Port Extension Railway Company (hereinafter called "the Company") to make and maintain a railway or tramway (with all proper stations, approaches, works, and conveniences connected therewith), commencing in the parish of St. Stephen, in the city and county of Bristol, by a junction with the railway (No. 4) described in and authorized by "The Bristol Port Extension Railways Act, 1864," on the public quay called "The Grove," at a point marked 5 furlongs on the plans deposited with the Clerk of the Peace for the city and county of Bristol for and referred to in that Act, and terminating in the parish of Bedminster, in the city and county of Bristol, at a point 70 yards or thereabouts from and to the westward of the entrance gates of the dock yard of Wapping Dry Dock, which said intended railway or tramway will be wholly made within the parishes of St. Stephen and Bedminster.

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

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

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

To purchase, by compulsion and by agreement, lands, houses and hereditaments, for the purposes of the intended works :

To purchase, by compulsion or otherwise, lands in the parishes of St. Stephen and Bedminster, aforesaid, or one of them, for any of the purposes mentioned in section 45 of "The Railways Clauses Consolidation Act, 1845."

To vary or extinguish any rights or privileges, connected with such lands, houses, and hereditaments :

To levy tolls, rates, and duties upon or in respect of the said intended railway or tramway and works, to alter the tolls which the Company are authorised to take on their authorised line, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties :

To apply to the purposes of the proposed railway or tramway and works, and of the Bill, any part of the funds which the Company are now authorised to raise, and which may not be required for the purposes of their now authorised undertaking, and to raise further money for the purposes aforesaid, by borrowing, and by the creation of new shares and stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special privileges :

To extend the respective periods limited by "The Bristol Port Extension Railways Act, 1864," for the compulsory purchase of lands and houses, and for the completion of the railways and works thereby authorised :

To repeal, modify, or amend the provisions of the 61st section of "The Bristol Port Extension Railways Act, 1864," relating to agreements to be made in pursuance of the 60th section of the same Act, between the Company and other companies mentioned in the said section :

To enable the Company to divide the shares, or some of the shares, in their capital into half-shares, and to issue in half-shares any portion of their capital already created, and to attach a preference or priority of dividend or interest, or other special privileges, to any of such half-shares :

To define, classify, and regulate the capital of the Company :

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

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the intended railway or tramway and works, together with a book of reference to such plans, a published map, with the line of the intended railway or tramway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish, from, in, through, or into which the said railway or tramway 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 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.

James Wheeler, 4, Victoria-
street, Westminster,
Osborne, Ward and Co., Bristol, } Solicitors
for
the Bill.

South-Eastern Railway.

(New Lines at Greenwich, and from Tenterden to Appledore—Alteration of Road and Substitution of Bridge for Level Crossing in the Parish of Saint Mary Magdalen, Bermondsey—Additional Lands for Stations and Works in the Counties of Surrey and Sussex—Abandonment of Portion of Railway authorised by "The South-Eastern Railway Act, 1865"—Powers to Construct Custom-house at Dover—Running Powers to the London, Chatham, and Dover Railway Company, and Working Agreements with them—Running Powers over the North Kent Railway Extension Railway and Pier—Confirmation of Agreement with and Provisions affecting Weald of Kent Railway Company—Arrangements with London and North-Western and North-Western and Charing Cross Railway Companies—Confirmation of Heads of Agreement with those Companies—Powers to Company and London and North-Western Railway Company to guarantee annual or other payments to North-Western and Charing Cross Railway Company, and to appoint Directors of that 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 South Eastern Railway Company (hereinafter called "The Company"), for an Act for the following purposes, or some of them:—

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

A Railway (No. 1) situate wholly in the parish of Greenwich, otherwise St. Alphage, Greenwich, in the county of Kent, to commence by a junction with the Railway No. 1, authorised by "The South-Eastern Railway Act, 1865," at the termination of that railway on the north side of the Greenwich-road, and to terminate by a junction with the Railway No. 2, authorised by the said Act, in a market-garden, numbered 46, in the parish of St. Alphage, Greenwich, on the plans deposited for the purposes of the said Act, and at a point on the said authorised Railway (No. 2) 22 chains, or thereabouts, to the eastward of Conduit-lane.

A Railway (No. 2) to commence in the parish of Tenterden, in the county of Kent, by a junction with the authorised line of the Weald of Kent Railway, in a field belonging to the trustees of the late James Winsor, and in the occupation of Edgar Winsor, and numbered 66, in the said parish of Tenterden, on the deposited plans of the Weald of Kent Railway referred to in the "Weald of Kent Railway Act, 1864," and to terminate in the parish of Appledore, in the county of Kent, by a junction with the Ashford and Hastings Branch of the South Eastern Railway, at a point thereon 14 chains or thereabouts, measured along the said branch in a southerly direction from the south end of the down platform of the Appledore Station, on that branch; which said intended Railway (No. 2) will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) Tenterden, Ebony, otherwise Old Ebony, Stone, Appledore, Fairfield, and Snargate, all in the county of Kent.

A Railway (No. 3) to commence in the parish of Appledore, in the county of Kent, by a junction

with the intended Railway (No. 2) at a point on the eastern side of the public road leading from Appledore to Beckett Bridge level crossing on the Ashford and Hastings Branch of the South-Eastern Railway, 34 chains or thereabouts, measured along that road in an easterly direction from the point where the said road leaves the Royal Military Canal in the said parish of Appledore, and to terminate in the parish of Snargate, in the county of Kent, by a junction with the said Ashford and Hastings Branch of the South-Eastern Railway, at a point thereon 61 chains or thereabouts, measured along the said branch in a northerly direction from the north-east side of the public road level crossing over that branch called or known as Beckett Bridge Crossing; which said intended Railway (No. 3) will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Appledore, Fairfield, and Snargate, all in the county of Kent.

To empower the Company to alter and raise the level of a certain road or street, called St. James's-road, in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey, which road is now crossed on the level by the Bricklayer's Arms Branch of the South-Eastern Railway; such alteration to commence at or near the junction of that road with Gloucester-road, and to terminate at a point 200 yards or thereabouts north of the said level crossing, and to carry the road over the railway by means of a bridge instead of on the level, and to shut up the level crossing, and discontinue all rights of way in respect thereof, which said intended alteration will be wholly made or situate within the said parish of St. Mary Magdalen, Bermondsey, in the county of Surrey.

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 of St. Mary Magdalen, Bermondsey, and St. Mary, Rotherhithe, in the county of Surrey, and Holy Trinity, in the borough of Hastings, and St. Leonards, in the county of Sussex.

To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining the aforesaid parishes and extra-parochial and 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 make lateral deviations from the lines of the works authorised by the intended Act, to the extent defined upon the plans hereinafter mentioned, or as may be prescribed by the said intended Act, and to deviate from the levels of any of the works described on the sections to be deposited as hereinafter mentioned, beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845."

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

To authorise the Company to abandon and relinquish the construction of so much of the Railway No. 2, authorised by "The South-Eastern Railway Act, 1865," as is situate and

lies between the commencement of the said authorised Railway No. 2, at Conduit-lane, and the termination of the said intended Railway, No. 1.

To empower the Company, either alone or jointly with the London, Chatham, and Dover Railway Company, to construct a Custom-house, with waiting-rooms, warehouses, and other conveniences, on the Admiralty Pier, at Dover, in and adjoining the parish of St. Mary the Virgin, at Dover, in the county of Kent; and to make and carry into effect arrangements with any Government departments and Government officers with respect thereto.

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 or either of them, by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any or either of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

To empower the London, Chatham, and Dover Railway Company to run over, work, and use for their traffic, and for the traffic of the Crystal Palace and South London Junction Railway, the intended Railway No. 1, or such portion or portions thereof as may be prescribed by the intended Act, upon payments, terms, and conditions to be defined by the intended Act, or to be (failing agreement) determined by arbitration or otherwise, and such powers will comprise the use of all stations, accommodation, sidings, watering-places, works and conveniences, on or connected with such intended railway, or portions of railway, and to levy tolls, rates, and charges for traffic conveyed by them thereon.

To enable the Company, and the London, Chatham, and Dover Railway Company, to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the said intended Railway (No. 1) and the works connected therewith, or any part or parts thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for their respective undertakings, and the fixing, collecting, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from or in respect of that traffic, and to authorize the appointment of a joint committee for carrying into effect any such contract or agreement as aforesaid.

To authorise the Company to run over, work, and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, and upon payments, terms, and conditions to be (failing agreement) determined compulsorily, by arbitration or otherwise, all or any part of the railways, pier, stations, sidings, approaches, works, and conveniences, whether constructed or authorised, of the North Kent Railway Extension Railway Company, and to levy tolls and charges for traffic conveyed by them thereon, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to require and compel the North Kent Railway Extension Railway Company to afford and render all requisite facilities and services for those purposes.

To sanction and confirm a certain agreement made between the Company and the Weald of Kent Railway Company with respect to the working of the Weald of Kent Railway and other matters, and to authorise and require the said Companies respectively to carry such agreement into effect, and to make provisions for the use and working by the Company of the Weald of Kent Railway, and the stations, works, and conveniences connected therewith, and to enable the Company to levy tolls, rates, and duties for traffic conveyed by them thereon.

To empower the Company, the London and North-Western 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 three 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 three 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 three 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 Company and the London and North-Western 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 Company and the London and North-Western Railway Company 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 Company and the London and North-

Western Railway Company, respectively, to appoint directors of the North-Western and Charing Cross Railway Company.

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 vary and extinguish all rights and privileges inconsistent with, 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.

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 local and personal Acts of Parliament following, or some of them, viz.:—6 Wm. IV., cap. 75; 1 Vic., cap. 98; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic. (Session 2), cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., 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., cap. 343; 3 and 4 Wm. IV., cap. 46; 7 Wm. IV., and 1 Vic., caps. 3, 50, and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., cap. 19; 3 and 4 Vic., caps. 127 and 128; 5 and 6 Vic., cap. 102; and 8 and 9 Vic., cap. 80; and any other Acts relating to the Company; 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 151; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., caps. 54 and 90; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 54, 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 93, 96, 94, 129, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347; and any other Acts relating to the London, Chatham, and Dover Railway Company; and the several Acts relating to the Crystal Palace and South London Junction Railway Company; 25 and 26 Vic., cap. 144; and 27 and 28 Vic., cap. 94; "The Weald of Kent Railway Act, 1864;" "The North Kent Railway Extension Railway Act, 1865;" "The North-Western and Charing Cross Railway Act, 1864;" 9 and 10 Vic., cap. 204, and any other Acts relating to or affecting the London and North-Western Railway Company; and all other Acts relating to the before-mentioned Companies, or either of them.

And notice is hereby further given, that plans and sections relating to the purposes of the said intended Act, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection, as follows (that is to say)—as regards the railways, works, and lands situate in the county of Kent, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and as regards the lands and works situate in the county of Surrey, with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and as

regards the lands and works situate in the county of Sussex, with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place, in or through which the said works are intended to be made, or lands are situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection, as follows:—In the case of the parish of Greenwich, otherwise Saint Alphage Greenwich, with the Clerk of the Greenwich District Board of Works, at his office at Church-street, Greenwich; in the case of the parish of St. Mary, Rotherhithe, with the Vestry Clerk of that parish, at his office at Rotherhithe; in the case of the parish of St. Mary Magdalen, Bermondsey, with the Vestry Clerk of that parish, at his office at Maltby-street, Bermondsey; and in the case of each other parish, 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 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 15th day of November, 1865.

Henry Toogood, 16, Parliament-street, Westminster.

In Parliament—Session 1866.

Spalding and Bourn Railway.
(Extension from Bourn to Saxby; Railway at Spalding; Use of undertakings of Great Northern and Midland Railway Companies; Arrangements with those Companies and with the Norwich and Spalding, Lynn and Sutton Bridge, Great Eastern and Wensum Valley 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 enable the Spalding and Bourn 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 Bourn, in the parts of Kesteven in Lincolnshire, by a junction with the Spalding and Bourn Railway, at or near the spot where the same railway crosses the Long-road, passing through Bourn, Toft-cum-Lound, Wytham-on-the-Hill, Scottlethorpe, Edenhams, Carey, Little Bytham, Holywell, Castle Bytham, South Witham, Lobthorpe and North Wytham, all in the parts of Kesteven; Clipsham and Thistleton, in the county of Rutland; Edmondthorpe, Wymondham, Garthorpe, Freeby and Saxby, in the county of Leicester; and terminating by a junction with the Midland Railway, in the said parish of Saxby, about 265 yards eastward of the Saxby station, and to the eastward of the point where the Midland Railway crosses the road leading from Saxby to Wissendine.

(No. 2. A railway in the parish of Bourn, commencing by a junction with the Bourn and

Essendine line of the Great Northern Railway, at or about 180 yards in a south-westwardly direction from the station-house of the same railway at Bourn; and terminating by a junction with the before described railway (No. 1) in a field belonging to and occupied by George John Nicholls.

(No. 3.) A railway in the parishes of Carey and Little Bytham, in the parts of Kesteven, commencing by a junction with the before described Railway (No. 1) where the same is intended to cross the River Glen, at about 370 yards south-east of the Great Northern Railway station at Little Bytham, and terminating by a junction with the Great Northern Railway at the southern end of the platform of the Little Bytham station.

(No. 4.) A railway situate wholly in the parish of Spalding, in the parts of Holland, in Lincolnshire, commencing by a junction with the Spalding and Bourn Railway, in the field numbered 37 (Railway No. 1) on the plans deposited with the Clerk of the Peace for the parts of Holland, in the month of November, 1861, with respect to the Spalding and Bourn Railway Act, 1862, and terminating by a junction with the Norwich and Spalding Railway at or near and to the west of the spot where the same railway crosses the River Welland.

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

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

To apply their existing funds and any 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 new shares or stock, or to any unissued, or forfeited, or surrendered shares in the existing capital of the Company, any preference or priority of dividend, and any other advantage which the Bill may define.

To enable the Company to purchase of the Right Honourable Lord Willoughby de Eresby, or of the trustees acting under the will of the late Peter Robert late Lord Willoughby de Eresby, a railway known as "The Eidenham Branch Railway," together with the lands, buildings, plant and effects connected therewith, and to enable Lord Willoughby de Eresby and the said trustees to sell and convey the same to the Company, and to authorize the Company at their discretion, or in pursuance of any agreement subsisting with relation to the same railway to close any portions thereof, and to work and use any other portions thereof, and to confirm the articles of agreement made the 20th day of February, 1865, between the Company and the late Lord Willoughby de Eresby, subject to such modifications as may be agreed upon between the Company and the representatives of the said Lord.

To enable the Company on the one hand, and the Great Northern and the Midland 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, and also of the existing Spalding and Bourn 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 of the said railways, and the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance, and also to enable the Company on the one hand, and the Great Northern, the Midland, the Norwich and Spalding, the Lynn and Sutton, the Great Eastern, and the Wensum Valley Railway Companies, or any of them, on the other hand, from time to time to contract concerning the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the mutual use of the said undertakings, 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 require the Companies hereinbefore named, or some of them, 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, and all Companies and persons working or 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, the portions of railway and the stations hereinafter mentioned, together with the watering places, booking offices, warehouses, landing places, sidings, works and conveniences connected therewith respectively, that is to say:—

The Little Bytham station of the Great Northern Railway, together with so much of the same railway as intervenes between the point of junction therewith of the railway thirdly hereinbefore described and the said station.

The station of the Great Northern Railway at Bourn.

The station of the Midland Railway at Saxby, together with so much of the Midland Railway as lies between the point of junction therewith of the railway first hereinbefore described and the said station.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the Spalding and Bourn Railway Act, 1862 (25 and 26 Vic., cap. 199), and any other Acts relating to the Spalding and Bourn Railway Com-

pany; and also the following and any other Acts relating to the Great Northern Railway Company, namely, "The Great Northern Railway Act, 1846" (9 and 10 Vic., cap. 71); also the 7th and 8th Vic., cap. 18, and 8 and 9 Vic., cap. 56, and any other Acts relating to the Midland Railway Company; and also "The Norwich and Spalding Railway Acts, 1853 and 1859," and any other Acts relating to the Norwich and Spalding Railway Company; also the Lynn and Sutton Bridge Railway Acts 1861, 1863, 1864 and 1865; also "The Great Eastern Railway Act, 1862" (25 and 26 Vic. cap. 223), and any other Acts relating to the Great Eastern Railway Company; and also "The Wensum Valley Railway Act, 1864" (27 and 28 Vic., cap. 182).

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 shew their general course and direction; and a copy of this notice will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the parts of Kesteven, at his office at Sleaford; with the Clerk of the Peace for Leicestershire, at his office at Leicester; with the Clerk of the Peace for the parts of Holland, at his office at Boston; and with the Clerk of the Peace for Rutlandshire, at his office at Oakham. 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.

James Wheeler, 4, Victoria-street, Westminster, Solicitor for the Bill.

Great Western Railway.

(Further Powers.)

(New Railways in the Bargoed Valley and to Dowlais, to the Penarth Railway and in the Ely Valley, to Coleford and Moorewood, at Merthyr; Railways or Tramways at Worcester; Railways at Rednal and Oswestry; Stopping up of Osney-road, Oxford; Widening of Botley-road, Oxford; Widening of Bridge at Bloomfield; Deviation of Footpaths at Pontypool-road; Deepening of Glyn Ponds and Construction of Aqueduct for conveying Water therefrom; Alteration of Levels of Gloucester and Newnham Turnpike Road; Additional Lands at Saint Luke's, Chelsea, Saint Mary Abbots, Kensington, Acton, Ealing, Hanwell, Hayes, Hillingdon, West Drayton, Reading, Twyford, Oxford, Babington, Uffington, Gloucester, Newport, Tipton, Shrewsbury, and Stratford-upon-Avon; Extension of time for Sale of Surplus Lands, and for Construction of Branch to Halesowen, and for the Purchase of

Lands for an Embankment at Brettell-lane, Stourbridge, Blakedown, and Hoo Brook; Arrangements with Dowlais Iron Company; Running Powers over certain portions of the Cambrian Railways; Use of Welchpool and Oswestry Stations and certain Roads; Provisions as to Exemption from tolls on Butington and Welchpool Line; Agreements with Cambrian Railways Company as to Joint Stations at Oswestry &c., and through Booking and Traffic Facilities over the Railways of that Company; Transfer of the Wellington and Drayton, Nantwich and Market Drayton, Llangollen and Corwen, Vale of Llangollen, Stourbridge, Henley-in-Arden, Bridport, Berks and Hants Extension, Ely Valley, and Stratford-upon-Avon Railways, and Dissolution of those Companies, and of the Hammersmith and City Railway Company; Lease or Transfer of Tenbury Railway, and Traffic Arrangements with the Tenbury Railway Company; Confirmation of Agreement with Wycombe Railway Company; Provisions as to Joint Stations at Chester, Hereford, Shrewsbury, and Stratford-upon-Avon; Agreements with London and North Western, Midland, and London and South Western Railway Companies; Agreement as to Corwen Station; Agreement with Weymouth and Portland Railway Company with Forest of Dean Central Railway Company, and Advances to that Company; Agreements with Commoners of Malvern, &c., and with Trustees of Worcester Turnpike Roads; Arrangements with Owners of Steamboats; Gauge of the Wycombe and other Railways; Additional Capital and Consolidation of Stocks; Traffic Facilities over Undertaking of Penarth Harbour, Dock, and Railway; Limiting Liability of Company in certain cases of Accident; Abandonment of Authorized Bargoed Branch Railway; Amendment of Acts.

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

To enable the Great Western Railway Company (hereinafter called the Company) to make and maintain the railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

1. A railway commencing by a junction with the Taff Vale Extension of the Newport, Abergavenny and Hereford Railway of the Company, at a point about 570 yards south-eastward of the south-eastern end of the viaduct, which carries that extension over the Bargoed Taff river, and terminating at a point about 390 yards westward of the mill at Melin Bedllwynog, in the Bargoed Taff Valley, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say): Gellygaer, Cefn, Forest, and Merthyr Tydfil, all in the county of Glamorgan.

2. A railway commencing by a junction with the intended Railway No. 1 above described, at or near the termination thereof, and terminating by a junction with the Bargoed or Colly line of the Dowlais Iron Company, about 6½ furlongs north-westward of the present termination of that railway, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Gellygaer, Cefn, Forest, and Merthyr Tydfil, all in the county of Glamorgan.

3. A railway commencing by a junction with the intended Railway No. 2 above described, at or near the termination thereof, and terminating by a junction with the Dowlais Railway, belonging to the Dowlais Iron Company, at a point about 180 yards eastward of the Dowlais Iron Company's Bargoed Rits, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Gellygaer and Merthyr Tydfil, all in the county of Glamorgan.

4. A railway commencing by a junction with the intended Railway No. 3 above described, at or near the point where the Dowlais Iron Company's Bargoed or Colly Railway crosses the fence separating Sengenneth Common from the lands of the Right Honourable Lord Tredegar, and terminating in the town of Dowlais, near the Cae Harris Pond, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Gellygaer, Dowlais, and Merthyr Tydfil, all in the county of Glamorgan.

5. A railway commencing in the parish of Llandaff, by a junction with the railway of the Penarth Harbour, Dock, and Railway Company, at or near the western end of a bridge, under that Company's railway, called or known as the Tanyard Bridge, and terminating in the parish of Saint Mary, Cardiff, by a junction with the South Wales Railway of the Company, at or near the western end of the bridge carrying the South Wales Railway over the River Taff, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Llandaff, Canton, and Saint Mary, Cardiff, all in the county of Glamorgan.

6. A railway commencing by a junction with the South Wales Railway of the Company, at a point 120 yards, or thereabouts, in a westerly direction from a mile post marked 171, and indicating 171 miles on the said South Wales Railway, and terminating by a junction with the intended railway last above described, in a certain piece of vacant land on the northern side of the railway belonging to the Penarth Harbour, Dock, and Railway Company, at a point 210 yards, or thereabouts, in a south-easterly direction from a mile post marked 2, and indicating 2 miles on the said railway of the Penarth Harbour, Dock, and Railway Company, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Canton and Llandaff, all in the county of Glamorgan.

7. A railway commencing in the parish of Llandaff, by a junction with the railway of the Penarth Harbour, Dock, and Railway Company, at or near a bridge carrying that railway over the turnpike road leading from Canton to Leckwith, and terminating by a junction with the intended railway, fifthly above described, in the parish of Llandaff, in a certain enclosure or piece of waste land and garden belonging to the Company, and in the occupation of William Talbot, and which point is 370 yards, or thereabouts, in a westerly direction from the west end of the bridge carrying the South Wales Railway over the River Taff, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Llandaff, Canton, and Saint Mary, Cardiff, all in the county of Glamorgan.

8. A railway commencing by a junction with the Ely Valley Railway, at a point 310 yards, or thereabouts, in a southerly direction from the Footpath Bridge, which footpath leads from the Penrhwiler Colliery to Dinas, and terminating near the mouth of a level belonging to the Blaen Clydach Colliery, in a pasture field which forms part of Blaen Clydach Farm, in the occupation of Thomas Williams and Evan Williams, and which said intended railway will be situate in the parishes of Ystradyfodwg and Llantrissant, in the county of Glamorgan.

9. A railway commencing by a junction with the Ely Valley Railway, at a point 180 yards, or thereabouts, in a northerly direction from the bridge near Lanelay, carrying that railway over the turnpike road leading from Llantrissant to Bridgend, and terminating by a junction with the Mwyndy Branch of the said Ely Valley Railway, at or near a point 660 yards, or thereabouts, in an easterly direction from the level crossing of the said Mwyndy Branch, by the turnpike road leading from Llantrissant to Cowbridge, and which said intended railway will be wholly situate in the parish of Llantrissant, in the county of Glamorgan.

10. A railway commencing by a junction with the Radstock Branch of the Company, at a point about three chains south-eastward of the junction of the Vobster Colliery Railway with the said branch railway, and terminating near the village of Coleford, at a point about 10 chains eastward of the bridge which carries the road from Leigh-upon-Mendip, through Coleford, to Holcombe, over the river at Coleford, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Melts, Babington, Kilmington, Leigh-upon-Mendip, and Holcombe, all in the county of Somerset.

11. A railway commencing by a junction with the railway last above described, at or near the intended termination thereof, and terminating at or near the old engine house of Morewood Colliery, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Leigh-upon-Mendip, Holcombe, Stratton-on-the-Fosse, Stoke-lane, Ashwick, and Chilcompton, all in the county of Somerset.

12. A railway commencing by a junction with the Taff Vale Railway, at or near the level crossing of that railway, which level crossing is situate near to the point where the Dowlais incline communicates with the Taff Vale Railway, and terminating by a junction with the Vale of Neath Railway, at a point about 460 yards south of the south end of the up passenger platform of the Vale of Neath railway station at Merthyr Tydfil, and which said intended railway will be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan.

13. A railway, or tramway, commencing in that part of the parish of Claines, which is in the county of Worcester, by a junction with the siding which connects the West Midland line of the Company with their coal depôt, and terminating in that part of the parish of Saint Martin which is in the city of Worcester and county of the said city, at or near to a house in Pheasant-street in the said parish of Saint Martin, belonging to Messrs. Hill, Evans, and Co., and occupied by Mr. John Yates, and also another railway or tramway commencing in that part of the said parish of Saint Martin which is in the city of Worcester and county of the said city, by a junction with the before-mentioned railway or

tramway, at or near the east side of the said street called Pheasant-street, and terminating in the same part of the said parish, at or near to a house in Saint Martin-street belonging to Mr. James Brookholding Jones, and occupied by Mr. Richard Rogers, and which said intended railways or tramways will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say), parts of the parishes of Claines and Saint Martin, in the county of Worcester, and parts of the same parishes in the city of Worcester and county of the same city.

14. A railway commencing by a junction with the Gobowen and Oswestry Branch of the Shrewsbury and Chester section of the railway of the Company, at a point thereon, near the south end of the bridge which carries such branch over the turnpike road between Whittington and Oswestry, and terminating by a double junction with the line of railway of the Cambrian Railways Company, at a point thereon near to the northern end of the platform of that Company's Oswestry passenger station, which proposed railway will be wholly within the liberties of the town of Oswestry, in the parish of Oswestry, in the county of Salop.

15. A railway commencing within the liberties of the town of Oswestry aforesaid, by a double junction with the said line of the Cambrian Railways Company, at a point thereon at or near to the southern end of the passenger platform of the Cambrian Railway Company's station at Oswestry, and terminating by a double junction with the Shrewsbury and Chester section of the railway of the Company, at a point thereon at or near the northern end of the railway girder bridge called the Heath House railway bridge, which carries the same section of railway over the Montgomeryshire branch of the Shropshire Union Railway and Canal Company's Canal, north-west of and near Rednal railway station, in the parish of Westfelton, and which intended railway will pass from, in, through, or into the town of Oswestry, the liberties of the town of Oswestry, and the several townships or places of Middleton, Aston, Hisland, Wootton, Whittington, Berghill, Rednal, and Sutton, some or one of them, and the several parishes of Oswestry, Whittington, and Westfelton, some or one of them, all in the county of Salop.

To enable the Company to make and maintain a foot bridge for passengers, commencing at the Osney-road, Oxford, at a point about 90 yards eastward of the railway of the Company, and terminating at a point about 50 yards westward of the said railway, and which said intended foot bridge will be wholly situate in the parish of Saint Thomas, in the city and county of Oxford, and to stop up and discontinue as a public highway, and to appropriate to the purposes of the Company so much of the site of the existing road called Osney-road, as crosses the railway of the Company on the level, and between the points aforesaid.

To enable the Company to widen, alter, and improve that part of the Botley-road, Oxford, which is situate between a point about 264 yards eastward of the point where the said road is carried under the railway of the Company, and a point about 264 yards westward of the said railway, and which said widening, altering, and improving will be wholly situate in the parish of St. Thomas, in the city and county of Oxford.

To enable the Company to widen, alter, and improve the bridge at Bloomfield, which carries a branch railway of the Company over the canal basin and works of the Birmingham Canal Com-

pany, and which said widening, altering, and improving will be wholly situate in the parish of Tipton, in the county of Stafford.

To enable the Company to make an alteration or deviation within the parishes of Panteague, Llanvrechva and Llanvihangel, Pontymoile, or some of them, in the county of Monmouth, of the public footway leading from Pontypool to Pontyfelon, to commence 190 yards or thereabouts, north-westward of the booking office door of the Company's Pontypool-road station, and to terminate at a point on the south side of the approach road leading to the Company's Pontypool-road passenger station, such termination being near to the gate leading to the goods shed at that station, and to carry the said footpath over the railway by means of the existing bridge, instead of on the level, and to stop up and discontinue as a public footway, and to appropriate to the purposes of the Company so much of the site of the existing footway between the points aforesaid as they shall think fit; also to enable the Company to make an alteration or deviation within the parishes of Panteague, Llanvrechva and Llanvihangel, Pontymoile, or some of them, in the county of Monmouth, of the public footway leading from Pontypool to Pontyfelon, to commence at the bridge carrying the Company's Taff Vale Extension Railway over the Monmouthshire Canal, near Pontymoile, and to terminate about 100 yards eastward of the east corner of the engine shed at Pontypool-road station, and to carry the said footway under the railway by means of the existing bridge, instead of on the level, and to stop up and discontinue as a public footway, and to appropriate to the purposes of the Company so much of the site of the existing footway between the points aforesaid as they shall think fit.

To empower the Company to deepen, widen, raise, and enlarge the Glyn Ponds, and to make, lay down, and maintain, for the purposes of conveying water to their Pontypool-road station, an aqueduct or pipe, commencing at the Lower Glyn Pond, at a point about 100 yards westward of the mile post on the Company's Taff Vale Extension Railway, indicating the distance of 47 miles from Swansea, and terminating near the engine shed at the Company's Pontypool-road station, and which said intended aqueduct or pipe will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Panteague, Trevechin, Llanvrechva and Llanvihangel, Pontymoile, all in the county of Monmouth.

To enable the Company to alter the line and levels of so much of the turnpike road leading from Gloucester to Newnham and Maisemore as extends from a point 190 yards, or thereabouts, east of the Great Western railway bridge, under the turnpike road at Over to another point 100 yards, or thereabouts, west of such bridge, and to a point on the branch road leading to Maisemore, 290 yards, or thereabouts, north of such bridge, which portion of road so proposed to be altered is situate within the parishes of Maisemore, Highnam, Over, and Linton, Saint Mary De Lode, North Hamlet or Town Ham, or some or one of them, in the county of Gloucester.

To enable the Company to purchase, by agreement or compulsion, lands, houses and buildings for the purposes of the said intended railways and works, and to take and acquire water from the Glyn Ponds; and also to purchase by agreement or compulsion for the general purposes of their undertaking.

Certain other lands, houses and buildings in

the parish of St. Luke's Chelsea, in the county of Middlesex, on the south side of and parallel to the main line of the Great Western Railway, about 3 chains in width and 10 chains in length, and immediately adjoining the mile post on the said railway, denoting one and a-half miles from London.

And certain other lands, houses, and buildings in the parish of Saint Mary Abbots, Kensington, in the county of Middlesex, on the north side of and parallel to the main line of the Great Western Railway, and about 3 chains in width, and extending from the occupation road bridge over the said railway near to the mile post thereon denoting 1½ miles from London, to the fence which forms the boundary between the said parish of Saint Mary Abbots, Kensington, and the parish of Hammersmith.

And certain other lands, houses and buildings in the parishes of Acton, Ealing, Hanwell, and Hayes, and the precinct of Norwood, in the parish of Hayes, in the county of Middlesex, on the south side of and parallel to the main line of the Great Western Railway, and about 3 chains in width, and extending from the road bridge which crosses over the said railway near and to the eastward of the mile post on that railway, denoting 4 miles from London to the Southall station on the said railway.

Certain other lands, houses and buildings in the parish of Acton, in the county of Middlesex, on the north side of and parallel to the main line of the Great Western Railway, and bounded on the east by the watercourse or ditch which forms the boundary between the parishes of Acton and Hammersmith, on the west by the North and South Western Junction Railway, on the north by a portion of Old Oak Common, and on the south by the main line of the Great Western Railway.

And certain other lands, houses and buildings in the parish of Hillingdon, in the county of Middlesex, on the north side of and parallel to the main line of the Great Western Railway, and about 1 chain in width, and extending from the west end of the station yard of the West Drayton station, for about 20 chains westward.

And certain other lands, houses and buildings in the parishes of West Drayton and Hillingdon, in the county of Middlesex, on the north side of and parallel to the main line of the Great Western Railway, and bounded on the north by the Grand Junction Canal and the lands attached to the De Burgh Arms Inn, on the west by the road leading from Drayton to Uxbridge, on the east by lands belonging to the Company, and on the south by the railway and property of the Company.

And certain other lands, houses and buildings in the parish of St. Lawrence (Reading) in the county of Berks, bounded on the east by the road leading from Friar-street to the Reading passenger station of the Company; on the west by the Grey Friars'-road and Caversham-road; on the north by the road leading from the Caversham-road to the said station, and on the south by the Tudor-road, Garrad-street, and property belonging to the Company, and in the occupation of William Flanagan.

And certain other lands, houses and buildings in the parish of Saint Mary (Reading) in the county of Berks, bounded on the north by the Berks and Hants line of the Company, and an occupation road leading under the said railway to the new engine-house in course of erection by the Company near Reading, and on the east, west and south, by property belonging to the

mayor, aldermen, and burgesses of the borough of Reading.

And certain other lands, houses and buildings in the parish of Saint Mary (Reading) in the county of Berks, on the north side of and parallel to the main line of the Great Western Railway, and about 6 chains in width, and extending from the Caversham-road, on the east, to the fence which forms the boundary between the parishes of Saint Mary (Reading), and Tilehurst on the west.

And certain other lands, houses, and buildings in the parish of Hurst, in the county of Berks, on the north and south sides of and adjoining to the main line of the Great Western Railway, and being about 6 chains in width on the north side, and 1 chain in width on the south side, and bounded on the eastward by the Henley Branch of the Company, and the road leading from Twyford station to Hurst, and on the west by the River Loddon.

And certain other lands, houses, and buildings in the parish of Saint Thomas, in the city and county of Oxford, on the west side of and nearly parallel to the Birmingham and Oxford Railway of the Company, and bounded on the east by the said railway, on the west and north by the River Isis, and on the south by the old engine house and property of the Company.

And certain other lands, houses, and buildings in the parish of Mells, in the county of Somerset, on the southern side of and parallel to the approach road leading from the Babington and Kilmerston-road to the goods shed of the Company at Babington station, and about 1 chain in width, and extending from the said Babington and Kilmerston-road, on the westward, to the Vobster Colliery Branch Railway on the eastward.

And certain other lands, houses, and buildings in the parish of Uffington, in the county of Berks, on the north and south sides of and parallel to the main line of the Great Western Railway, and about 2 chains in width on each side of the said railway, and extending from the road which crosses the said railway on the level at the western end of the Uffington station, in a westerly direction, for about 33 chains.

And certain other lands, houses, and buildings in the parishes, townships, extra-parochial, or other places of Saint Catherine, Wooton Saint Mary, Barton Saint Mary, Ville of Wooton, or some or one of them, in the county of Gloucester, and in the county of the city of Gloucester, on the north side of and parallel to the line of the Great Western Railway, and bounded on the east by Asylum-lane, on the west by land belonging to the Company, on the north by the lands attached to the county lunatic asylum, and also by lands belonging to Mr. Benjamin Jordan, and on the south by the property of the Company.

And certain other lands, houses, and buildings in the parish of St. Woollos, in the county of Monmouth, partly within and partly without the borough of Newport, and lying on the north side of the South Wales Railway of the Company, bounded on the east and north-east by Thomas-street and Pentonville-street, on the north by the lands belonging to William Sheward Cartwright, Esquire, and the Right Honourable Lord Tredegar, and on the west by a private road belonging to the said Right Honourable Lord Tredegar, leading from Baneswell to the Goldtops.

Also certain lands, houses, and buildings on the south-west side of, and parallel to, and adjoining a certain junction line, near to the Bloomfield basin of the Great Western Railway, in the parish of Tipton, in the county of Stafford; which

said junction line connects the Birmingham, Wolverhampton and Stour Valley Railway with the Oxford, Worcester, and Wolverhampton Branch of the Great Western Railway.

To empower the Company and the London and North Western Railway Company, or either of them, to purchase by agreement or compulsion, for purposes connected with their respective undertakings, certain lands, houses, and buildings near Shrewsbury, in the parishes of Holy Cross and Saint Giles, in the county of Salop, and lying between and adjoining the railway from Shrewsbury to Wellington, and the Shrewsbury and Hereford Railway.

To empower the Company and the Stratford-upon-Avon Railway Company, or either of them, to purchase by agreement or compulsion, for purposes connected with their respective undertakings, certain lands, houses, and buildings in the parish of Old Stratford, in the county of Warwick, on the south side of, and adjoining the Stratford-upon-Avon Railway, and bounded on the south-west by land belonging, or reputed to belong to, Thomas Mason, Esq., and on the south by the Stratford-upon-Avon canal.

To vary, repeal, or extinguish, all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof for the purposes of the intended Act, and to confer other rights and privileges.

And to authorise the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, streams, and rivers adjoining to the aforesaid lands and buildings, with which it may be necessary to interfere in the conversion and use of those lands and buildings.

And notice is hereby given, that maps, plans, and sections shewing the railways and works proposed to be authorised by the said intended Act, and also showing the lands proposed to be purchased or taken under the powers of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, with the Clerk of the Peace for the county of Worcester, at his office in Worcester, with the Clerk of the Peace for the county of the city of Worcester, at his office in Worcester, with the Clerk of the Peace for the county of Somerset, at his office in Wells, with the Clerk of the Peace for the county of Stafford, at his office in Stafford, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, with the Clerk of the Peace for the county of Monmouth, at his office in Newport, with the Clerk of the Peace for the county of Oxford, at his office in Oxford, with the Clerk of the Peace for the county of Berks, at his office in Abingdon, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester, with the Clerk of the Peace for the city and county of the city of Gloucester, at his office in Gloucester, with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon; and that a copy of so much of the said plans and sections, and books of reference, as relates to each of the before-mentioned parishes, and also a copy of the said Gazette notice, will be deposited on or before the said 30th day of November, in the case of the parish

of Saint Luke's, Chelsea, with the vestry clerk of that parish, at his office in Chelsea; and in the case of the parish of Saint Mary Abbots, Kensington, with the vestry clerk of that parish, at his office in Kensington; and in the case of 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 parish clerk of an adjoining parish, at his residence.

And it is also proposed by the said intended Act to authorise the levying of tolls, rates, duties, and other charges, for and in respect of the use of the said intended railways respectively, and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, and duties.

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

To extend the time for the sale of all or any lands connected with the Birkenhead Railway, and with the Chester and Shrewsbury Joint Stations, or any or either of them, which are not or may not eventually be required for the purposes of those undertakings, or any or either of them; and to confer further powers on the Company and the London and North Western Railway Company, with relation thereto; and for letting or disposing of the said lands, or part thereof, on chief rents, or otherwise, or for granting leases thereof, or of any parts thereof.

To extend the time for the construction of the railways 1, 2, and 3, authorised to be constructed by the West Midland Railway (Additional Works) Act, 1862, and to confer further powers on the Company with reference to the construction of the said railways.

To extend the time for the purchase of lands authorised by the Oxford, Worcester, and Wolverhampton Railway Act, 1859, for the construction of an embankment or embankments in lieu of the viaducts at Brettle Lane, in the parish of Kingswinford, at Stourbridge, in the hamlet of Amblecote, Blakedown, in the parish of Hagley, and Hoo Brook, in the parish of Kidderminster, and to confer further powers on the Company with reference to the purchase of the said lands, and the construction of the said embankment or embankments.

To authorise the Company and the Dowlais Iron Company to enter into contracts and agreements with reference to the running over, working, using, maintenance, and management, by the Company of the Bargoed or Colly Railway of the Dowlais Iron Company, or any part thereof; and with reference to the transmission of traffic upon and over the railways, or any part thereof, of the Company and of the Dowlais Iron Company respectively, and with respect to the interchange of traffic between their respective railways, and to the fixing and ascertaining, and the division and apportionment, between the said Companies, of the tolls, rates, and charges arising from such traffic, and with reference to the user by either of the Companies of portions of the undertaking of the other of such Companies, and to confirm any agreements already made between the said Companies in relation to all or any of the matters aforesaid.

To enable the Company to run over, work, and use with their own engines, carriages, officers, and servants, so much of the railway of the Cam-

brian Railways Company as lies between the junction of the Shrewsbury and Welchpool Railway with the said railway near Buttington, including the said junction, and the southern end of the station at Welchpool, belonging to the said Cambrian Railways Company, or any part or parts thereof, and also to work into, and use with their own engines, carriages, officers, and servants, the said station, and the booking-offices, platforms, sidings, watering places, water supplies, telegraphs, signals, signal posts, and other works and conveniences connected therewith, on such terms and conditions, and except as hereinafter mentioned on payment of such tolls, rates, charges, or other consideration, as may be fixed by, or under, the provisions of the intended Act, or as may be agreed upon between the Companies respectively, and to levy tolls, rates, and charges, for traffic conveyed by them on the said portion of railway, and into and out of the said station, and to require the Cambrian Railways Company, and all Companies or persons owning or working the portion or portions of railway so used, to afford and render all requisite facilities and services for the purposes aforesaid.

To exempt the Company from the payment of all tolls, rates, charges, or other consideration for running over, working, and using with their engines, carriages, officers, and servants, that part of the railway of the Cambrian Railways Company, which lies between the junction of the Shrewsbury and Welchpool Railway, with that railway at or near Buttington, including the said junction, and the point described in the Oswestry and Newtown Railway Act, 1860, as the point on the Oswestry and Newtown Railway in Welchpool, which is near to the field there numbered 175 on the plans of the Oswestry, Welchpool, and Newtown Railway, deposited with the Clerk of the Peace for the county of Montgomery, in the month of November, 1854.

To enable the Company and the Cambrian Railways Company to make and carry into effect contracts and agreements for the joint use and occupation of their respective stations at Oswestry and for the construction, use, and management of a joint station at Oswestry, with suitable approaches, works, and conveniences, for the accommodation of the traffic, whether in goods or passengers, of the said respective Companies, or failing such agreement to make provisions for the joint use of such existing stations, or the construction, maintenance, and working of such joint station, at the expense of the two Companies jointly, or in such proportions as may be provided by the said intended Act, and for the management, use, and apportionment of the same, and for the appointment of a joint committee, with all usual and necessary powers for the regulation, control, and management of such stations.

To enable the Company, with engines, carriages, and waggons, and for all purposes of their traffic, to run over and use so much of the lines of railway of the Cambrian Railways Company as shall intervene, and be situate between the point of junction therewith of the said intended Railway No. 14, and the point of junction therewith of the said intended Railway No. 15, so respectively proposed to be authorised; and to use the Oswestry passenger station of the Cambrian Railways Company, and the works, sidings, watering places, and other conveniences connected therewith respectively. And also to provide for the use by horses, carriages, cattle, servants, foot passengers, or otherwise, and for all purposes of, and connected with, the traffic of the Company, the carriage and foot road, or

approach from Leg-street, in the town of Oswestry, leading to the station of the Cambrian Railways Company, and to the present passenger and goods stations of the Company, on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the said intended Act.

To make further provision for facilitating and securing the interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of the Company, and the railways and stations of the Cambrian Railways Company; and for the employment of officers, servants, and agents, at and upon each other's railways and stations, and for through booking; and for ascertaining by arbitration or otherwise, the terms and conditions on which such facilities shall be afforded, and the appropriation and division of the receipts from such traffic.

To provide for the transfer to and vesting in the Company of the undertakings of the Wellington and Drayton Railway Company, the Nantwich and Market Drayton Railway Company, the Llangollen and Corwen Railway Company, the Vale of Llangollen Railway Company, the Stourbridge Railway Company, the Henley-in-Arden Railway Company, the Bridport Railway Company, the Berks and Hants Extension Railway Company, the Ely Valley Railway Company, and the Stafford-upon-Avon Railway Company, or any of them, and to enable the Company, and those Companies respectively, to enter into agreements or arrangements with respect thereto—to confirm any agreement entered into prior to the passing of the said Act, to enable the said Companies respectively to agree as to the creation of stock for the purposes of such transfer, and generally in relation thereto, and to confer on the Company all the powers, whether with reference to the levying of tolls, rates and charges, or otherwise vested in the said respective Companies, or any of them, and if need be to dissolve the said Companies, or some or one of them, and to dissolve the Hammersmith and City Railway Company.

To authorize a lease or transfer to the Company and the London and North Western Railway Company jointly, of the undertaking of the Tenbury Railway Company; and to enable the said Companies to enter into agreements or arrangements with respect thereto, and to confirm any lease or agreement entered into prior to the passing of the said Act, and to confer on the Company and the London and North Western Railway Company, jointly, all the powers, whether with reference to the levying of tolls, rates, and charges, or otherwise, vested in the Tenbury Railway Company, and, if need be, to dissolve the Tenbury Railway.

To enable the Company and the London and North Western Railway Company, jointly, and the Tenbury Railway Company, to enter into and carry into effect contracts and agreements with reference to the working, use, management, and maintenance of the undertaking of the Tenbury Railway Company; also to provide for the transmission of traffic upon and over the railways of the said Companies respectively and the Tenbury Railway Company, and with respect to the interchange of traffic between the said railways, and the fixing and ascertaining, and the division and apportionment between the said Companies, or some of them, of the tolls, rates, and charges arising from such traffic, and to confirm any agreements already made between the said Companies in relation to all or any of the matters aforesaid.

To confirm an agreement between the Company

and the Wycombe Railway Company for the transfer of the undertaking of the latter Company to the Company—to make further provision with respect to the said transfer, and to extend the powers already granted therefor.

To make further provision with respect to the joint stations at Chester and Hereford belonging to the Company, and the London and North Western Railway Company, and with respect to the joint station at Shrewsbury belonging to the Company, the Shrewsbury and Hereford Railway Company, and the Shropshire Union Railway and Canal Company; to regulate the proportions in which those stations respectively are held by the said Companies, and the amount of capital expended by them therein—to provide for an alteration of such amount, and for the repayment by one company to the other, and, as respects the Shrewsbury Station, for the repayment by the beforementioned Companies, or by the London and North Western Railway Company to the Company of such sum or sums as may be agreed upon, and to alter and regulate, so far as may be necessary, the management and regulation of the said stations, or some or one of them.

To authorize the Company on the one hand, and the Stratford-upon-Avon Railway Company on the other hand, to enter into and carry into effect contracts and agreements with reference to the construction, adaptation, and use of a joint station at Stratford-upon-Avon, and the maintenance, management, and use of the said joint station, and the payments, either annual or otherwise, by each of the Companies, parties to the agreement for and in respect of the said joint station; and the appropriation of any part of the said joint station to the purposes of either of the Companies parties to such agreement, and to provide, if thought fit, for the appointment of a joint committee, and for the settlement of disputes, and to confirm and give effect to any contracts or agreements already made between the Company and the Stratford-upon-Avon Railway Company in relation to all or any of the matters aforesaid:

To enable the Company on the one hand, and the London and North Western Railway Company, the Midland Railway Company, and the London and South Western Railway Company, respectively, on the other hand, to enter into and carry into effect contracts and agreements with reference to the running over, working, use, management, and maintenance of certain portions of the railways belonging to the said Companies respectively; and with respect to the joint ownership thereof; to provide for the appointment of a joint committee for the regulation and management of the said portions of railway; also to provide for the transmission of traffic upon and over the railways of the respective Companies, and with respect to the interchange of traffic between their respective railways, and the fixing and ascertaining, and the division and apportionment between the said Companies of the tolls, rates, and charges arising from traffic on their respective railways, and to confirm any agreements already made between the said Companies in relation to all or any of the matters aforesaid.

To enable the Company, on the one hand, and the Llangollen and Corwen, the Corwen and Bala, and the Denbigh, Ruthin and Corwen Railway Companies, or any or either of them on the other hand, to enter into and carry into effect contracts and agreements with reference to the working, use, management, and maintenance of the Corwen station; to provide for the appointment of a joint committee for the regulation and management of the said station; and the fixing and ascertaining, and the division and apportion-

ment between the said Companies, or some of them, of the tolls, rates, and charges arising from traffic, using the said station, and to confirm any agreements already made between the said Companies, or some of them, in relation to all or any of the matters aforesaid.

To enable the Company and the London and South Western Railway Company, or either of them, on the one hand, and the Weymouth and Portland Railway Company, on the other hand, to enter into and carry into effect contracts and agreements with reference to the rent payable by the Company and the London and South Western Railway Company, or either of them, to the Weymouth and Portland Railway Company; also to authorise the extinction of the said rent, or of any part thereof, and in lieu thereof to enable the Company and the London and South Western Railway Company, or either of them, to issue shares in their respective undertakings to the Weymouth and Portland Railway Company, and the Weymouth and Portland Railway Company to accept of such shares; and also to enable the Company and the London and South Western Railway Company, or either of them, to create shares and capital for such purpose, and either with or without a preference or priority in payment of dividends or otherwise.

To enable the Company and the Forest of Dean Central Railway Company to enter into and carry into effect contracts and agreements with reference to the completion of the Forest of Dean Central Railway, and for an advance of money by the Company to the Forest of Dean Central Railway Company, and to authorize the Company to make such advance as may be agreed upon, and to accept such securities therefor as they may think fit; and provision will also be made for the repayment of the sum so advanced, and to confirm any agreement already made between the said Companies in relation thereto.

To enable the Company and the commoners of Malvern, and the Malvern Improvement Commissioners, to enter into and carry into effect contracts and agreements with reference to the lands acquired or to be acquired by the Company from the said commoners and with reference to the division between the said commoners and the Malvern Improvement Commissioners of the purchase money or rent charge for the said lands, and generally as the apportionment and appropriation of the said purchase money or rent charge.

To enable the Company and the trustees of the Worcester turnpike roads to confirm agreements bearing date respectively the 1st day of July, 1848, and the 30th day of September, 1852, entered into between the Oxford, Worcester and Wolverhampton Railway Company (since amalgamated with the Company) and the said trustees, as to the stopping up, diversion, and repairs of the roads therein referred to, situate near to the Worcester station of the said Company; and to make and enter into arrangements and agreements with respect to the maintenance and repair of the said roads, when and where the same are or may be affected by the works of the Company; and with respect to the construction and maintenance of any such works, and with respect to the appropriation and division between them of the cost of, and incident to, such maintenance and repair.

To authorise the Company, and the owner or owners of steam and other vessels trading or intending to trade from any port or place at or near which there is or shall be, a station of the Company, or where they carry on traffic, to enter into agreements or arrangements with respect to traffic passing, or intended to pass, over the rail-

ways of the Company, or any part thereof, and conveyed or intended to be conveyed, by the steam or other vessels of the said owner or owners, and with respect to the rates, fares, and charges to be made or charged in respect of such traffic, and for the division and apportionment of the receipts arising therefrom, and generally in relation thereto.

To make further and other provisions in respect of the gauge of the railways forming the undertaking of the Wycombe Railway Company, authorized by "The Wycombe Railway Act, 1846," and the other Acts relating to the Wycombe Railway Company; also in respect of the gauge of the railways authorized by "The Ely Valley Railway Act, 1857," and the other Acts relating to the Ely Valley Railway Company; and for altering the gauge of the said railways, or either of them, and generally in respect of the gauge on the railways of the Company, and on lines leased or worked by them, or on some part or parts thereof.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, additional capital, by the creation of shares or stock with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by either of such means, or otherwise to consolidate into one general stock or into shares, all or any parts of the unissued stock or shares of the Company; to consolidate into one ordinary stock, all or any part of the existing or future ordinary stock in the capital of the Company, and to make further provisions as to the surrender and exchange of shares and stock, and the creation or issue of other shares and stocks in lieu thereof; to extend and enlarge the borrowing powers conferred on the Company by "The Great Western Railway Act, 1864," and to create out of the revenues of the Company, or some part thereof, a fund to be applied in the payment of dividends or interest on certain stocks or shares of the Company, and on certain sums to be borrowed by them, or for either of such purposes.

To extend the facilities for traffic passing to and from the South Wales Railway; to and from the Penarth Railway, and the Harbour Docks, and other works of the Penarth Harbour Dock and Railway Company, provided for by "The Penarth Harbour Dock and Railway Leasing Act, 1863," to traffic passing to and from the railways fifthly and seventhly herein described, to and from the Penarth Railway, and the Harbour Docks and other works of the Penarth Harbour Dock and Railway Company.

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 or worked by them, or jointly by them and any other Company.

To authorise the Company to abandon and relinquish so much of their authorised Bargued Branch Railway as will be rendered unnecessary by the construction of the Railways No. 1 to No. 4 inclusive hereinbefore described, or any or either of them.

And also, if need be, to alter, amend, and extend all or some of the powers and provisions of the several Acts (local and personal) following, or some of them—that is to say, Acts relating to the Great Western Railway Company and their undertaking, 5 and 6 William 4th, cap. 107; 6 William 4th, caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837); and 24 and 26

(1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria, (session 2), cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, caps. 68 and 99; 8 and 9 Victoria, caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Victoria, caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Victoria, cap. 55; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 22, 48, 52, 53, 74, 81, and 181; 15 and 16 Victoria, caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Victoria, caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, and 227; 17 and 18 Victoria, caps. 103, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Victoria, caps. 11, 59, and 69; 18 and 19 Victoria, caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Victoria, caps. 111, 126, and 137; 20 and 21 Victoria, caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Victoria, caps. 90, 123, 126, 139, 142, and 146; 22 Victoria, cap. 13; 22 and 23 Victoria, caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134 and 138; 23 Victoria, cap. 76; 23 and 24 Victoria, caps. 69, 72, 76, 82, 94, 127, and 128; 24 Victoria, caps. 32 and 36; 24 and 25 Victoria, caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Victoria, caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221 and 226; and 26 and 27 Victoria, caps. 113, 127, 136, 151, and 198; and 27 and 28 Victoria, caps. 176 and 306; and 28 and 29 Victoria, caps. 98, 101, 219, 260, and 299; also 33 George 3rd, cap. 112; 35 George 3rd, cap. 72; 39 George 3rd, cap. 60; 49 George 3rd, cap. 42; 55 George 3rd, cap. 30; 57 George 3rd, cap. 15; 1 and 2 George 4th, caps. 61 and 63; 6 George 4th, cap. 168; 7 George 4th, cap. 53; and 3 William 4th, cap. 70; and any other Acts relating to the Company.

Acts relating to the Wellington and Drayton Railway Company, and their undertaking, viz.:—25 and 26 Victoria, cap. 226; and 27 and 28 Victoria, cap. 176; and any other Acts relating to that Company.

Acts relating to the Nantwich and Market Drayton Railway Company, and their undertaking, viz.:—24 Victoria, cap. 44; and 27 and 28 Victoria, cap. 152; and any other Acts relating to that Company.

Acts relating to the Llangollen and Corwen Railway Company, and their undertaking, viz.:—23 and 24 Victoria, cap. 188; and any other Acts relating to that Company.

Acts relating to the Vale of Llangollen Railway Company, and their undertaking, viz.:—22 and 23 Victoria, cap. 64; and 26 Victoria, cap. 20; and any other Acts relating to that Company.

Acts relating to the Stourbridge Railway Company, and their undertaking, viz.:—23 Victoria, cap. 94; 24 and 25 Victoria, cap. 221; 26 and 27 Victoria, cap. 95; and 28 and 29 Victoria, cap. 226; and any other Acts relating to that Company.

Acts relating to the Berks and Hants Extension Railway Company, and their undertaking, viz.:—22 and 23 Victoria, cap. 105; and 26 Victoria, cap. 3; and any other Acts relating to that Company.

Acts relating to the Wycombe Railway Company, and their undertaking, viz.:—9 and 10

Victoria, cap. 236; 15 and 16 Victoria, cap. 147; 20 and 21 Victoria, cap. 158; 24 and 25 Victoria, cap. 87; and 25 Victoria, cap. 5; and any other Acts relating to that Company.

Acts relating to the Ely Valley Railway Company, and their undertaking, viz.:—20 and 21 Victoria, cap. 41; and 21 Victoria, cap. 80; and 25 and 26 Victoria, cap. 196; and any other Acts relating to that Company.

Acts relating to the Bridport Railway Company, and their undertaking, viz.:—18 Victoria, cap. 11; 22 and 23 Victoria, cap. 120; and any other Acts relating to that Company.

Acts relating to the Henly-in-Arden Railway Company and their undertaking, viz.:—24 and 25 Victoria, cap. 76; and 27 and 28 Victoria, cap. 134; and any other Acts relating to that Company.

Acts relating to the London and North Western Railway Company and their undertaking, viz.:—Local and personal Acts, 9 and 10 Victoria, cap. 204; and any other Acts relating to that Company.

Acts relating to the Shropshire Union Railway and Canal Company and their undertaking, viz.:—9 and 10 Victoria, caps. 322, 323 and 324; 10 and 11 Victoria cap. 121; and 17 and 18 Victoria, cap. 179; and any other Acts relating to that Company.

Acts relating to the Penarth Harbour Dock and Railway Company and their undertaking, viz.:—19 and 20 Victoria, cap. 122; 20 and 21 Victoria, cap. 69; 24 and 25 Victoria, cap. 124; 26 and 27 Victoria, cap. 75; and any other Acts relating to that Company.

Acts relating to the Stratford-on-Avon Railway Company and their undertaking, viz.:—20 and 21 Victoria, cap. 116; 24 Victoria, cap. 31; and any other Acts relating to that Company.

Acts relating to the Midland Railway Company and their undertaking, viz.:—7 and 8 Victoria, cap. 18; and any other Acts relating to that Company.

Acts relating to the London and South Western Railway Company and their undertaking, viz.:—4 and 5 William 4, cap. 88; 18 and 19 Victoria, cap. 188; and any other Acts relating to that Company.

Acts relating to the Forest of Dean Central Railway Company and their undertaking, viz.:—19 and 20 Victoria, cap. 100; and any other Acts relating to that Company.

Acts relating to the Denbigh, Ruthin and Corwen Railway Company and their undertaking, viz.:—23 and 24 Victoria, cap. 144; and any other Acts relating to that Company.

Acts relating to the Weymouth and Portland Railway Company and their undertaking, viz.:—25 and 26 Victoria, cap. 71; and any other Acts relating to that Company.

Acts relating to the Cambrian Railways Company and their undertaking, viz.:—27 and 28 Victoria, cap. 262; and 28 and 29 Victoria, caps. 277 and 291; and any other Acts relating to that Company.

Acts relating to the Corwen and Bala Railway Company and their undertaking, viz.:—25 and 26 Victoria, cap. 110; and any other Acts relating to that Company.

Acts relating to the Dowlais Iron Company and their undertaking, viz.:—12 and 13 Victoria, cap. 61; and 17 and 18 Victoria, cap. 116; and any other Acts relating to that Company.

Acts relating to the Fenbury Railway Company and their undertaking, viz.:—22 and 23 Victoria, cap. 16; 25 and 26 Victoria, cap. 198; and any other Acts relating to that Company.

And notice is hereby also given, that on or before the 28th 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.

Young, Maples, Teesdale, and Young, Solicitors, 53, Parliament-street, Westminster, S.W.

Forth and Clyde Junction and North British Railway Companies, and to the Amalgamation of the Forth and Clyde Junction and North British Railway Companies, for Sale or Purchase or Lease of the Forth and Clyde Junction Railway to the North British Railway Company; Kinning, Bowers & Co. to the Companies to enter into Agreements for 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 amalgamate, or authorise the amalgamation of the Forth and Clyde Junction Railway Company with the North British Railway Company, or to vest in the North British Railway Company, by sale and purchase, or lease, all the undertaking, railways, stations, plant, rolling stock, property, powers, rights, and privileges of every description of the Forth and Clyde Junction Railway Company; or otherwise to enable the Forth and Clyde Junction Railway Company to sell or grant on lease, and the North British Railway Company to purchase or take on lease the aforesaid whole undertaking, and, in any case, upon such terms and conditions as may be set forth in or provided for in the said Bill. And in the said Bill power will be taken to the North British Railway Company to work, use, and run over the undertaking of the Forth and Clyde Junction Railway Company, as part of the undertaking of the North British Railway Company, or otherwise on such terms and conditions as may be specified in the said Bill. And Parliament shall authorise the said Companies, or either of them, or the amalgamated Company, to take powers to the said Companies, or either of them, or the amalgamated Company, to levy tolls, rates, duties, and charges, and to vary or 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 upon or affecting the undertakings of the said Companies, or either of them. And to fix and regulate the capital of the said Companies, or of the amalgamated Company, to convert the shares or stock of the Companies into shares or stock of the amalgamated Company, and to provide for the payment of, and secure the mortgages, bonds, or other debts of said Companies; to authorise the said Companies, or either of them, or the amalgamated Company, to cancel any shares of the existing capital of either of the said Companies remaining unissued or in their hands, and in lieu thereof to issue new shares of such Companies, or either of them, or of the amalgamated Company, with or without privilege or priority in payment of interest or dividend; to raise money by the creation of preference, guaranteed, or other shares or stock, and by mortgage or bond, and to give any guaranteed or preference shares priority over existing guaranteed or preference shares. To authorise the said Companies 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 the respective systems of the said Companies, and for maintaining, running, over, using, and working their respective railways and works, or parts thereof, or for dividing between them the respective receipts and profits thereof, and to confirm any such agreements as have been or may be entered into between the said Companies, and to confer all such powers as may be proper and necessary for carrying any such agreements as aforesaid, and the several other objects above mentioned, into full and complete effect; and to annul, vary, or extinguish all agreements, powers, rights, and privileges, which would in any manner impede, interfere with, or prevent the carrying into effect the objects and purposes of the said intended Act, and confer other powers, rights, and privileges.

And in so far as may be requisite for the purposes aforesaid, or any of them, power will be taken by the said Bill to alter, extend, and enlarge, and, if need be, to repeal all or some of the provisions of the following local and personal Acts, that is to say, Acts relating to the Forth and Clyde Junction Railway Company, namely: the Forth and Clyde Junction Railway Act, 1853; the Forth and Clyde Junction Railway (Amendment) Act, 1857; and the Forth and Clyde Junction Railway (Dalmonoch Branch) Act, 1861; and the several other Acts recited in such Acts, or any of them, and now in force in relation to that Company; 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 Acts: 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. 24, 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. 94, 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. 129; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 22 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. 31, 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. caps. 90, 20, and 21; 21 Vict. cap. 78; 23 and 24 Vict. caps. 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 148; 12 and 13 Vict. caps. 67 and 90; 14 and 15 Vict. caps. 99, 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 and 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. caps. 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 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 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. (Sess. 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 384; 11 and 12 Vict. caps. 41 and 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 Company, 24 and 25 Vict. cap. 198. 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; and the several other Acts recited in such Acts, or any of them 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 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 11th day of November, 1865.

Adam Johnstone, Edinburgh, Solicitor for Bill.

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

In Parliament—Session, 1866.

Putney and Fulham New Bridge.

(Extension of time for compulsory purchase of lands, and completion of works. Power to convert purchase-money of the existing Fulham Bridge into a Rent Charge, or shares. Additional Capital. Amendment of Acts, and other purposes.)

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

To extend the period for the compulsory purchase of lands, houses, and other property; and also to extend the period for the construction of the bridge and other works, authorised by "The Putney and Fulham Bridge Act, 1863."

To enable the Putney and Fulham Bridge Company hereinafter called The Company, to convert the sum awarded as the price to be paid by the Company to the proprietors of the existing Fulham Bridge, mentioned in said Act by the award made by John Hawkshaw, Esquire, including the costs of obtaining the said award into rent charges to be secured over the property of the Company, and the tolls, rates, and charges arising therefrom, or to convert the same into shares in the capital of the Company with or without preference, or priority, or partly by both these means such rent-charges, or shares, to be granted and issued upon the terms provided by the said Bill, and to compel and authorize the said proprietors of the said Fulham Bridge, whether holding as owners in fee simple or for any less estate or as trustees, and whether in their own right or otherwise, and all minors, guardians, married women, committees of lunatics and idiots, trustee, executor or administrator or in any other manner of way and all other persons whether under any disability or not, to accept such rent charges, or shares in lieu of

being paid in money, and to make over the said bridge to the Company accordingly.

To authorize the Company and the Committee of proprietors, constituted or authorised to be constituted by the said Act, to enter into and complete all arrangements and agreements in reference to carrying out the objects of the intended Bill, and to declare such arrangements and agreements, binding on all the proprietors of the said bridge, whether under disability or otherwise, and to authorize all such other agreements between the Company and the said Committee, or the said proprietors, with reference to the price to be paid for said bridge, and the method of payment, and otherwise in relation thereto as may be deemed expedient.

To enable the Company to create rent charges for the purposes of the Bill or otherwise, and to raise the capital they are authorised to raise, and also to raise additional capital by means of shares of different classes, with different rights and preferences, and also to raise moneys by bond and debenture for the purposes of their undertaking, and to vary any existing rights, connected with the share capital of the Company, or to cancel the same, and issue other capital, with different rights, in lieu thereof.

The Bill will, so far as necessary, alter, annul, and rescind the said award, by the said John Hawkshaw, and it will repeal and amend the Acts relating to the existing Fulham Bridge, and the proprietors thereof, viz., 12 Geo. I. cap. 36, and the 1 Geo. II., cap. 18, or any other Act or Acts relating to the said Bridge, and also the Putney and Fulham Bridge Act, 1863, relating to the 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 15th November, 1865.

Vallance and Vallance, 20, Essex-street, Strand, and Lombard-house, George-yard, Lombard-street, in the City of London, Solicitors for the Bill

Holmes, Anton, Greig, and White, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.

Wesleyan and General Assurance Society. (Confirmation of Policies and Payments in respect of, and dealings with, Policies and Change of Name, and Investments and Rules; Indemnity for Society and Members thereof; Increase of Amount of Policies; Removal of Society from Friendly Societies Acts; Regulation of Society; 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 effect all or some of the following purposes (that is to say):

1. To remove doubts respecting the validity of some policies of assurance issued by the Society and now subsisting, and to confirm the policies, and to render the assets of the Society liable to payments in respect thereof.

2. To indemnify the persons signing the policies against personal liability in respect thereof.

3. To render valid and to confirm the issue, sale, purchase, surrender, assignment, assurance, and cancellation respectively, of other policies heretofore issued by the Society, but not now subsisting, and to sanction the payments made by the Society out of their assets in respect thereof.

4. To authorise the issue by the Society of policies of assurance for amounts exceeding £200.

5. To confirm the assumption by the Society of their present name, and to authorise a change of their name.

6. To remove doubts as to the legality of some investments made by the Society, and to make provision with respect to their investments, and to extend the range of their investments.

7. To remove doubts as to the validity of, and to confirm some of the rules of the Society.

8. To remove, either in whole or in part, the Society from the operation of Acts of Parliament relating to Friendly Societies, to bring the Society under the operation of "The Friendly Societies Discharge Act, 1854," and to indemnify the Society and members thereof in respect of breaches of duties thereunder, and against penalties incurred therefor.

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

10. To provide for the regulation and management of the Society and the validity of all their past Acts relating to policies and rules and investments, and otherwise.

11. To amend or repeal, so far as the Society are concerned, Acts of Parliament now affecting the Society.

Printed copies of the proposed 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 20th day of November, 1865.

Sutton and Jelf, Birmingham,
Edward Doyle, 2, Verulam-
buildings, Gray's Inn, Lon- } Solicitors
don, } for
 } the Bill.
Edward Walmisley, 25, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1866.

Ellesmere and Glyn Valley Railway.

(Incorporation of Company; Power to make a Railway from Ellesmere to Llansaintffraid Glyn Ceiriog; Compulsory Purchase of Lands; Tolls; Power of Subscription by Cambrian, Drayton Junction, and Wrexham, Mold, and Connah's Quay Railway Companies; Traffic Arrangements and Agreements with other Railway Companies; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that an 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 incorporate a Company, hereinafter called "the Company," and to enable the Company to make and maintain the following railways, or some or one of them, with all proper and necessary stations, works, and conveniences connected therewith (that is to say):

A railway (No. 1) commencing in the parish of Ellesmere, in the county of Salop, by a junction with the Cambrian Railway, upon the westerly or Oswestry side of the Ellesmere Station of that railway, at or near a point distant 84 yards, or thereabouts, measured along that railway from the westerly end of the booking office of that station, and terminating in a field called Doltybrith, situate in the parish of Llansaintffraid Glyn Ceiriog, in the county of Denbigh, which field is numbered 577 in the tithe commutation map of the said parish of Llansaintffraid Glyn Ceiriog, and belongs to Mr. Thomas Hughes, and is occupied by him, and which said railway (No. 1) will pass from, through, or into the following parishes, townships, extra-

parochial and other places, or some or one of them—that is to say, Ellesmere, Elson, Greenhill, Newnes, New Marton, Old Marton, Ridge, Higher Ridge, Lower Ridge, Trench, Brynallt, Pentrehevin, Hardwicke, Cricket, Little Cricket, Crickheath, Dudleston, Dudleston Heath, Eastwick, Pentrecoed, Whittington, Hindford, Henlle, Berghill, Frankton, Welsh Frankton, Rhosygadfa, Pontmoor, Ebnall, Hengoed, Daywell, Preeshenlle, Fernhill, Saint Martin's, Ifton, Ifton Rhyn, Ifton Heath, Wigginton, Upper Wigginton, Lower Wigginton, Erwescob, Rhoswel, Gledrid, Berlandeg, Chirk Bank, Brynkinallt, Halton, Preesgwyn, Preesgwene, Weston Rhyn, The Lodge, Fron Flanog, Planeg Pontfaen, and Craignant, all in the county of Salop, and Craignant, Llangollen, Nantgwrdd, Llangwrd Crogen Wladis, Crogen Iddon, Bronygarth, Pontfadog, Dolywern, Llwynmawr, Cilcochwyn, Erwallo, Hafod-y-Gynfor, Glyn Trian of Glyn, and Glyn Trian, Glyn Ceiriog, Llansaintffraid Glyn Ceiriog, Llansaintffraid, Talygarth, Lavar, Upper Lavar, Lower Lavar, Lavar above and Lavar below, all in the county of Denbigh.

A railway (No. 2) commencing in the parish of Saint Martin's and county of Salop, by a junction with the Great Western Railway upon the north or Chirk side of the Preesgwyn Station of that railway, at or near a point distant two chains, or thereabouts, measured along that railway, from the north end of the old booking office of that station, and terminating by a junction with the said Railway No. 1, in a field called Penylan, otherwise Penlan field, situate in the said parish of St. Martin's, belonging to Edmund Burke Wood, Esquire, in his own occupation, and which field is numbered 160 B in the tithe commutation map of the said parish of Saint Martin's; which said railway No. 2 will pass from, through, or into the following parishes, townships, extra-parochial and other places, or some of them, that is to say, Saint Martin's, Ifton, Ifton Rhyn, Weston Rhyn, Preesgwyn, Preesgwene, and Gledrid, all in the county of Salop.

A railway or tramway (No. 3) commencing in the parish of Llansaintffraid Glyn Ceiriog, in the county of Denbigh, in a field called Cae-tan Llwyn, belonging to Mr. Benjamin Roberts, and occupied by Mr. David Jones; the commencement of such railway or tramway being so placed as to allow of a connexion with the said Railway No. 1, in the said field called Cae-tan Llwyn, and terminating in a piece of land being a bank or slate wharf connected with Chwarelucha, or the Upper Quarry, belonging to Alexander Reid, Esquire, and occupied by the Cambrian Slate Company, at or near a point distant thirty yards or thereabouts in a south-westerly direction from the water-wheel shed, standing upon or adjoining to the said slate wharf, and which said Railway or Tramway No. 3 will pass from, through, or into the following parishes, townships, extra-parochial and other places, or some or one of them, that is to say, Llansaintffraid, Glyn Ceiriog, Llansaintffraid Glyn, Glyn Ceiriog, Lavar, Upper Lavar and Lower Lavar, Lavar above and Lavar below, all in the county of Denbigh.

And it is also proposed by the said intended Act to confer on the Company all the 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 con-

struction of the said intended railways and works, or any of them.

To purchase by compulsion or otherwise any lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them, 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 confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary or extinguish other rights and privileges.

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 and tramway of the Company, the Cambrian Railways Company, the Drayton Junction Railway Company, or to, from, or over the railways of the Great Western Railway Company, and the Wrexham, Mold, and Connah's Quay Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration or to the Board of Trade the terms and conditions upon which such interchange, accommodation, protection, and transmission and other facilities are to be afforded, 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 are now authorized to take: to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last-mentioned companies, or any or either of them, to enter into agreements for the management, use, working, and maintenance of the said 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 railways of the Company and the railways of the before-mentioned companies, and the fixing and division between the said companies and the Company of the receipts arising from such traffic.

To authorize the Cambrian Railways Company, the Drayton Junction Railway Company, and the Wrexham, Mold, and Connah's Quay Railway Company, or any or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in, and subscribe for or towards the making, maintaining, working, and using of the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertakings, for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, to enable such Company so prescribing 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 some of the powers and provisions of the following Acts relating to the Great Western Railway Company, 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, and 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, 141, 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, 148, 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. The following Acts relating to the Cambrian Railways Company, viz.: 27 and 28 Vic., caps. 97, 147, 161, 262, and 263; and 28 and 29 Vic., caps. 201, 277, and 283. "The Drayton Junction Railway Act, 1864," and "The Drayton Junction Railway Extension Act, 1865." 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; and 28 and 29 Vic., caps. 176 and 261; and any other Acts relating to those Companies, or any or either of them.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works and of the lands and houses purposed to be taken for the purposes thereof, together with the books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map, with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, in the said county; and with the Clerk of the Peace for the county of Denbigh, at his office in 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 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 14th day of November, 1865.

Thos. and Chas. Minshall, Oswestry, Solicitors.

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

In Parliament—Session 1866.

Dorking Water.

(Incorporation of Company; Construction of Works; Compulsory purchase of Lands; Power to Contract for Sewage and Construct Works; Agreement with Vestry or Local Authority.)

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

To incorporate a Company and enable such Company to supply water to the inhabitants and other persons within the parish of Dorking, in the county of Surrey.

To make and maintain the conduits, aqueducts, and reservoirs, with all necessary embankments, filtering beds, dams, sluices, works, and conveniences following, viz.:

An aqueduct, conduit, or line of pipes, commencing at a spring called Washway Spring, at a point on the west side of the road leading from the town of Dorking to the railway station, 100 yards or thereabouts south of the bridge on that road, and terminating in the tank hereinafter mentioned.

A tank with all necessary works and conveniences, situate on land belonging to James Henry Parsons, on the west side of a footpath leading from Church-street to the railway station, at a point 10 yards or thereabouts west of the engine-house of the existing waterworks.

An aqueduct, conduit, or line of pipes, commencing at the last-mentioned tank and terminating by a junction with the reservoir next herein after described.

A reservoir in a field called "The Glory," belonging to and in the occupation of Mrs. Annie Adele Slope, at a point 120 yards or thereabouts eastward of the junction of South-street with Hayway-road.

All which said reservoirs, aqueducts, tanks, and main pipes, will be situate in the parish of Dorking and county of Surrey.

To divert, intercept, impound, and use the water from the Washway Spring, and certain springs in certain grounds, called Fountain Villa, in the occupation of the said James Henry Parsons in the said parish of Dorking, and such further springs and waters as shall or may be found on any other lands or grounds adjoining or near to such springs, and within the limits of deviation to be marked on the plan hereinafter mentioned the waters from which springs now flow into the River Mole, and to vary or extinguish all rights in any way affecting the same.

To cross, break up, stop up, or divert, either temporarily or permanently, roads, streams, and watercourses, for the purpose of laying down, and to authorise the laying down, such culverts, cuts, drains, branch-pipes, service-pipes, distributing-pipes, sluices, fire plugs, wash-out cocks, and other works, apparatus, and appendages, as may be necessary or proper for obtaining, storing, conveying, and delivering the water of the said Company, and for more conveniently using, draining, and cleansing the several works hereinbefore mentioned.

To confer, vary, or extinguish rights and privileges over all lands, houses, hereditaments, rights of water, and other property to be taken, acquired, or interfered with by the Company.

To purchase or take, by compulsion or agreement, and otherwise, all lands, houses, rights of water, and other property, for the purposes of the undertaking, and to levy rates, rents, and charges in respect of water supplied by the Company.

To enable the Company to contract and agree with the vestry or other local authority having the control of the sewers and streets of the said town of Dorking, for the purchase or lease of the sewage matter and refuse of the said town, and for the purposes of storing and distributing the same, to make and maintain the following works:

—A pipe or conduit, commencing at a point in the stream called the Millrace, where the footpath from Church-street to the railway station crosses such stream, and terminating in the tank hereinafter described. A tank situate in a garden belonging to and in the occupation of the said James Henry Parsons, at a point 20 yards eastward of a bridge carrying the said footpath from Church-street to the railway station, across the said stream, which said pipe and tank will be wholly in the said parish of Dorking.

To enable the Company to irrigate lands, and to enter into agreements with any corporation or persons for the irrigation of land and distribution of sewage. To purchase and acquire by agreement, or take on lease, lands for that purpose, and to acquire easements over or affecting any such lands.

To authorise and empower the said Company to contract and agree with the vestry or other local authority within the said parish of Dorking for the supply of water, and for the sale or lease of the whole of the undertaking of the Company to such vestry or local authority, and to enable such vestry or local authority to purchase or lease the same, and to raise money for that purpose.

Duplicate plans and sections, describing the situation, lines, and levels of such reservoirs, tanks, and aqueducts, or pipes, and the lands in, through, or upon which the same respectively will be situate or made, a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and property which may be taken; and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Surrey, at Lambeth, in the said county, and on or before the same day, a copy of the said plan, sections, and book of reference, and a copy of this notice, will be deposited with the parish clerk of Dorking at his place of abode.

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

Dated this 17th day of November, 1865.

Mayhew, Salmon, and Whiting, 30, Great George Street, Westminster, Solicitors
for the Bill.

In Parliament—Session 1866.

Combarnin and Ilfracombe Road.

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

confer upon the undertakers or trustees, to be named in or appointed by the Bill, all necessary and proper powers for effecting the objects following, or some of them (that is to say).—

To make a new road, commencing at or near a bridge called Rose-bridge, in the village and parish of Combmartin, in the county of Devon; and terminating by a junction with the present turnpike road leading from Barnstaple to Ilfracombe, both in the said county of Devon, at a point at or near the east end of Hillsborough-terrace, in the parish of Ilfracombe aforesaid, and which intended new road will be situate in, or be made and pass from, in, through, or into the several parishes, townships, districts, extra-parochial, and other places of Combmartin, Berry-narbor, and Ilfracombe, all in the county of Devon.

To deviate laterally from the lines of the intended work 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 authorise the making, in connection with the intended work, of bridges, arches, embankments, cuttings, communications with other roads, and to cross, stop up, or divert either temporarily or permanently any roads, footpaths, streets, railways, streams, rivers, sewers, drains, ways and water-courses, within or adjoining to the aforesaid parishes, townships, extra-parochial, and other places, or any of them which it may be necessary to stop up, cross, or alter, or divert, for the purposes of the intended work, or of the intended Bill.

To purchase by compulsion and by agreement lands, houses, and hereditaments, or any easements in the same, for the purposes of the intended work, and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy and collect tolls, rates, and duties in respect of or for the use of the intended new road and other works; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the undertakers or trustees to borrow and raise money, for all or any of the purposes of the intended works and of the Bill, on mortgage of the tolls of the intended new road or otherwise.

To constitute the intended new road, when completed, a public highway, and to provide for the maintenance and repair of the said road by the public or otherwise, as may be provided by the Bill.

To alter and vary the rates of any description leviable in the aforesaid parishes, townships, extra-parochial, and other places, or any of them.

To make applicable to the objects of the Bill, the general statutes relating to turnpike roads in England and Wales.

To incorporate with the Bill, all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," and of any other Act which may be necessary or expedient so to incorporate.

And it is intended, so far as may be necessary or desirable for any of the purposes of the Bill, to amend, enlarge, or extend the provisions of "The Barnstaple Turnpike Roads Act, 1865," and to grant further powers to "The Trustees of the Barnstaple Turnpike Roads," in connexion with or in relation to the intended new road.

And notice is hereby further given, that on or before the 30th day of November, 1865, dupli-

cate plans and sections, describing the lines and levels of the intended new road and works, and the lands which will or may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, and 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 the Castle at Exeter, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place, from, in, through, or into which the said new road and works will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And 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 31st day of October, 1865.

Thomas Hooper Law, Barnstaple, Solicitor for the Bill.

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

North British and Leadburn, Linton, and Dolphinton Railway Companies.

(Amalgamation of the North British and the Leadburn, Linton, and Dolphinton Railway Companies; Sale and Purchase or Lease of the Leadburn, Linton, and Dolphinton Railway to the North British Railway Company; Running Powers, &c.; Powers to the Companies to enter into Agreements; 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 amalgamate, or authorise the amalgamation of the Leadburn, Linton, and Dolphinton Railway Company with the North British Railway Company, or to vest in the North British Railway Company, by sale and purchase or lease, all the undertaking, railway, stations, plant, rolling stock, property, powers, rights, and privileges of every description, of the Leadburn, Linton, and Dolphinton Railway Company; or otherwise to enable the Leadburn, Linton, and Dolphinton Railway Company to sell or grant on lease, and the North British Railway Company to purchase or take in lease, the aforesaid whole undertaking; and in any case, upon such terms and conditions as may be set forth in, or provided for, in the said Bill.

And in the said Bill power will be taken to the North British Railway Company to work, use, and run over the undertaking of the Leadburn, Linton, and Dolphinton Railway Company, as part of the undertaking of the North British Railway Company, or otherwise, on such terms and conditions as may be specified in the said Bill, or as Parliament shall authorise.

And to take powers to the said Companies, or either of them, or to the Amalgamated Company, to levy tolls, rates, duties, and charges, and to vary or 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 upon, or affecting the undertakings of the said Companies, or either of them.

And to fix and regulate the capital of the said Companies, or of the Amalgamated Company; to convert the shares or stock of the Companies into shares or stock of the Amalgamated Company, and to provide for the payment of, and secure the mortgages, bonds, or other debts of the said Companies; to authorize the said Companies, or either of them, or the Amalgamated Company, to cancel any shares of the existing capital of either of the said Companies remaining unissued, or in their hands, and in lieu thereof to issue new shares of such Companies, or either of them, or of the Amalgamated Company, with or without privilege or priority in payment of interest or dividend; to raise money by the creation of preference, guaranteed, or other shares or stock, and by mortgage or bond, and to give any guaranteed or preference shares priority over existing guaranteed or preference shares.

To authorise the said Companies 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 the respective systems of the said Companies, and for maintaining, running over, using, and working their respective railways and works, or parts thereof, or for dividing between them the respective receipts and profits thereof, and to confirm any such agreements as have been or may be entered into between the said Companies, and to confer all such powers as may be proper and necessary for carrying any such agreements as aforesaid, and the several other objects above mentioned, into full and complete effect; and to annul, vary, or extinguish all agreements, powers, rights, and privileges which would in any manner impede, interfere with, or prevent the carrying into effect the objects and purposes of the said intended Act, and confer other powers, rights, and privileges.

And in so far as may be requisite for the purposes aforesaid, or any of them, power will be taken by the said Bill to alter, extend, amend and enlarge, and, if need be, to repeal all or some of the provisions of the following local and personal Acts, that is to say: "The Leadburn, Linton, and Dolphinton Railway Act, 1862," and any other Act relating to that Company. Acts 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, 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, 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. 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 138; 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, 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 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, and 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 148; 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, and 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 and 106; 11 and 12 Vict. caps. 52 and 164; 13 and 14 Vict. cap. 39; 18 Vict. cap. 56; 19 and 20 Vict. cap. 134; 21 Vict. cap. 43; 22 and 23 Vict. caps. 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 and 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 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 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. 8; 8 and 9 Vict. cap. 148; 9 Vict. cap. 11; 9 and 10 Vict. caps. 147 and 384; 11 and 12

Vict. caps. 41 and 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 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 Andrews Railway Act, 1851. The Act relating to the Glasgow, Milngavie Junction Railway Company, 24 and 25 Vict. cap. 198. The Acts 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; 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 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 11th day of November, 1865.

Adam Johnstone, Edinburgh; Solicitor for the North British Railway Company.

J. D. Bathgate, Solicitor, Peebles.
J. Sherwood, Venables, and Grubbe,
Pritt, Great George-street, Westminster,
 7, Gr. Parliamentary Agents.

Medway Docks.
 (Incorporation of Company; Construction of Docks and Warehouses, and Branch Railway; Arrangements with London, Chatham, and Dover Railway Company, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill to incorporate a Company (hereinafter called "the Company"), for all or some of the purposes following, that is to say,—

To make and maintain on the west side of the River Medway one or more dock or docks and other works on land, or some part thereof, within the termini or boundaries hereinafter described, viz., lands wholly in the parish of Saint Nicholas, Rochester, bounded on the north by the reach in the River Medway known as Bridge Reach, on the east by the reach in the River Medway known as Limehouse Reach, on the west partly by the road leading from a place called the Common to the gas works of the Rochester, Chatham, and Strood Gas-Light Company known as Gas House-road, and partly by the London, Chatham and Dover

Railway, and on the south partly by the said railway, and partly by a creek running from the River Medway to the embankment of the said railway at a point between the premises in the occupation of Messrs. Frederick Furrell and Son, and a piece of marsh land belonging to the Dean and Chapter of the Cathedral Church of Rochester leased to Robert Clements, and in the occupation of George Bassett, and known as Cow Marsh; and numbered 159 on the Tithe Commutation Map of the said parish of Saint Nicholas, Rochester; and numbered 159a on the altered apportionment map of the said parish of Saint Nicholas, Rochester.

To make and maintain a railway to be wholly situate in the said parish of Saint Nicholas, Rochester, commencing by a junction with the London, Chatham, and Dover Railway at a point on the said railway 50 yards or thereabouts, measured along the said railway in a north-westerly direction from the centre of the bridge carrying the London, Chatham, and Dover Railway over the road or way leading from the High-street, Rochester, to the wharf and premises in the occupation of Messrs. Frederick Furrell and Son, and known as Furrell's Wharf, and terminating in a field or marsh belonging to Thomas Sidden, and in the occupation of John Mayhew; and numbered 152 on the Tithe Commutation Map of the said parish of Saint Nicholas, Rochester, and numbered 152a on the altered apportionment map of the said parish.

To make and maintain all such walls, embankments, tidal basins, floating docks, dry docks, timber ponds, graving docks, gridirons, saucers, locks, gates, bridges, arches, landing places, quays, jetties, piers, railways, tramways, approaches, cuts, roads, wharves, sheds, depôts, warehouses, timber yards, reservoirs, aqueducts, sluices, sewers, and other works and conveniences as may be proper and convenient in the execution or maintenance of the several hereinbefore described intended works, or any or either of them.

The several hereinbefore described intended works will be wholly situate in the county of Kent.

The said Bill will authorise the Company in the construction and maintenance of the said several intended works or any or either of them, to alter, stop up, and divert roads, ways, paths, passages, ferries, streams, watercourses, rivers, drains, sewers, railways, tramways, and navigations; to divert into the hereinbefore described intended docks the waters of the River Medway, and to impound such waters, with power to appropriate to the several objects of the said Bill, and other the purposes of the Company, the lands hereinbefore described, and the bed and foreshore of the said river respectively, in the execution of the several hereinbefore described intended works or any or either of them, and to be otherwise acquired by the Company.

To purchase by compulsion or agreement, lands and houses, and rights and easements in and over the same; to vary and extinguish existing rights and privileges in and over such lands and houses, and in and over the said River Medway and the bed and foreshore of the same respectively; to levy tolls, rates, and duties for and in respect of the use of the said intended works, or any or either of them; to alter existing tolls, rates and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer vary, or extinguish other rights and privileges.

To enable the Company and the London, Chatham, and Dover Railway Company from time to time to enter into agreements with respect to the maintenance, working, and use by the Railway Company of the hereinbefore described intended works, or any or either of them, or any part

thereof, and with respect to the interchange, transfer, and transmission of traffic to or from the respective undertakings of the Company, and the fixing, division, and apportionment of tolls and receipts derived from such traffic, and with respect to the sale or lease of lands and houses belonging to the Railway Company and required for the purposes of the hereinbefore described intended works, or any or either of them, or otherwise, in relation to the several objects and purposes of the said Bill, or any or either of them.

To alter, amend, extend, enlarge, or repeal, so far as may be found expedient for the purposes aforesaid, or other the objects and purposes of the said Bill, all or some of the provisions of the Acts relating to the London, Chatham, and Dover Railway, or which could or might in any manner impede the carrying out of the objects aforesaid, or any of them.

To incorporate the "Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Companies Clauses Act, 1863," and "The Railways Clauses Act, 1863."

And notice is hereby further given, that on or before the 30th day of November, 1865, duplicate plans and sections describing the lines, situations, and levels of the said intended works, and the lands in or through which the same will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county, and that on or before the said 30th day of November, 1865, a copy of the said plans, sections, and book of reference, and also a copy of the notice published as aforesaid, will be deposited with the parish clerk of the said parish of Saint Nicholas, Rochester, at his residence.

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

Dated this 13th day of November, 1865.

R. Prall, jun., Rochester.

Marchant and Pead, 30, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session, 1866.

Hemel Hempsted and London and North Western Railway.—Extension to Redbourne and Harpenden.

(New Railway to Redbourne and Harpenden; Arrangements with London and North Western, Midland, and Great Northern Railway Companies; New Capital; Abandonment of part of authorised Line; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to enable the Hemel Hempsted and London and North Western Railway Company (hereinafter called "The Company") to make and maintain the railways hereinafter mentioned, or one of them, together with all necessary and convenient stations, approaches, bridges, roads, communication, and other works and conveniences, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

A railway commencing in the parish of Hemel Hempsted and county of Hertford, by a junction with the authorised Hemel Hempsted and London and North Western Railway, at a point on the plans deposited for the purposes of the said railway with the Clerk of the Peace for the county of Hertford, in November, 1862, seven furlongs, two chains, or thereabouts from the commencement thereof, and terminating in the parish of Harpenden and county of Hertford by a junction with the Hertford, Luton, and Dunstable Branch of the Great Northern Railway, at a point adjoining the north-western corner of the passenger platform at Harpenden station of the said Hertford, Luton, and Dunstable Branch, which said railway will pass from, through, or into, the parishes and places following, or some of them, viz.:—Hemel Hempsted, Redbourne, and Harpenden, all in the county of Hertford.

2.—A railway situated wholly in the parish of Harpenden, in the county of Hertford, commencing by a junction with the last-mentioned intended railway in a field belonging to Thomas Cox, and Emma, his wife, and in the occupation of Gerard Wolfe Lydekker, at a point 20 yards or thereabouts to the east of the road leading from Cooters End to Harpenden Station, and terminating by a junction with the authorised London Extension of the Midland Railway, in a field or piece of land numbered on the plans deposited for the purposes of the said London Extension with the Clerk of the Peace for the county of Hertford, in November, 1863, 183 in the parish of Harpenden.

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

To levy tolls, rates, and duties, as well in respect of the use of the said intended railways and works as of any railways, stations, and works, which they may be authorised to run over and use, and to grant exemptions from payment of tolls, rates, and duties.

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

To enable the Company, and the Midland, London and North Western, and Great Northern Railway Companies, or some or one of them, from time to time to enter into agreements and arrangements with respect to the working, and management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, and the management, interchange, regulation, working, and direction of the traffic upon or over the said intended railways and works, or some part or parts thereof, and the collection, appropriation, apportionment, and distribution of the tolls, rates, income and profits arising from the said intended railways and works, or any part or parts thereof; and to require and direct the Midland, London and North Western, and Great Northern Railway Companies upon such terms and conditions as shall be agreed upon or, failing such agreements,

as shall be settled by arbitration, in manner to be provided by the intended Act, to book through and forward all passengers, goods, animals, and other traffic, and to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic, and of carriages of every description coming to, from, or over the whole or any part of their railways to and from the said intended railways, or any of them, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic; and if need be, to alter and vary the tolls, rates, and duties which the said Companies may respectively receive and take upon their respective railways, and to confer, vary, and extinguish exemptions therefrom. 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 their undertaking, or either of them, by the creation of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by 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 authorise the Company to abandon the construction of so much of their authorised line of railway as lies between the point shown on the plan deposited for the purposes of the Company in November, 1862, with the Clerk of the Peace for the county of Hertford, and measuring 1 mile 1 furlong 9 chains and 80 links from the commencement of the said authorised railway at Boxmoor Station of the London and North Western Railway and the authorised termination thereof at Hemel Hempsted.

And it is further proposed by the said intended Act to alter, amend, extend, and enlarge or repeal, so far as the same may be necessary, the powers and provisions of the several local and personal Acts, following, viz.,—The Hemel Hempsted and London and North Western Railway Act, 1863, 7 and 8 Vict. caps. 18 and 59; The Midland Railway (Extension to London) Act, 1863; and of any other Acts relating to the Midland Railway Company; and the Great Northern Railway Act, 1846, 21 and 22 Vict. cap. 74, and of any other Acts relating to the Great Northern Railway Company; 8 and 9 Vict., cap. 36, and of any other Acts 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 proposed railways and works, with a book of reference to the plans, and a published map with the line of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, and that on or before the 30th day of November, 1865, a copy of so much of the said plans, and sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended railways and works, or any part of them, are or is intended to be made, with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in case of each such parish, with the parish clerk thereof, at his residence, and in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence, and printed copies of the proposed Bill will be deposited in the Private

Bill Office of the House of Commons on or before 23rd day of December 1865.

Dated this 8th day of November, 1865.

G. E. Forster, 3, Verulam-buildings, W.C.,
Solicitor for the Bill.

Henry Moon, 7, Delahay-street, Westminster, Parliamentary Agent.

North British Railway. (Camps, Addiewell, Broxburn, and Burrowstounness Branches.)

(Branch Railway from the Edinburgh and Bathgate Railway to East Camps; Branch from the North British (Wilsontown, Morningside, and Coltness) Railway to Addiewell; Railway from the Edinburgh and Bathgate Railway, near Uphall, to the North British (late Edinburgh and Glasgow) Railway, in the Parish of Kirkliston; Junction of North British (late Edinburgh and Glasgow) Railway with the (Monkland) Branch to Borrowstounness, and other Works; Provisions as to Tolls and Charges of Caledonian Railway, upon Access to General Station at Carlisle; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the construction and maintenance of the following railways, with all necessary and proper stations, works, and conveniences connected therewith respectively (that is to say):—

A railway, hereinafter called Railway No. 1, commencing in the parish of Uphall, in the county of Linlithgow, by a junction with the Edinburgh and Bathgate Railway, at a point thereon 360 yards or thereabouts to the eastward (measuring along said railway) of the east end of the booking-office at Uphall station, and terminating in the parish of Kirknewton, in the county of Edinburgh, at or near the kilns at the East Camps Lime Works, belonging to, or leased by, William Torrance, which railway and works will pass from, through, into, or be situate within the parish of Uphall, in the county of Linlithgow, and parishes of Mid-Calder and Kirknewton, in the county of Edinburgh.

A railway, hereinafter called Railway No. 2, commencing in the parish of Whitburn, in the county of Linlithgow, by a junction with the North British (Wilsontown, Morningside, and Coltness) Railway, at a point thereon 60 yards or thereabouts to the southward of the south end of the gatekeeper's house, where the said railway crosses the road leading from Easter Blacklaws to Mid-Foulshiels, and called Renton level crossing, and terminating in the parish of West Calder, in the county of Edinburgh, in a field immediately to the west of the brickwork of the West Calder Chemical Works, belonging to James Young, at a point 90 yards or thereabouts westward from the north-west corner of the said brickwork; which railway and works will pass from, in, through, or into, or be situate within the parish of Whitburn, in the county of Linlithgow, and parish of West Calder, in the county of Edinburgh.

A railway, hereinafter called Railway No. 3, commencing in the parish of Uphall, in the county of Linlithgow, by a junction with the Edinburgh and Bathgate Railway, at or near the east end of the south passenger platform at Uphall railway station, and terminating in the parish of Kirkliston, in the said county, by a junction with the North

British (late Edinburgh and Glasgow) Railway, at a point thereon 720 yards or thereabouts southward of the southern abutment of the bridge which carries the last-mentioned railway over the Niddry Burn; which railway will pass from, in, through, or into, or be situate within the parishes of Uphall and Kirkliston, all in the county of Linlithgow.

A railway, hereinafter called Railway No. 4, commencing in the parish of Muiravonside, in the county of Stirling, by a junction with the Slamannan and Borrowstounness Branch of the North British (late Monklands) Railway, at a point thereon 600 yards or thereabouts southward of the bridge which carries the turnpike road between Linlithgow and Polmont over the said branch, and terminating in the parish of Muiravonside, in the same county, by a junction with the North British (late Edinburgh and Glasgow) Railway, at or near a point thereon 250 yards or thereabouts west from the west end of the viaduct which carries the last-mentioned railway over the river Avon; which railway and works will be wholly situated in the parish of Muiravonside, and county of Stirling.

And it is proposed by said intended Act to authorise deviations from the line of levels of the intended lines of railways as shown upon the plans and sections thereof hereinafter referred to within the limits usually authorised by Parliament, or to be prescribed by the said Act, and to confer power 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 roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, waters, watercourses, mains, pipes, bridges, telegraphic wires or apparatus, erections, or works of any description, which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the undertaking; and to vary or extinguish all existing rights and privileges connected with any land or building to be purchased, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges; and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from tolls, rates, duties, or charges.

And it is also proposed by the said Act to alter, fix, and regulate the tolls, rates, fares, or charges on all traffic passing from or to any of the railways of the Company; over that portion of the railways of the Caledonian Railway Company which intervenes between the Citadel Station at Carlisle, and the junction of the Caledonian Port-Carlisle Branch with the line of the Company leading from Carlisle to Port-Carlisle, as the same have been or may be agreed on between the said two companies; and to confirm any agreement or agreements which have been, or may be entered into between the said two companies, or between such companies and the London and North Western Railway Company, and the Lancaster and Carlisle Railway Company, or some of them, with respect to the tolls, rates, and charges to be levied upon traffic passing over the aforesaid portion of the railways of the Caledonian Railway Company from or to Carlisle Citadel Station, and points beyond it, to, from, or by the railways of the Company.

And it is proposed by 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 in ordinary, 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, credit, or otherwise.

And it is proposed by the intended Act to repeal or amend, extend, and enlarge 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, 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, 188, 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:—9 and 10 Vict. caps. 81, 202, 263, and 377; 10 and 11 Vict. caps. 83 and 245; 11 and 12 Vict. caps. 118 and 127; 12 and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. caps. 98 and 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 213, 217, 328, and 356, and all other Acts (if any) relating to the North British (late 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 Edinburgh and Bathgate Railway Company:—9 and 10 Vict. cap. 332; 10 and 11 Vict. cap. 246; 11 and 12 Vict. cap. 116 and 160; and all the other Acts relating to the Edinburgh and Bathgate Railway Company. Acts relating to the Caledonian Railway Company:—8 and 9 Vict. caps. 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 148; 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, namely, 22 and 23 Vict. cap. 83; 25 Vict. cap. 35; 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 the Scottish Central Railway Company. Acts relating to the London and North Western Railway Company:—8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 273, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 152, 177, 208, and 217; 27 and 28 caps. 62, 194, 196, 200, 220, 226, 263, 273, 288, 296, and 309; 28 and 29 Vict. caps. 316, 333, 334; and all other Acts (if any) relating to the London and North Western Railway Company. Acts relating to the Lancaster and Carlisle Railway Company:—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 all other Acts (if any) relating to the Lancaster and Carlisle Railway Company, and the Carlisle Citadel Station Act, 1861.

And notice is hereby also given, that a plan and section in duplicate, of the intended railways 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 or 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 as follows; that is to say, as regards Railways No. 1 and No. 2 respectively, with the principal sheriff clerk of the county of Edinburgh, at his office in Edinburgh, and with the principal sheriff clerk of the county of Linlithgow, at his office in Linlithgow; as regards Railway No. 3, with the principal sheriff clerk of the county of Linlithgow, at his office in Linlithgow, and as regards Railway No. 4, with the principal sheriff clerk of the county of Stirling, at his office in Stirling; and that so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish, with the schoolmaster, or if there be no schoolmaster, then with the session clerk of such parish; or in the case of an extra-parochial place, with the schoolmaster, or if there be no schoolmaster, with the

session clerk of some parish adjoining thereto, at the usual place of abode of such schoolmaster or session clerk; and that all such deposits will be made before the 1st 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 11th day of November, 1865.

Adam Johnston, Edinburgh, Solicitor for the said Company.

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

In Parliament.—Session 1866.

Thorpe and Great Clacton Railway and Pier.
(Incorporation of Company for making Railways from the Tendring Hundred Railway at Thorpe-le-Soken to Great Clacton, and a Pier at Great Clacton; Working by and Arrangements with the Tendring Hundred Railway Company; Powers over portions of their Railway and Stations; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (herein called "the Company"), and to confer upon the Company the following, or some of the following, among other powers, that is to say:

To enable the Company to make and maintain the railways, piers, and works following, or some or one of them, with all necessary works, stations, approaches, sidings, and other conveniences connected therewith, to be situate wholly in the county of Essex, that is to say:

A railway (hereinafter called Railway No. 1) commencing in the parish of Thorpe-le-Soken, at or near the road marked on the plans deposited, for the purposes of the Tendring Hundred Extension Railway No. 2, with the Clerk of the Peace for the county of Essex, in November, 1862 (hereinafter called "the said deposited plans"), and thereon numbered 17, in the parish of Thorpe-le-Soken, and terminating in the parish of Great Clacton, at Clacton-on-Sea, at a point 40 yards from the Cliff, or thereabouts, and 200 yards, or thereabouts, to the westward of the New Gap; which said intended railway will pass in, from, through, or into the parishes and places following, or some of them, that is to say:—Thorpe-le-Soken, Frinton, Great Holland, Little Holland, Little Clacton, and Great Clacton:

2. A railway (hereinafter called "Railway No. 2"), situate wholly in the parish of Thorpe-le-Soken, and commencing by a junction with the Tendring Hundred Extension Railway now in course of construction, at a point three miles and three furlongs, or thereabouts, from the commencement of the said Tendring Hundred Extension Railway No. 2, as shown upon the said deposited plans, and terminating by a junction with the intended Railway No. 1, at or near the southern extremity of the field numbered on the said deposited plans 25, in the parish of Thorpe-le-Soken.

3. A pier at Clacton-on-Sea, to be situate wholly in the parish of Great Clacton, commencing at a point opposite and adjacent to the termination of the intended Railway No. 1, hereinbefore described, and running out into the sea in a south-easterly direction, and terminating 300 yards, or thereabouts, from high-water mark.

To purchase and take, by compulsion or other-

wise, for the purposes aforesaid, or any of them, lands, houses, and other property, hereditaments, and premises; and to vary and extinguish all existing rights and privileges connected with the lands, houses, and other property, hereditaments, and premises to be so purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway and pier, and the works connected therewith, or any of them; and to confer, vary, and extinguish all existing rights and privileges; and also to cross, stop up, alter, or divert, whether temporarily or permanently, any highways, turnpike or other roads, railways, tramways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, water, watercourses, drains, and pipes, for the purposes of making and maintaining the said railways, or any of them, or any of the works, approaches, sidings, stations, or conveniences connected therewith respectively.

To levy tolls, rates, and duties in respect of the said intended railways, pier, and works; and for the conveyance of traffic thereon; and to alter existing tolls, rates, and duties; and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To enable the Company to run over, work, and use, with their engines, carriages and waggons of every description, and their clerks, officers, and servants, so much of the Tendring Hundred Extension Railway as is situate between the station of that railway at Thorpe-le-Soken and the station of that railway at Walton-on-the-Naze, together with all stations, sidings, watering-places, water, platforms, approaches, turn-tables, and other works and conveniences connected with so much of the Tendring Hundred Extension Railway, as aforesaid, with the said stations, upon such terms and conditions, and on payment of such tolls and charges, as may be agreed upon, or as in case of difference shall be settled by arbitration.

To enable the Company on the one hand, and the Tendring Hundred Railway Company on the other hand, from time to time to enter into arrangements with respect to the working, use, management, and maintenance by the Tendring Hundred Railway Company of the said intended railways, pier, and works, or any part thereof, and the supply of rolling stock and machinery, and of officers and servants, and for the conduct of the traffic on the said intended railways, or either of them, the payments to be made, the conditions to be performed with respect to such working, use, maintenance, management, and the collection, appropriation, apportionment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

To make provisions for facilitating the interchange and transmission of all traffic whatsoever, to, from, and over the said intended railways and works, or either of them, and the Tendring Hundred Railway; and for securing through-booking to, from, and over the said railways respectively; and for fixing, ascertaining, limiting, reducing, and settling the tolls, rates, and charges to be levied and charged, and other terms and conditions to be imposed to, for, or in respect of any of the purposes aforesaid, as may be necessary; and for authorizing the Company, and the Tendring Hundred Railway Company, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may be entered into, and in default of agreements to confer all necessary powers for effecting the objects aforesaid, or any of them.

To enable the Tendring Hundred Railway Company, if they think fit, to become sole or joint promoters with the Company of the in-

tended Act, to subscribe and contribute towards the expense of the proposed railways and pier, and to take, purchase, and hold shares in the Company, and to appoint directors of the Company; and for the purpose of such subscription and contribution the intended Act will authorize the Tendring Hundred Railway Company, if they shall think fit, to become sole or joint promoters as aforesaid; to raise money by the creation and issue of new shares in their own undertaking, with or without guaranteed or preferential dividend, and by borrowing on mortgage or otherwise; and to apply any funds which they have raised, or have authority to raise, to the purposes of such subscriptions and contributions.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the said intended Act, to amend or repeal the provisions, or some of them, of the several local and personal Acts of Parliament following, relating to the Tendring Hundred Railway Company, that is to say:—"The Tendring Hundred Railway Act, 1859;" "The Tendring Hundred Railway Act, 1862;" "The Tendring Hundred Railway Extension Act, 1863;" and "The Tendring Hundred Railway Acts Amended Act, 1864."

Duplicate plans and sections, showing the line, situation, and levels of the said intended railways, pier, and works, and the land in or through which the same are intended to be made, together with a published map with the lines of railway delineated thereon, 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office, at Chelmsford, 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 in or through which the said intended railways, pier and works, will be made together with a copy of the said Notice as so published, will be deposited for public inspection with the parish clerk of such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated the 14th day of November, 1865.

Henry Moon, 7, Delahay-street, Westminster, Parliamentary Agent.

In Parliament—Session 1866.

South Kensington New Road.

(Incorporation of Company for Constructing a Road from South Kensington Museum to Sloane-Street, and from Ovington-Square to Sloane-Square.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to introduce a Bill for the incorporation of a Company, with power to make and maintain the streets or roads hereinafter mentioned, or one of them, with all needful works, approaches and conveniences connected therewith (that is to say):—

Road No. 1.

Commencing in the parish of Saint Mary Abbott, Kensington, in the Crownwell-road or Brompton-road, Old Brompton, at a point facing, or nearly facing the South Kensington Museum, and termi-

nating at a point in Sloane-street, facing, or nearly facing, Pont-street, in the parish of Saint Luke, Chelsea. The said intended road will be wholly in the said two parishes of Saint Mary Abbott, Kensington, and Saint Luke, Chelsea, and in the county of Middlesex.

Road No. 2.

Wholly in the said parish of Saint Luke, Chelsea, and in the county of Middlesex, commencing at or near a point in the said road (No. 1), where Vincent-street joins or enters Ovington-square, and terminating at or near the north-west corner of Sloane-square.

And it is also proposed by the said Bill to apply for powers to purchase lands, houses, and other property compulsorily, not only for the said streets or roads, but for improvements connected therewith, and to cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, footpaths, drains, sewers, pipes, streams, and watercourses, so far as may be necessary for the purposes of the said streets or roads and improvements. And the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

Duplicate plans and sections, describing the line, situation, and levels of the proposed streets or roads, and the lands, houses, and other property in or through which they will be made, or which are intended to be taken under the powers of the Bill, together with 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, 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 the Sessions House, Clerkenwell-green; 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 a copy of so much of the said plans, sections, and books of reference as relates to the before-mentioned parishes, and a copy of this notice, will be deposited as follows:—in the case of the parish of St. Luke, Chelsea, with the Vestry Clerk of that parish, at the Vestry Hall, King's-road, Chelsea; and in the case of the parish of St. Mary Abbott, Kensington, with the Vestry Clerk of that parish, at the Vestry Hall, High-street, Kensington.

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.

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

In Parliament.—Session 1866.

Colchester Gas.

(Incorporation of Company; Powers to Maintain and Extend Works and Light Colchester with Gas; to Extend District; to Break up Streets, &c.; to Levy Rates, &c.; to Lease the Undertaking; to raise Additional Capital and Borrow Money; to Change Name, and Constitution of Company; to Cancel Deeds of Settlement; and other purposes.)

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

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

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

To confer upon the Company powers for lighting with gas the Borough of Colchester, and the liberties thereof, in the county of Essex.

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 the Company, situate in the parish of St. Leonard, within the Borough of Colchester, in the county of Essex, that is to say, lands occupied or partly occupied by the gas works of the Company, situate at a place known as the Hythe, in the said parish of St. Leonard, within the Borough of Colchester aforesaid, and which said works and lands are bounded on the north in part by garden ground belonging to a messuage, tenement, or public-house called the Horse Shoes, the property of Messrs. Cobbold and Co., in the occupation of Ebenezer Brown, and in other part by meadow or pasture land or ground belonging to William Warwick Hawkins, in the occupation of Robert Taylor; on the south by a footpath leading from the Hythe Quay to a meadow called Springhead Meadow (part of the glebe lands of the said parish of St. Leonard), in the occupation of Thomas Moy; on the east in part by the Hythe Quay, in other part by a coal-yard and sheds belonging to and occupied by Stephen Brown, and in other part by a yard the property of John Stuck Barnes, in the occupation of the Commissioners for better Paving, Cleansing, and Improving the Town of Colchester; and on the west, in part by garden ground belonging to and in the occupation of Thomas Page, and in other part by meadow land or ground (part of the glebe lands of the parish of St. Leonard aforesaid) in the occupation of Thomas Moy.

And to purchase and hold further lands, and from time to time to erect, make, and maintain all necessary buildings, gasometers, retorts, machinery, apparatus, approaches, roads, conveniences, and works.

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, matters, and things; 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 to lay down and place mains and pipes in, through, along, across, or under streets, roads, lanes, rivers, waters, bridges, and other public passages and places, within 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 public passages and places; and also with any sewers, drains, and pipes in, over, or under the same.

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

To contract with any person or persons for the manufacture of gas, and the carrying on of the processes incident to such manufacture, and for

the sale of the residual products arising or resulting from such manufacture; and to lease the undertaking of the Company, or part or parts thereof; or the works of the Company, or part or parts thereof, with power to the lessee or lessees to exercise all or some of the powers, rights, and authorities vested in the Company, or proposed to be conferred upon them by the said Bill.

To levy and collect rates, rents, and charges for the sale and supply of gas, and of gas metres and fittings, and other gas apparatus; and to authorise, confirm, or regulate contracts with the Commissioners acting under the local and personal Acts of the 51st Geo. III., cap. 43, and the 10th and 11th Vic., cap. 281, or either of them; and also with the Mayor, Aldermen, and Burgesses of the said Borough of Colchester; and also with all Local Boards of Health, Vestries, and other local authorities within any part of the limits of the said Bill, as to the supply of gas within their respective districts for public and private purposes; and to enable such public bodies, or any of them, to defray the costs of any such public lighting out of any of the rates which they are respectively authorised to levy.

To define, alter, authorise, and regulate the existing capital of the Company and its distribution into shares, and the capitalization or conversion into capital of monies 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 by 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 provisions with reference to the augmentation of the share and loan capital of the Company.

The Bill will 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," and "The Lands Clauses Consolidation Acts Amendment Act, 1860." And it will confer upon the Company all other rights and privileges necessary or proper for carrying into effect the objects of the Bill, and it will vary and extinguish all such existing rights and privileges as might otherwise interfere with the attainment of any of those objects.

So far as may be necessary for carrying out the objects and purposes of the said Bill, it will (if need be) alter, amend, and repeal some of the powers and provisions of the following Acts of Parliament, that is to say:—an Act of 51st Geo. III., cap. 43, intitled "An Act for improving the Navigation from the Hythe at Colchester to Wyvenhoe, in the County of Essex; and for better paving, lighting, watching, cleansing, and improving the said Town of Colchester;" an Act of the 10th and 11th Vic., cap. 281, intitled, "An Act to amend an Act for improving the Navigation from the Hythe at Colchester to Wyvenhoe, in the County of Essex; and for better paving, lighting, and improving the Town of Colchester, and for making a New Channel and Deepening the River Colne from Wyvenhoe to Rams Hard, leading towards the Sea;" and any other Act or Acts of Parliament, charters, provisional orders, or other instruments which would otherwise in any way interfere with the objects and purposes of the said 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 16th day of November, 1865.

Turner and Deane, Solicitors, Colchester.
Bell, Steward, and Lloyd, 49, Lincoln's Inn
Fields, London.

Martock Turnpike Trust.

(Continuation of term—Consolidation and Union, or Confirmation of Union, or other Arrangement as to Securities on separate portions of Roads—Exclusion of Portions of Roads from 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, and extend, and enlarge the powers and provisions, or some of the powers and provisions of an Act passed in the fourth year of the reign of King George the Fourth, intitled: "An Act for more effectually repairing the Roads from Dyed way to Somerton, and from Gawbridge to Tintinhull Fords, and from a stream of water called 'Ford,' to Cartgate, in Martock, and other roads therein mentioned, in the county of Somerset," and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act in extension of the original term, or to repeal the said Act and to create a further term, and to make further provisions with reference to the said roads or some part thereof.

To except and exclude from the Trust if thought requisite or expedient, all or some of the roads hereinafter described, that is to say:—

So much of the said roads as extends from Pitway Hill, in the parish of South Petherton, at a point opposite the Fruiterers' Arms Inn to and through the village of Shepton Beauchamp towards Barrington, to where the same joins the Ilminster Turnpike Road; and also so much of the roads as lies between Saint James's street, in the town of South Petherton and Whitecross, in the parish of Lopen, and to relieve the Trustees from all obligation to repair or maintain the same.

To alter or vary the rates of, any description leviable on the parishes of South Petherton, Shepton Beauchamp, and Lopen, or on any or either of them.

To consolidate, either wholly or partially, the mortgage debt and other securities now or heretofore due or owing in respect of or chargeable on the separate branches of the said Trust, and the tolls and revenue arising from such branches, and the application thereof, or to confirm either wholly or partially, and with or without any variation, any consolidation or union of the separate branches of the Trust heretofore made under any Act relating to the management of turnpike roads; and power will be taken in the said Bill to continue or alter the tolls, rates, and duties authorised by the said Act to be taken on the said roads; 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, consolidate, or make other arrangements with reference to the mortgages, debts, and other charges on the said roads and tolls; to vary and extinguish some of the rights and privileges and remedies of the mortgagees and other creditors thereon; and to confer, vary, or extinguish other rights and privileges.

And notice is hereby also given, that printed

copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this eleventh day of November, 1865.

Nicholetts and Son, South Petherton,
Solicitors for the Bill.

Brixton, Clapham, and Balham Extension Railways.

(Incorporation of Company; Powers to Construct Railways between Brixton, Clapham, and Balham Hill, and the Croydon and Balham Railway; Running Powers over portions of the London, Chatham, and Dover, and London, Brighton, and South Coast Railways; Facilities in respect of the Railways of the London and South-Weston, London, Brighton, and South Coast, and the London, Chatham, and Dover Railway Companies; Agreements and Arrangements with, and Powers of Subscription to, the last-named Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (in this notice called "The Company"), and to empower the Company to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts respectively, together with all necessary and convenient, or incidental works, stations, approaches, communications, and works connected therewith respectively, that is to say:—

A Railway (No. 1) commencing in the parish of Streatham, in the county of Surrey, at the eastern side of the booking-office of the Balham station of the London, Brighton, and South Coast Railway Company (in this notice called the Brighton Company) at a point distant one chain and a half, or thereabouts, measured in a northerly direction from the centre line of the West End and Crystal Palace Railway, and terminating in the parish of St. Mary, Lambeth, in the said county, at a point in and on the northern side of the road or lane known as Acre-lane, which point is distant 13 chains, or thereabouts, measured along the said lane, in an easterly direction from the point where that lane forms a junction with the road known as Bedford-road, and which said intended railway will pass through the following parishes or extra-parochial places, or some of them, that is to say, Streatham, Christchurch Streatham, Clapham, Brixton, and St. Mary, Lambeth, all in the county of Surrey.

A Railway (No. 2) wholly in the said parish of Streatham, commencing by a junction with the Croydon and Balham Hill line of the Brighton Company, at or near a point on such line distant seven chains and a half, or thereabouts, measured along that line, in a northerly direction from the bridge carrying the public road from Streatham across Tooting Common to Bedford Hill, over the said Croydon and Balham Hill line, and terminating by a junction with the intended Railway No. 1, at or near a point in a field belonging to Charles Telford, and in the occupation of Edward Martin, distant 13 chains, or thereabouts, measured in a southerly direction from the south end of the road known as the Thornton-road, Clapham Park, and at its junction with the road there known as the New Park-road.

A Railway (No. 3) wholly in the said parish of Streatham, commencing by a junction with the said West End and Crystal Palace Railway at the western end of the down platform of the Streatham station of such railway, and terminating by a junction with the intended Railway No. 1,

at or near a point in a field belonging to the said Charles Telford, and in the occupation of the said Edward Martin, and which point is distant ten chains, or thereabouts, measured in an easterly direction from the south end of the said road known as Thornton-road, and at its junction with the said road known as New Park-road.

A Railway (No. 4) commencing in the said parish of St. Mary, Lambeth, by a junction with the intended Railway No. 1, at its hereinbefore described point of termination, and terminating in the adjoining parish of Clapham aforesaid by a junction with the Railway No. 3 (West End section) of the Metropolitan Extensions of the London, Chatham, and Dover Railway Company, in this notice called the Dover Company, authorised by the London, Chatham, and Dover Railway (Metropolitan Extensions) Act, 1860, at or near the south-eastern end of the bridge carrying that railway across and over a road known as the High-street, Clapham.

A Railway (No. 5) wholly in the said parish of St. Mary, Lambeth, commencing by a junction with the intended Railway No. 1, at its hereinbefore described point of termination, and terminating by a junction with the said Railway No. 3 (West End section) of the Dover Company's Metropolitan Extensions, at a point in and on the north-west side of the road or lane called Shepherd's lane, where that railway crosses the same road or lane.

A Railway (No. 6) wholly in the said parish of St. Mary, Lambeth, commencing by a junction with the intended Railway No. 1, at its hereinbefore described point of termination, and terminating by a junction with the Railway No. 5 authorised by the Dover Company's New Lines Act, 1864, and now in course of construction, at or near a point in and on the north-west side of the said road or lane, known as Shepherd's lane, where the said last-mentioned Railway No. 5 will cross, and is now being constructed to cross the same road or lane.

And it is also proposed by the said intended Act to take powers to effect all or some of the objects and purposes following, that is to say:—

To cross, stop up, alter, divert, or interfere with, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, canals, water-courses, water-pipes, streams, rivers, navigations, sewers, drains, gas-pipes, and other works within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any or either of them, as it may be necessary to cross, stop up, alter, divert, or interfere with, in executing the several purposes of the intended Act.

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

To levy tolls, rates, and duties, for or in respect of the said intended railways and works, or any or either of them, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorise the Company and all persons and Corporations lawfully using the intended railways, or any parts thereof, their officers and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, upon terms to be settled (in default of agreement) by the Board of Trade, or by

arbitration or otherwise, so much of the said Railway No. 5 hereinbefore referred to, authorised by "The London, Chatham and Dover (New Lines Act), 1864," as will be situate between the point of junction therewith of the intended Railway No. 6, as hereinbefore described, and the commencement of the said last-mentioned Railway No. 5, at the eastern side of Barrington-road, in the parish of St. Mary, Lambeth, aforesaid; also so much of the said Railway No. 3 (West End section) of the Dover Company's Metropolitan Extensions authorised by "The London, Chatham, and Dover Railway (Metropolitan Extensions) Act, 1860," as lies between the point of junction therewith of the intended Railway No. 4, and the northern abutment of the bridge carrying the said last-mentioned Railway No. 3 (West End section) over the Wandsworth-road, in the said parish of Clapham; also so much of the said Dover Company's Railways (Metropolitan Extensions) as lie between the point of junction therewith of the intended Railway No. 5, and the station of that Company at Ludgate-hill, in the city of London; also so much of the said Croydon and Balham Hill Railway and of the main line of railway of the Brighton Company as lie between the point of junction therewith of the intended Railway No. 2, and the East Croydon station of that Company, situate in the said county of Surrey; also so much of the said West End and Crystal Palace Railway as lies between the point of junction therewith of the intended Railway No. 3 and the Crystal Palace station.

And such powers will comprise the use of all stations, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with such railways or portions of railways, and to levy tolls, rates, and charges for traffic conveyed by them thereon, and to require the Companies or persons holding or working such railways or portions of railways, or works so used, to afford and render all requisite facilities and services for the purpose.

To provide for the joint user by the Company of the Balham station of the Brighton Company, and the booking offices and conveniences thereof, upon such terms and conditions as may be agreed upon between them, or in default by an arbitrator to be appointed by the Board of Trade.

To make effectual provision for the interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, from, to, or over any of the railways belonging to or worked by the London and South-Western, the Brighton and the Dover Companies, or any or either of them; with or without the rolling stock, officers, or servants of the Company, or any other Companies or persons lawfully using the railways of the Company, and for through booking, mileage rates, and other facilities, and for the settlement (in default of agreement) by arbitration, or otherwise, of the terms, payments, and conditions on which such services and facilities shall be rendered; to sanction and give effect to contracts or arrangements between the London and South-Western Railway Company, the Brighton Company, the Dover Company, or any or either of them, and the Company for or with reference to the construction, maintenance, working, and using by the contracting Companies, or any or either of them, of the intended railways and works, or any part or parts thereof, 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, the sums or consideration to be payable by either Company to the other, the making and application of any subscription or guarantee, and all incidental matters.

To empower the Companies lastly before named or referred to or any or either of them, to take and hold shares in and subscribe to the intended undertaking or any part thereof, and to guarantee to or for the Company's interest, dividend, annual or other payments on shares and stock, and the principal and interest of any loan, and for those purposes or any of them to raise money by the creation of new shares and stock in their respective undertakings, or any of them, with or without preference or priority in payment of interest or dividend or other special privileges, and by borrowing, and to enable them to appoint directors of the Company.

And it is proposed by the intended Act to alter, amend, extend, enlarge, or repeal, so far as may be necessary or desirable, for any of the purposes of the Bill, the provisions of the several local and personal Acts following, or some of them, viz., 4 and 5 Wm. IV., cap. 88; and the other Acts relating to the London and South-Western Railway Company, and passed in the years 1 Vic., 1 and 2 Vic., 2 and 3 Vic., 4 and 5 Vic., 7 and 8 Vic., 8 and 9 Vic., 9 and 10 Vic., 10 and 11 Vic., 11 and 12 Vic., 51 Geo. III., 12 and 13 Vic., 13 and 14 Vic., 14 and 15 Vic., 16 and 17 Vic., 17 and 18 Vic., 18 and 19 Vic., 19 and 20 Vic., 20 and 21 Vic., 21 and 22 Vic., 22 Vic., 22 and 23 Vic., 23 and 24 Vic., 24 and 25 Vic., 25 and 26 Vic., 26 and 27 Vic., 27 and 28 Vic., and 28 and 29 Vic.; the 17 and 18 Vic., cap. 215; 18 and 19 Vic., cap. 62; 20 and 21 Vic., cap. 121; 21 and 22 Vic., caps. 77 and 89; 23 and 24 Vic., cap. 124; 27 and 28 Vic., cap. 88, relating to the Salisbury and Yeovil Railway Company; 25 and 26 Vic., cap. 152, relating to the Thames Valley Railway Company; 18 and 19 Vic., cap. 122; 20 and 21 Vic., cap. 56; and 24 and 25 Vic., cap. 15, relating to the Exeter and Exmouth Railway Company; the 5 and 6 Wm. IV., cap. 10; and the other Acts relating to the Brighton Company, and passed in the years 6 and 7 Wm. IV.; 7 Wm. IV.; and 1 Vic.; 1 and 2 Vic.; 2 and 3 Vic.; 3 and 4 Vic.; 6 and 7 Vic.; 7 and 8 Vic.; 8 and 9 Vic.; 9 and 10 Vic.; 10 and 11 Vic.; 11 and 12 Vic.; 16 and 17 Vic.; 17 and 18 Vic.; 18 and 19 Vic.; 19 and 20 Vic.; 20 and 21 Vic.; 21 and 22 Vic.; 22 Vic.; 22 and 23 Vic.; 23 and 24 Vic.; 24 and 25 Vic.; 25 and 26 Vic.; 26 and 27 Vic.; 27 and 28 Vic.; and 28 and 29 Vic.; the 16 and 17 Vic., cap. 86; 19 and 20 Vic., cap. 105; 20 and 21 Vic., cap. 136; 21 and 22 Vic., cap. 57, relating to the Wimbledon and Croydon Railway Company, and the "Tooting, Merton, and Wimbledon Extension Railway Act, 1864," the 16 and 17 Vic., cap. 132, and the other Acts relating to the Dover Company, and passed in the years 18 and 19 Vic.; 19 and 20 Vic.; 20 and 21 Vic.; 21 and 22 Vic.; 22 and 23 Vic.; 23 and 24 Vic.; 24 and 25 Vic.; 25 and 26 Vic.; 26 and 27 Vic.; 27 and 28 Vic.; and 28 and 29 Vic.; and the several Acts relating to the Crystal Palace and South London Junction Railway, viz.:—"The Crystal Palace and South London Junction Railway Act, 1862, and the 27 and 28 Vic., cap. 94, and any other Acts relating to the before-mentioned Companies, or either of them.

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a book of reference to such plans, a published map with the lines of railway

delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the said railways and works are intended to be made, 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:—For each of the parishes of Streatham, Tooting Grave-ney, and Clapham, with the clerk of the district board of works for the district of Wandsworth, at his office at Battersea-rise, Battersea, in the said county of Surrey; and for the parish of St. Mary, Lambeth, with the vestry clerk of the said parish, at his office at the Vestry Hall, Kennington-green, in the said county of Surrey; and in the case of each other parish, 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 17th day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited with the Clerk of the Parliaments, and on or before the 23rd day of the same month in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1865.

John Mackrell, 34, Cannon-street West,
Solicitor for the Bill.

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

In Parliament—Session 1866.

Blyth Valley Railway.

(Incorporation of Company—Construction of Railways from Halesworth and Darsham to Southwold—Powers over Great Eastern Railway—Arrangements with Great Eastern Railway—Purchase of Marshland—Agreements with the Corporation of Southwold—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company (hereinafter called The Company), and to enable the Company to make and maintain the railways hereinafter mentioned, or some or one of them, all in the county of Suffolk, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them, that is to say—

1. A railway (hereinafter called the Railway No. 1) commencing in the parish of Halesworth by a junction with the East Suffolk main line of the Great Eastern Railway, at a point at or near the south end of the timber bridge carrying that railway over the old course of the River Blyth, and terminating in the parish of Southwold, at or near the road leading from Southwold-common to the Salt Works in Southwold, at a point about 170 yards south of Park-lane, which said railway No. 1 will pass from, through, or into the parishes and places following, that is to say, Halesworth, Holton, otherwise Holton St. Peter, Mells in Wenham, Wenham, Blyford, Blythford, Thor-

ington, Bulchamp, Blythburgh, Hinton, Reydon, Walberswick, Dunwich, and Southwold, or some of them.

2. A railway (hereinafter called Railway No. 2) commencing in the parish of Halesworth, by a junction with the intended Railway No. 1, at or near the commencement thereof, and terminating in the parish of Halesworth by a junction with the East Suffolk main line of the Great Eastern Railway, at or near the north end of the up-passenger platform of the Halesworth station, which said Railway No. 2 will pass from, through, or into the parishes and places following, or one of them—that is to say, Halesworth and Holton, otherwise Holton St. Peter.

3. A railway (hereinafter called Railway No. 3) commencing in the parish of Blythburgh, by a junction with the intended Railway No. 1, at or near a point on the west side of the Ipswich and South Town-road, 660 yards or thereabouts south-west of the bridge carrying the said road over the River Blyth, and terminating in the parish of Darsham by a junction with the East Suffolk main line of the Great Eastern Railway, at or near the north end of the up-passenger platform of the Darsham station of that railway, which said intended Railway No. 3 will pass from, through, or into the parishes and places following, or some of them—Blythburgh, Wenham, Thorington, Bramfield, Darsham, and Yoxford.

To enable the Company to purchase and take by compulsion or otherwise lands and hereditaments for the purposes of the several railways and works, or of the intended Act, and to vary and repeal or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in any wise impede or interfere with the construction, maintenance, and use of the said railways and works, or any or either of them, and to confer, vary, and extinguish other rights and privileges, and to enable the Company to acquire, by compulsion, lands and hereditaments which the construction of the several railways and works may reclaim wholly or partially from the sea or other tidal water.

To levy tolls, rates, and duties as well in respect of the use of the said intended railways and works as of any railway stations and works which they may be authorised to run over and use; to alter existing tolls, rates, and duties; and to grant exemptions from payment of tolls, rates, and duties.

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

To enable the Company to run over, work, and use their engines, carriages, and waggons of every description, and their clerks, officers, and servants, so much of the East Suffolk main line of the Great Eastern Railway as is situate between the junction therewith of the intended Railway No. 1 herein described, and the station of Halesworth, and also so much of the said East Suffolk main line of the Great Eastern Railway as is situate between the junction therewith of the intended Railway No. 3, herein described, and the station of Darsham, including those stations, together with all the stations, sidings, watering places, water, platforms, approaches, turntables, and other works and con-

conveniences connected with so much of the East Suffolk main line of the Great Eastern Railway as aforesaid, with the said stations, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or, as in case of difference, shall be settled by an arbitrator to be appointed by the Board of Trade.

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

To enable the Company and the mayor, aldermen, and councillors of the borough of Southwold from time to time to enter into agreements for the purchase or lease of such lands and hereditaments as may be required for the purposes of the said Act; and to enable the said mayor, aldermen, and councillors, to take and hold a rent charge or rent charges, or shares of the Company, in payment thereof.

And it is further proposed by the said intended Act to alter, amend, extend, and enlarge, or repeal so far as may be necessary, the powers and provisions of the several Acts relating to the Great Eastern Railway Company, that is to say, "The Great Eastern Railway Act, 1862," "The Great Eastern Railway (Additional Powers) Act, 1863," "The Great Eastern Railway (Highbeach Branch) Act, 1864," "The Great Eastern Railway (Junctions) Act, 1864," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway (Additional Powers) Act, 1865," "The Great Eastern Railway (Bishop Stortford Railway Purchase) Act, 1865," "The Great Eastern Railway (Capital, &c.) Act, 1865," and "The Great Eastern Railway (Ramsey Branch) Act, 1865."

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the proposed railways and works, with a book of reference to the plans, and a published map with the line of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Suffolk, at his office at Bury St. Edmund's; and that on or before the 30th day of November, 1865, a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the said

intended railways and works, or any part of them, are or is intended to be made, with a copy of the notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1865.

Dated this 11th day of November, 1865.

Henry Moon, Parliamentary Agent, 7, Delahay-street, Westminster.

Madras Irrigation and Canal Company.

(Amendment of Acts; Provisions as to Cancellation, &c., of Shares; and Re-issuing Capital represented thereby.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend the "Madras Irrigation and Canal Act, 1858," and the "Madras Irrigation and Canal (Accounts) Act, 1863," and to make better provisions with respect to the forfeiture, cancellation, and surrender of shares, and the re-issue of the capital represented by such shares, by ordinary, special, or preference shares, or otherwise; and to confer powers upon the Company and directors in reference to those matters, and otherwise; or to make other provision with reference to the cancellation and surrender of shares; and to amend the said Acts.

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 11th day of November, 1865.

John Mackrell, 34, Cannon-street, West, E.C., Solicitor for the Bill.

East India Irrigation and Canal Company.

(Amendment of Act; Provisions as to Cancellation, &c., of Shares; Re-issuing Capital represented thereby, and Raising Separate Capital for Separate Undertakings.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend the "East India Irrigation and Canal Act, 1861," and to make better provision with respect to the forfeiture, cancellation, and surrender of shares, and the re-issue of the capital represented by such shares, by ordinary, special, or preference shares, or otherwise; and to authorise the directors of the Company to raise separate capital for separate undertakings, or purposes of the Company, and other provisions; and confer other powers upon the Company and the directors in reference to the several matters aforesaid.

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 11th day of November, 1865.

John Mackrell, 34, Cannon-street West, E.C., Solicitor for the Bill.

In Parliament—Session 1866.

Manchester and North Lancashire Railway.

(Incorporation of Company—Construction of Railways in Lancashire—Working and other Arrangements with other Companies—Junctions with certain existing Railways—Running Powers and Facilities over other Railways—Power to certain Companies to subscribe and raise further Capital—Powers for Compulsory Purchase of Land—Appropriation of Streets—Tolls—Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill and to pass an Act for the following purposes, or some of them, that is to say :—

1. To incorporate a Company (herein called "The Company") and to authorise such Company to make and maintain the railways hereinafter mentioned, some or one of them, which will be wholly situate in the county of Lancaster, with all necessary works, stations, bridges, approaches, junctions, and conveniences connected therewith respectively (that is to say) :—

A railway (herein called Railway No. 1) commencing in the borough of Burnley, in the township of Burnley and parish of Whalley, at or near the corner formed by the junction of the south side of Bankhouse-street and the east side of Parsonage-street, in the said borough, and terminating in the township of Salford, in the parish of Manchester, by a junction with the railway of the London and North-Western Railway Company leading from Manchester to Liverpool, at the westernmost end of the north platform of the Ordsall-lane Station, and which intended Railway No. 1 will pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them, viz. :—Whalley, Burnley, Briercliffe with Extwistle, Worsthorne with Hurstwood, Cliviger, Newchurch, Bacup and Dedwin Clough, Brandwood, Higher-end, Whitworth Higher-end, Whitworth Lower-end, Chadwick Healey, Spotland, Castleton, Marland, Wardleworth, Wuerdle with Wardle, Rochdale, Failinge, Heywood, Bury, Heap, Hopwood, Pilsworth, Whittle, Middleton, Little Heaton, Great Heaton, Blackley, Crumpsall, Harpurhey, Prestwich, Prestwich-cum-Oldham, Broughton, Cheetham, Salford and Manchester.

A railway (herein called Railway No. 2) commencing in the township and parish of Whalley by a junction with the railway of the Lancashire and Yorkshire Railway Company, leading from Blackburn to Clitheroe, at a point thereon distant 300 yards or thereabouts measured in a southerly direction from the half-mile post on such railway which indicates $31\frac{1}{2}$ miles from Manchester, and terminating in the township of Burnley, in the parish of Whalley, at a point on the west side of North Parade in that township, 18 yards or thereabouts, measured in a northerly direction from Parker-street in that township, and which intended railway (No. 2) will pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them, that is to say :—Whalley, Read, Simonstone, Padiham, Hapton, Habergham Eaves, Ightenhill Park, and Burnley.

A railway (herein called Railway No. 3), com-

mencing in the township of Read, in the parish of Whalley aforesaid, by a junction with the intended railway (No. 2) in a wood known as Bridge Hey Wood, at a point 150 yards or thereabouts, measured in a south-easterly direction, from the milestone on the turnpike road leading from Padiham to Whalley, which indicates 5 miles from Burnley and 6 miles from Clitheroe, and terminating in the parish of Blackburn by a junction with the railway of the Lancashire and Yorkshire Railway Company leading from Blackburn to Accrington, at or near the point where the last-mentioned railway is carried over the river Blackwater, which river is the boundary between the townships of Blackburn and Little Harwood, both in the parish of Blackburn, and which intended railway (No. 3) 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 :—Read, Whalley, Great Harwood, Rishton, Little Harwood, and Blackburn.

A railway (herein called Railway No. 4) commencing in the township of Castleton, in the parish of Rochdale, by a junction with the intended railway (No. 1) in a field, the property of James Davenport, Esq., and occupied by himself, and at or near a point 150 yards measured in an easterly direction from the house called Springfield, the property of the said James Davenport, and terminating in the township of Wardleworth, in the parish of Rochdale, in or near the house, No. 5, Yorkshire-street, in the township of Wardleworth, within the borough and parish of Rochdale, now in the occupation of Mary Sagar, and which railway No. 4 will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, viz. :—Rochdale, Castleton, Spotland, and Wardleworth.

A railway (herein called Railway No. 5) commencing in the township of Crumpsall, in the parish of Manchester, by a junction with the intended railway No. 1, at the south side of the public road leading from Cheetham-hill to Lower Crumpsall, opposite the carriage entrance to Crumpsall-crescent and Crumpsall Lodge, and terminating in the township and parish of Manchester by a junction with the Lancashire and Yorkshire Railway at a point 18 yards or thereabouts measured in an easterly direction along that railway from the east side of the bridge carrying the street named on the Ordnance Map of Manchester Ducie-street over the Lancashire and Yorkshire Railway, at the east end of the Victoria Station in Manchester, and which intended railway (No. 5) will pass from, in, through, or into the following parishes, townships, extra-parochial or other places, or some of them, viz. :—Manchester, Crumpsall, and Cheetham.

2. To authorise the Company to form junctions and communications, as shown upon the plans after mentioned, or as may be provided in the said intended Act with the several railways with which junctions are hereinbefore mentioned to be intended to be made, or some of them, and otherwise to interfere with those railways and the lands and works thereof, and to regulate such junctions and the use thereof.

3. To authorise the company to make lateral and vertical deviations from the lines and levels of the said proposed railways and works, to the ex-

tent and within the limits defined upon the plans hereinafter mentioned, or in manner to be provided for in the said intended Act; and to stop up, cross, divert or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, water-courses, and other works within the several parishes and places aforesaid, or any of them.

4. To authorise the Company to purchase or acquire, by compulsion or otherwise, lands, houses, and other property, and rights, liberties, easements, and privileges in and over lands, houses and other property, and to confer, vary, and extinguish rights and privileges.

5. To authorise the Company to take, by compulsion or agreement, and to appropriate and to extinguish, all rights of way and other rights in and over Horrock-street, Brighton-street, and Providence-street, in the township of Salford, and which are vested in or under the management of the mayor, alderman, and burgesses of the borough of Salford, and in and over Rose-street, Barnes-court, and so much of Barnes-street, Standish-street, Yarm-place, Master-street, Robert-street, Mosley-street, Back South-street, and South-street respectively, as lies between Bankhouse-street and Parker-street, all which streets respectively are situated in the borough and township of Burnley, in the parish of Whalley, and are vested in or under the management of the mayor, aldermen, and burgesses of the borough of Burnley.

6. To empower the Company to raise money by the creation and issue of shares, and by borrowing upon bond or mortgage, and to convey passengers, goods, and other traffic on the said intended railways, and the railways connected therewith.

7. To authorise the Company to levy tolls, rates, and charges upon or in respect of the use of the said intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges.

8. To enable the Company on the one hand, and the London and North-Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, the Lancashire Union Railways Company, the Great Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Manchester, South Junction, and Altringham Railway Company, hereinafter called the eight Companies, or some or one of them on the other hand, to enter into and carry into effect contracts and agreements with respect to the construction, maintenance, use, management and working by the eight Companies, or some or one of them; and jointly with the Company or otherwise of the said intended railways and works, or any of them, and for the construction, maintenance, use, management, and working by the Company, separately or jointly with the eight Companies or any of them, of the railways of the eight Companies or any of them, or any part or parts of such railways, and for the conduct, regulation, interchange, and management of the traffic upon or over the said intended railways, or any part thereof, and the railways of the eight Companies respectively, or any part thereof, and also for affording facilities for the transmission of traffic passing to or from any railway of the Company from or to any railways or railway of the eight Companies respectively, or any of them, and for the supply of rolling stock, machinery, officers, and servants by the eight Companies, or any of them, or the Company, as the case may be, for the purposes aforesaid, and for

the fixing, levying, collecting, dividing, and apportioning of tolls, rates, and duties, arising from such traffic as aforesaid; and if necessary or expedient, to provide for the appointment of a joint committee or joint committees, for the purposes aforesaid, and to confer upon such committee such powers as may be necessary or expedient.

9. To authorise and require the eight 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 eight Companies, some, or one of them, and that the eight Companies, some or one of them, shall in respect of all traffic of the Company at all times afford to the Company all needful accommodation, facilities, and conveniences, at and over the railways of the eight Companies, some or one of them, and at the stations, works and conveniences thereon by the trains of the eight Companies respectively, and by through booking and invoicing, through rates, and so far as reasonably may be, through waggons and carriages, and that the eight Companies shall at all times and in all respects, conduct, forward, carry on, and accommodate all such traffic on equal terms with and as well as if it were their own proper traffic.

10. 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, stations, sidings, platforms, water, watering places, machinery, works, and conveniences of the eight Companies respectively, or of which they are respectively lessees.

11. 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, rates, and charges for traffic passing over or upon the undertaking of the Company, and the undertakings of the eight Companies respectively, and to provide for the appointment by the Company of proper officers and servants for performing the duties and services and exercising the powers aforesaid, and for the use by such officers and servants of station and other accommodation on the undertaking of the eight Companies respectively.

12. To empower the eight Companies, or any of them, by themselves or their nominees, to take and hold shares in and subscribe towards the intended undertaking, or any part or parts thereof, and to guarantee to or for the Company interest, dividends, annual or other payments, on shares or stock, and the principal or interest of any loan, and to advance and lend money to the Company, and for those purposes to apply their present corporate or other funds, and to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privilege, and by borrowing on mortgage or bond, and to enable the eight Companies, or any of them, to appoint directors of the Company.

13. To incorporate "The Companies' Clauses Consolidation Act, 1845," "The Lands Clauses

Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Act, 1863," "The Companies 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," and all other statutes and provisions bearing upon or expedient for the purposes of the said intended Act.

14. So far as may be necessary for the purposes of the said intended Act, to repeal or amend the provisions, or some of them, of the several local and personal Acts of Parliament following, or some of them, that is to say—

9 and 10 Vict., cap. 204, and any other Act or Acts relating directly or indirectly to the London and North-Western Railway Company, or their undertaking.

7 and 8 Vict., caps. 18 and 59, and any other Act or Acts relating directly or indirectly to the Midland Railway Company, or their undertaking.

9 and 10 Vict., cap. 71, and any other Act or Acts relating directly or indirectly to the Great Northern Railway Company, or their undertaking.

1 and 2 William IV., cap. 60 and any other Act or Acts relating directly or indirectly to the Lancashire and Yorkshire Railway Company, or their undertaking.

The Lancashire Union Railways Act 1864, and any other Act or Acts relating directly or indirectly to the Lancashire Union Railways Company, or their undertaking.

5 and 6 William IV. cap. 107, and any other Act or Acts relating directly or indirectly to the Great Western Railway Company, or their undertaking.

12 and 13 Vict., cap. 81, and any other Act or Acts relating directly or indirectly to the Manchester, Sheffield, and Lincolnshire Railway Company, or their undertaking.

9 Vict., cap. 111, and any other Act or Acts relating directly or indirectly to the Manchester, South Junction, and Altringham Railway Company, or their undertaking.

7 and 8 Vict., cap. 41, and any other Act or Acts relating directly or indirectly to the city of Manchester.

The Salford Improvement Act, 1862, and any other Act or Acts relating directly or indirectly to the borough of Salford.

16 and 17 Vict., cap. 220, and any other Act or Acts relating directly or indirectly to the borough of Rochdale.

The Burnley Improvement Act, 1854, and any other Act or Acts relating directly or indirectly to the borough of Burnley.

17 and 18 Vict., cap. 183, and any other Act or Acts relating directly or indirectly to the borough of Blackburn.

24 and 25 Vict., cap. 100, and any other Act or Acts relating directly or indirectly to the town or district of Middleton.

31 Geo. 3, cap. 94, and any other Act or Acts relating directly or indirectly to the company of proprietors of the Leeds and Liverpool Canal Navigation.

15. On or before the 30th day of November, 1865, duplicate plans and sections defining the lines, situations, and levels of the said intended railways and works, and the lands, houses, and other property which may require to be taken for the purposes thereof together with a book of reference to such plans, and a published map with the line of the said intended railways delineated thereon, and also a copy of this notice, as published in

the London Gazette, will be deposited for public inspection in the office, at Preston, of the Clerk of the Peace for the county of Lancaster; and on or before the 30th day of the said month of November a copy of so much of the plans, sections, and book of reference as relates to each parish, township, or extra-parochial place in or through which the said intended railways and works are proposed to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say, with the 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.

16. On or before the 23rd day of December, 1865, 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.

Handsley and Tattersall, Burnley, Solicitors for the Bill.

C. and H. Tahourdin, 1, Victoria-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.

Shrewsbury and North Wales and Shrewsbury and Potteries Junction Railway Companies; Amalgamation.

(Amalgamation of Shrewsbury and North Wales and Shrewsbury and Potteries Junction Railway Companies; Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to amalgamate, or authorise and provide for an amalgamation of the Shrewsbury and North Wales Railway Company and the Shrewsbury and Potteries Junction Railway Company, and to vest or authorise and provide for the vesting in the Amalgamated Company of the undertakings, railways, works, lands, tenements, hereditaments, personal estate and effects, powers, rights, and privileges of the Companies amalgamating.

To make such provisions as may be necessary or expedient with respect to the capital and mortgage debt in and of each of the Companies to be amalgamated, and in respect to the capital and borrowing powers of the Amalgamated Company.

To alter and vary, and if expedient to increase the tolls and charges now leviable by each of the said Companies, and to enable the Amalgamated Company to levy such tolls and charges in respect of their railways as shall be authorised and limited by the intended Act.

And it is proposed by the said intended Act to repeal and re-enact, with such alterations as may be necessary or expedient, and to alter or amend all or some of the provisions of the several local and personal Acts following, or some of them, that is to say: The West Shropshire Mineral Railway Act, 1862, The West Shropshire Mineral Railway Act, 1863, The West Shropshire Mineral Railway (New Lines) Act, 1864, The Shrewsbury and North Wales Railway Act, 1864, The Shrewsbury and North Wales Railway Act, 1865, and The Shrewsbury and Potteries Junction Railway Act, 1865.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1865.

Dated the 13th day of November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

In Parliament—Session 1866.

Fareham and Netley Railway.

(Deviation and Abandonment of portion of authorised Railway; Powers to make Branch Railway, or Tramway, to Bishops Waltham Railway; Increase of Capital; Arrangements with London and South Western Railway Company; Arrangements with Bishops Waltham Railway Company; Amendment of Acts; and other purposes.)

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

To enable the Fareham and Netley Railway Company (hereinafter called the Company) to make and maintain the following railway, in lieu and instead of portions of the Fareham and Netley Railway as at present authorised (hereinafter called the authorised railway); and also a short railway or tramway between the authorised railway and the Bishops Waltham Railway, with all proper junctions, stations, quays, wharves, approaches, works, and conveniences connected therewith respectively, that is to say:—

A railway (No. 1), commencing by a junction with the authorised railway in a field in the parish of Titchfield, in the county of Southampton, abutting on the public highway leading from Catisfield village, in the parish of Fareham, to Stubbington village, in the parish of Titchfield aforesaid, and commonly called or known as Pyke or Peek-lane, which field belongs to Henry Peter Delme, and is in the occupation of Samuel Bethune Leggett, and is commonly called or known as "Ward's Field," and numbered 118, in the said parish of Titchfield, in the plans of the Fareham and Netley Railway, deposited with the Clerk of the Peace for the county of Southampton, in the month of November, 1864, and terminating by a junction with the Gosport branch of the London and South Western Railway, at a point distant 310 yards, or thereabouts, from the booking office of the Fareham station of that railway, measured in a northerly direction towards Botley station, along the said Gosport branch of the said London and South Western Railway, which said intended railway (No. 1) will be made, or pass from, or through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Titchfield and Fareham, both in the said county of Southampton.

A railway (No. 2) or tramway commencing by a junction with the authorised railway of the Bishops Waltham Railway Company, in the parish of Bishops Waltham, five furlongs or thereabouts, measured along the line of the said Bishops Waltham Railway, from and to the northward of the booking office of the Botley station of the London and South Western Railway Company, and terminating in the parish of Hound, in the county of Southampton, by a junction with the authorised line (Railway No. 1) of the Fareham and Netley Railway, at or near the point denoting one mile one furlong from the commencement of the said Fareham and Netley Railway, as shown on the deposited plans for the same railway, deposited in the month of November, 1864, with the Clerk of the Peace for the county of Southampton, which said intended railway or tramway (No. 2) will be made, or pass from, or through, or into the parishes, townships, extra-parochial, and other places following, or some of them, viz., Bishops Waltham, Botley, Bursledon, Droxford, Hound, and the bed and shore of the river Hamble, all in the county of Southampton.

A railway (No. 3) or tramway, commencing by a junction with the lastly-described railway (No. 2), at a point in Satchell's Marsh, in the said parish of Hound, on or near to the western bank of the river Hamble, at a point one furlong and a half or thereabouts from and to the southward of the junction of the Badnam Creek with the said Hamble river, and terminating at or near to the southern end of Satchell Marsh aforesaid, in the parish of Hound, 100 yards or thereabouts to the southward of the authorised line of the said Fareham and Netley Railway (No. 1), which said intended railway or tramway will be made wholly in the parish of Hound, and on the bed or shore of the river Hamble as aforesaid.

To abandon the formation of that portion of the authorised railway as lies between the point at which the said railway (No. 1) is intended to commence, as above described, and the junctions of the authorised line with the said Gosport branch, and the Portsmouth branch of the London and South Western Railway, at or near to the Fareham station of that railway, and to apply to the intended railways, and new or substituted portion of railway, all powers and rights belonging to the Company.

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

To make such junctions, and communications with, and openings in and alterations of, the London and South Western Railway and Bishop's Waltham Railway respectively, and otherwise to interfere with the rails, works, and lands of those railways respectively, as may be requisite for the purposes of the Bill, and to regulate such junctions and communications and the user thereof.

To purchase and take lands, houses, tenements, and hereditaments, by compulsion and also by agreement, for the purposes of such railways, tramways, and works, and of the said intended Act, and to vary, repeal, or extinguish, all existing rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments so purchased or taken, or which would in any manner impede or interfere with any of the objects and purposes of the said intended Act, and to confer, vary, or extinguish other rights and privileges, and also to use, alter, divert, cross, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, and other highways, tramways, railways, canals, rivers, streams, aqueducts, pipes, sewers, bridges, and weirs, 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 Act.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and to alter, vary, or extinguish existing tolls, rates, and duties of the Company, or of the London and South Western Railway Company, or of the Bishops Waltham Railway Company, or either of them, and to confer exemptions from the payment of such tolls, rates, and duties.

To enable the Company, and the London and South Western Railway Company, and the Bishops Waltham Railway Company (hereinafter called the two Companies), or either of them, to enter into agreements and arrangements with respect to the conduct, regulation, and management, and the transmission, forwarding, and delivery of traffic upon the railways of the Company and the two Companies, or either of

them, 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 Company and the two Companies, or either of them, of tolls and charges received in respect of such traffic.

To enable the Company to apply their corporate funds to the purposes of the intended Act, or any of them, and to raise further sums for such purposes, or any of them, and for the general purposes of their undertaking, by the creation of new shares, with or without preference or priority in payment of dividend and interest, or by borrowing, or by either of those means, as part of their general capital and funds, or wholly or in part as a separate capital, charged primarily or exclusively on all or any part of the authorised railway, and the said intended railways and works.

To incorporate with the intended Act the necessary provisions of all or some of the following Acts, viz.:—"The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The 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 necessary, requisite, or desirable, for any of the purposes of the said Act, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following (that is to say)—4th and 5th William 4th, cap. 88; 1st Vic. cap. 71; 1st and 2nd Vic. cap. 27; 2nd and 3rd Vic. cap. 28; 4th and 5th Vic. caps. 1 and 39; 7th and 8th Vic. caps. 5, 63, and 86; 8th and 9th Vic. caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9th and 10th Vic. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10th and 11th Vic. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 279; 11th and 12th Vic. caps. 75, 85, 87, 89, 125, and 157; 13th and 14th Vic. caps. 33 and 34; 13th and 14th Vic. cap. 24; 14th and 15th Vic. cap. 83; 16th and 17th Vic. caps. 99, 140, and 164; 17th and 18th Vic. caps. 186 and 208; 18th and 19th Vic. caps. 177 and 188; 19th and 20th Vic. cap. 120; 20th and 21st Vic. caps. 18, 72, 121, and 186; 21st and 22nd Vic. caps. 56, 58, 67; 89, 101, 22nd Vic. cap. 3; 22nd and 23rd Vic. caps. 31, 44, 82, 95, and 184; 23rd and 24th Vic. caps. 92, 108, 148, and 185; 24th and 25th Vic. caps. 111, 220, and 234; 25th and 26th Vic. caps. 42, and 152; 26th and 27th Vic. caps. 90, 109, and 118; 27th and 28th Vic. caps. 87, 166, and 227; and 28th and 29th Vic. caps. 102, 103, 104, and 304, and all other Acts relating to the London and South Western Railway Company, and 25th and 26th Vic. cap. 143, and 26th and 27th Vic. cap. 85, and any other Act relating to the Bishop's Waltham Railway Company, and 28th and 29th Vic. cap. 153, relating to the Company.

And notice is hereby also given, that plans and sections of the proposed railways and works, and of the lands and property as proposed to be purchased and taken as aforesaid, together with a book of reference to such plans, with a copy of this notice, as published in the London Gazette, and a published map, with the lines of the proposed railways delineated thereon, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Southampton, at his office in Winchester, in that county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes or extra-parochial places 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 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 also given, that 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 1865.

Dated this sixteenth day of November, 1865:

G. T. Porter, 4, Victoria-street, Westminster.

J. S. Lobb, 17, Portland-street, Southampton, Solicitors for the intended Bill.

F. Gale, 43, Parliament-street, Parliamentary Agent.

In Parliament.—Session 1866.

The London Railways Gas Company.

(Incorporation of Company; Power to erect Gas Works in the parish of St. Paul, Deptford, in the county of Surrey, and to supply Gas to the London Brighton and South Coast, the South Eastern, the London and South Western, and the London Chatham and Dover Railway Companies, within the parishes specified.)

APPPLICATION is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company with power to erect, maintain, and use gas works, with all necessary buildings, retorts, machinery, and conveniences, upon certain pieces of land now occupied as market gardens, and situate in the parish of St. Paul, Deptford, in the county of Surrey, bounded on or towards the north by the Grand Surrey Canal, on or towards the south by Cold Blow Lane, on or towards the west by the Thames Junction Branch of the London Brighton and South Coast Railway, and on or towards the east by Woodpecker Lane.

And it is proposed by the said Act to authorize the Company to purchase and hold the said lands, and to take the same on lease, and to manufacture gas thereon, and for the purpose of connecting their works with the London Brighton and South Coast Railway and the South Eastern Railway, close adjoining to such intended works, to lay down mains from the works on to such railways, and break up and interfere with any intervening roads, sewers, gas, or water pipes.

To authorize the Company to sell and dispose of the residual and other products arising from the manufacture of gas.

To authorize the Company by agreement with the several Companies next after named to lay down, maintain, and use mains, pipes, and other works in, along, through, across, and under the several railways, termini, stations, buildings, premises, and properties of the London Brighton and South Coast Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, and the London Chatham and Dover Railway Company, within the several parishes of St. Paul, Deptford, Rotherhithe, Bermondsey, St. Olave, St. Saviour, St. George the Martyr Southwark, Christ Church, Lambeth, St. Mary Battersea, St. John Battersea, Wandsworth, Putney, Clapham, Brixton, Streatham, Croydon, Camberwell, and St. Mary Newington, all in the county of Surrey; St. Paul Deptford, St. Nicholas Deptford, Greenwich, Sydenham, and Lewisham, all in the county of

Kent; St. George Hanover-square, Chelsea, Hammersmith, Fulham, Kensington, St. James Westminster, and St. Martin-in-the-Fields, all in the county of Middlesex; and St. Ann Blackfriars, St. Edmund the King, St. Sepulchre, Allhallows the Great, St. Mary Bothaw, St. Michael Paternoster Royal, otherwise St. Michael Royal, St. John the Baptist, otherwise St. John the Baptist upon Walbrook, St. Swithin London Stone, otherwise St. Swithin, St. Antholin, St. Martin Vintry, the united parishes of Allhallows the Great and Allhallows the Less, the united parishes of St. Mary Bothaw and St. Swithin London Stone, the united parishes of St. John the Baptist upon Walbrook and St. Antholin, and the united parishes of St. Martin Vintry and St. Michael Royal, all in the city of London; and to supply gas for sale to the before mentioned railway Companies, or any of them.

To authorize the Company to demand and take rents, rates, and charges for the sale and supply of gas, and the sale, supply, and letting of gas meters, fittings, and apparatus, and to exercise all such powers and privileges as are usually conferred upon Gas Companies, or which may be necessary or expedient in carrying into execution any of the objects of the intended Act.

To incorporate with the intended Act "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847," or some parts thereof respectively, and to vary and extinguish all such existing rights and privileges as may be necessary in the attainment of any of the objects of the Act, and to confer other rights and privileges.

On or before the 30th of November instant, a plan and section of all lands subject to any compulsory powers of purchase (and which powers will be applied for) and a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees and occupiers of such lands, will be deposited with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in that county, and a copy of such plan, section, and book of reference, with a copy of this Notice, will be deposited with the Clerk of the Board of Works for the Greenwich District, at his office.

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 of December next.

Dated this 14th November, 1865.

S. O. Frankish, 23, Parliament-street,
Solicitor and Parliamentary Agent.

In Parliament—Session 1866.

Llanelly Railway and Dock Company.

(Construction of Pier at the Mumbles; Alteration of Levels in part of Mumbles Extension; Level Crossings in parish of Oystermouth and Abergwili; Powers as to Carmarthen and Cardigan, Carmarthenshire, Swansea and Aberystwith Junction, and Mid Wales Railway Companies; Maintenance of Railway at Swansea as same has been constructed; Running Powers over part of Carmarthen and Cardigan and Central Wales Extension Railways; Power to subscribe to Brecon and Llandovery, and Swansea and Aberystwith Junction Railways; Amendment of Acts.)

NOTICE is hereby given, that "The Llanelly Railway and Dock Company" (who are herein referred to as "the Company") intend to apply to Parliament in the next session thereof

for leave to bring in a Bill to confer upon them the following, or some of the following, among other powers:—

1. To enable them to make and maintain a pier in Swansea Bay at the termination of their authorized extension to the Mumbles, together with all necessary landing places, wharves, sheds, warehouses, conveniences and works in connection with such pier.

The said pier will be wholly situate in the parish of Oystermouth, in the county of Glamorgan, and will extend into the said bay for about 180 yards measured in an easterly direction from the termination of the before mentioned railway.

2. To alter the levels of so much of the said authorized extension to Mumbles as is situate in the said parish of Oystermouth, between 0 miles and 4 furlongs and 1 mile and 3 chains, as marked and measured upon the deposited plans of the said Extension Railway, referred to in "The Llanelly Railway (Extension to Mumbles) Act, 1865."
3. To cross upon the level a certain public road in the said parish of Oystermouth, numbered 21 upon the before mentioned deposited plans.
4. To cross upon the level a certain public carriage road in the parish of Abergwili, in the county of Carmarthen, numbered 10 upon the deposited plans, referred to in "The Llanelly Railway and Dock Act, 1863."

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 from time to time to excavate, deepen and improve so much of Swansea Bay, fronting Mumbles Point and Middle Isle, as may be necessary for securing access by vessels to the proposed pier and any of the works connected therewith.

To enable the Company to deviate from the line of works to any extent within the limits of deviation to be shown upon the deposited plans; to purchase lands, houses and other property compulsorily for the purposes of the said intended pier and other works to be authorized by the Bill; to levy tolls, rates and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Company to apply their existing funds and any moneys 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.

The Bill will vary and extinguish all existing rights and privileges of the Swansea Harbour Trustees, in and over Swansea Harbour, which would interfere with the Company in the construction or maintenance of any of the works in Swansea Bay, and the Bill will exempt all ships and vessels using the works of the Company from the payment of any rate or toll, if any, now leviable by or payable to the said trustees, and the Bill will to this extent alter the tolls and charges now authorized to be taken by the said trustees.

It is further intended by the said Bill to enable the Company to purchase by agreement additional lands, and particularly on and near to the line of the Carmarthen and Cardigan Railway, for the purposes of and in connection with the narrow gauge rails laid down by the Company on the said Carmarthen and Cardigan Railway.

Also to empower the Company, and all Com-

panies and persons working their undertaking, to run over, work and use with their engines and carriages, officers and servants, and for the purposes of traffic of every description, that portion of the Carmarthen and Cardigan Railway which lies or will lie between the junction therewith of the Great Western (South Wales) Railway at Myrtle Hill, near Carmarthen, and the junction therewith, at or near Pencader, of the Manchester and Milford Railway, and also so much of the Central Wales Extension Railway as is or will be situate between Llandovery and Newbridge, together with all stations, sidings, platforms, booking and other offices, wharves, watering places and supplies of water, approaches, turntables and conveniences necessary for the conveyance and accommodation of such traffic upon the said respective portions of railway, with power to the Company to demand and take tolls and charges upon and in respect of the said portion of the Carmarthen and Cardigan, and Central Wales Extension Railways, and of the said stations, matters and conveniences, such running powers to be exercised upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon or be settled by arbitration, or be defined by the Bill, and the Bill will, if necessary, alter the tolls and charges now authorized to be taken upon the said Carmarthen and Cardigan, and Central Wales Extension Railways.

It is also intended by the said Bill to empower the Company on the one hand, and the Carmarthen and Cardigan Railway Company, the Mid Wales Railway Company and the Lessees of that Company, the Carmarthenshire Railway Company, and the Swansea and Aberystwith Junction Railway Company, or any or either of those Companies on the other hand, to agree for the lease or sale to the Company, or the amalgamation with the undertaking of that Company of the respective undertakings of the said four other Companies, and for the transfer to and exercise by the Company of all the rights, powers and privileges of the said other Companies, and the assumption by the Company of all the duties and liabilities to which the said other Companies are respectively at present subject.

It is further intended by the said Bill to enable the Company to contribute towards the cost of constructing the Brecon and Llandovery Junction Railway, and to hold shares in the capital of that railway, and to confer upon the Company similar powers with respect to the Swansea and Aberystwith Junction Railway, and powers will also be taken in the said Bill for altering and regulating the existing capitals of the Company, and for authorizing the consolidation of the various capitals, and to alter, regulate and define the rights, privileges and position of the several classes of shareholders in the Company, and to merge in one undertaking the several undertakings of the Company now designated respectively as the "Original Undertaking," "The Swansea Lines Undertaking," and the "Carmarthen Line Undertaking."

To authorize the Company to maintain the deviation Railway which is authorized to be made in Swansea by "The Llanelly Railway and Dock Act, 1863," and is in that Act described as a Deviation Railway No. 1, in the course and direction and in manner adopted by the Company in the laying out and construction of the said deviation, and the Bill will for this purpose authorize the deviation in the said authorized line, in the parish of Swansea, commencing at the point marked and measured 1 mile and 5 and a half furlongs, and terminating at the point marked

2 miles and 3 furlongs upon the deposited plans referred to in the said Act of 1863.

For the last mentioned purposes the Bill will especially alter, and if need be repeal such of the clauses of the said Act of 1863 as may be necessary, and it will vary and extinguish all existing rights and privileges connected with the land upon which the said railway has been made, and also connected with or appertaining to any properties lying near to the said deviation which may interfere with the maintenance of the railway as already constructed.

The Bill will also vary and extinguish all other rights and privileges which would interfere with any of the objects of the Bill; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The 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 Harbours, Docks and Piers Clauses Act, 1847," and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company, namely, "the Llanelly Railway and Dock Act, 1853," "The Llanelly Railway and Dock Act, 1860," "The Llanelly Railway and Dock (New Lines) Act, 1861," "Llanelly Railway and Dock Act, 1862," "The Llanelly Railway and Dock Act, 1863," "The Llanelly Railway and Dock (Further Powers) Act, 1864," "The Llanelly Railway and Dock Company's (Capital) Act, 1864," "The Llanelly Railway (Extension to Mumbles) Act, 1865," and "Llanelly Railway and Dock (Capital) Act, 1865," and also the following and of any other Acts relating to the Swansea Harbour Trustees, namely, "The Swansea Harbour Act, 1854," "The Swansea Harbour Act, 1857," "The Swansea Harbour Act, 1859," "The Swansea Harbour Act, 1860," "The Swansea Harbour Act, 1861," "The Swansea Harbour Act, 1862," and "The Swansea Harbour Act, 1864," also of the following and of any other Acts relating to the Carmarthen and Cardigan Railway Company, namely, 17 and 18 Vict. cap. 218; 18 and 19 Vict. cap. 131; 19 and 20 Vict. cap. 68; 25 and 26 Vict. cap. 172; 26 and 27 Vict. cap. 166; 27 and 28 Vict. cap. 13; and 28 and 29 Vict. caps. 37 and 170; also of the following and of any other Acts relating to the Mid Wales Railway Company, namely, "The Mid Wales Railway Act, 1859," "The Mid Wales Railway (Extension) Act, 1860," "The Mid Wales Railway Act, 1861," "The Mid Wales Railway (Deviations) Act, 1862," "The Mid Wales Railway (Lilangurig) Branch, &c., Act, 1863," "The Mid Wales Railway (Capital) Act, 1863," "The Mid Wales Railway Act, 1864," "The Mid Wales Railway (Eastern Extension) Act, 1865," and "The Mid Wales Railway (Western Extension) Act, 1865," also of "The Carmarthenshire Railway Act, 1864," and "The Carmarthenshire Railway Amendment Act, 1865," also of "The Swansea and Aberystwith Junction Railway Act, 1864," and of "The Swansea and Aberystwith Junction Railway Amendment Act, 1865," also of "The Brecon and Llandovery Junction Railway Act, 1863," and of "The Brecon and Llandovery Junction Railway Act, 1865," and also of all such other Acts as may be necessary in attaining any of the objects of the Bill.

Duplicate plans and sections describing the lines, situation and levels of the works to be authorized under the powers of the Bill, and describing the lands, houses and other property in or through which those works 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; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the works will be made and maintained, 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 8th day of November, 1865.

Rizon and Sons,

Maynard, Son, and Co.,

Solicitors for the Bill.

Crystal Palace and South London Junction Railway.

(Power to make Railways; Power to Apply and Raise Capital; Running Powers and Use of Stations for Company and London, Chatham, and Dover Railway Company over portions of South Eastern Railway; Running Powers to South Eastern Railway Company over portions of intended Railway of Company; also Running Powers to London, Chatham, and Dover Railway Company over the whole of intended Railways of Company; Power to make Working or Traffic Arrangements with the London, Chatham, and Dover Railway Company and with the South Eastern Railway Company; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for the following purposes, or some of them, that is to say:—to enable the Crystal Palace and South London Junction Railway Company (herein called the Company) to make and maintain all or some, or any of the following railways, with all proper stations, works, and conveniences respectively, that is to say:—

1st. A Railway (No. 1) commencing by a junction with the Crystal Palace and South London Junction Railway, in the parish of St. Giles, Camberwell, otherwise called Camberwell, in the county of Surrey, at or near the south end of the Crystal Palace station, and terminating in the parish of Croydon, in the county of Surrey, at a point on the west side of the road known as North End, Croydon, the said point being situate 140 yards or thereabouts south of the junction of North End with Tamworth-road, and there forming a junction with the proposed railway (if authorised), which will be applied for by the South Eastern Railway Company in the ensuing session, and which proposed railway will be made to pass from, in, through, or into the following parishes or places, that is to say:—parish of Beckenham, in the county of Kent, St. Giles, Camberwell, St. Mary, Lambeth, Croydon, St. Mary, Battersea, hamlet of Penge, in the county of Surrey, or some of them.

2nd. A Railway (No. 2) commencing by a junction with the aforesaid Railway No. 1, in the grounds of the house known as Duppas House, Croydon, at a point 30 yards or thereabouts to

the south of the said Duppas House, and terminating at a point half-way between Scarbrook-hill and Sheldon-road, and 30 yards or thereabouts to the east of Church-road, in Croydon, aforesaid, and there forming a junction with the proposed railway (if authorised), which will be applied for by the South Eastern Railway Company in the ensuing session, and which proposed Railway (No. 2) will be made wholly in the parish of Croydon, in the county of Surrey.

3rd. A Railway (No. 3) commencing in the parish of St. Mary, Battersea, hamlet of Penge, in the county of Surrey, by a junction with the London, Chatham, and Dover Railway Metropolitan Extension at or near the bridge carrying the same railway over the public road 620 yards or thereabouts south-east of the Penge station of the said London, Chatham, and Dover Railway, and terminating in the parish of Beckenham, in the county of Kent, by a junction with the Mid-Kent (Addiscombe Railway) of the South Eastern Railway Company at or near a point 880 yards or thereabouts south of the bridge carrying the public road between Beckenham and Penge over the aforesaid railway, and which intended railway will pass from, in, through, or into the parish of St. Mary, Battersea, hamlet of Penge, in the county of Surrey, and the parish of Beckenham, in the county of Kent.

To authorise the Company to purchase lands and buildings, by compulsion or agreement, for the purposes of the intended Act, or any of them, and to vary or extinguish all existing rights connected with the land and buildings purchased or taken.

To levy tolls, rates, and duties, and to grant exemptions therefrom, and to alter existing tolls, rates, and duties. To stop up, alter, or divert, temporarily or permanently, roads, railways, canals, watercourses, and navigations.

To enable the Company to make such openings in, and alterations of, any railway with which a junction is proposed to be effected as may be necessary or expedient.

To authorise the Company to appropriate to the purposes of the undertaking any of their existing or authorised funds, and to raise more money by the creation of new ordinary guaranteed or preference shares or stock in their undertaking, and by mortgage or otherwise.

To enable the Company and the London, Chatham, and Dover Railway Company, or either of those Companies, on such terms and conditions, and subject to such rents and payments or other consideration as shall be agreed upon or prescribed by the intended Act, in default of agreement, to run over and use, with engines and carriages of every description, the railway of the South Eastern Railway Company between Beckenham, Addiscombe, and Croydon, or any part thereof, together with all stations, sidings, and watering places connected with that railway.

To confer upon the South Eastern Railway Company similar powers of user, and subject to the like conditions and payments, with respect to the said intended Railway No. 1; and to confer upon the London, Chatham, and Dover Railway Company similar powers of user, and subject to the like conditions and payments, with respect to the said intended Railways 1, 2, and 3, or any of them, or any part thereof respectively.

To enable the Company on the one part, and the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company, or either of those Companies, on the other part, to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance,

by the said Companies, or any or either of them, of the said intended railways and works, or any part or parts thereof respectively, the payment 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 over the said intended railways or any part thereof, and the fixing, collecting, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from, or in respect of, that traffic, and to authorise the appointment of a joint committee for the purposes of the intended Act, or any of them.

To alter, enlarge, vary, or repeal all or some of the powers and provisions of the several Acts following, or some of them (that is to say):—the "Crystal Palace and South London Junction Railway Act, 1862;" the "Crystal Palace and South London Junction Railway Act, 1864;" also the Acts local and personal 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; 28 and 29 Vict. caps. 248, 249, and 347, relating to the London, Chatham, and Dover Railway Company; 6 Wm. IV. cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 42; 2 and 3 Vict. cap. 79; 3 Vict. cap. 46; 5 Vict. (Sept. 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, 344, and 347, relating to the South Eastern Railway Company.

Plans and sections of the proposed railways and works, a book of reference to such plans, a published map showing the lines of the proposed railways, 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 county of Kent, at his office at Maidstone, in that county; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in that county; and on or before the 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the proposed railways and works are intended to be made, with a copy of this notice, will be deposited for public inspection in the case of the parish of Camberwell, otherwise St. Mary, Camberwell, with the vestry clerk of the said parish, at his office at Camberwell; in the case of the parish of Lambeth, otherwise St. Mary, Lambeth, with the vestry clerk of the said parish, at his office at Lambeth; and in the case of the parish of Battersea (hamlet of Penge) with the clerk of the district board of works for Lewisham, at his office at Lewisham; and in case of each other parish with the parish clerk thereof, at his residence; and in the case of each other extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Act will be

deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December, 1865.

Dated this 15th day of November, 1865.

W. E. Johnson, Secretary, Crystal Palace and South London Junction Railway Company.

South-Eastern and London, Chatham, and Dover (London, Lewes, and Brighton) Railways. (Powers to South-Eastern and London, Chatham, and Dover Railway Companies; Construction of Railways from South-Eastern and London, Chatham, and Dover Railways at Beckenham to East Grinstead, Lewes, and Brighton, with Branches and Junction Lines; Powers to those Companies to raise Additional Shares and Loan Capital; Provisions as to separate Shares and Loan Capital for Construction of Railways, and Rights and Powers of Shareholders therein; Appointment and Constitution of Joint Board; its Powers; Arrangements as to Working New Lines, and Application of Revenue from Traffic on existing and intended Lines of Railway; Running Powers to Newhaven; 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 South-Eastern Railway Company and London, Chatham, and Dover Railway Company, in this notice referred to as "The Companies") to make and maintain the following new lines of railway, or any of them, or any part or parts thereof respectively, with all proper and convenient stations, sidings, junctions, buildings, approaches, works, and conveniences connected therewith, or incidental thereto, viz.:

First.—A railway (No. 1), commencing by a junction with the Mid Kent Railway, Lewisham to Beckenham (down line), at a point 310 yards or thereabouts to the southward of Lower Sydenham Station, in the parish of Beckenham, county of Kent, and terminating at a point on the north side of the High street, Beckenham, near to and south of the house known as Beckenham Lodge, and now in the occupation of Mr. Hubert Wathen. And which said railway will be wholly in the parish of Beckenham aforesaid.

Also a short junction (Junction Railway No. 1), commencing by a junction with the Mid Kent Railway, Lewisham to Beckenham (up line), at a point 310 yards or thereabouts to the southward of the Lower Sydenham Station aforesaid, and terminating by a junction with the railway (No. 1), at a point 10 yards to the west of the said Mid Kent Railway, and 860 yards south of Lower Sydenham Station aforesaid, wholly in the parish of Beckenham, in the county of Kent.

Second.—A railway (No. 2), commencing by a junction with the London, Chatham, and Dover Railway Metropolitan Extension (down line), at the bridge carrying the said railway over a lane known as Green lane, in the parish of St. Mary, Battersea, hamlet of Penge, in the county of Surrey, and terminating at the same point as Railway No. 1 aforesaid, and which railway will be made to pass from, in, through, or into the parishes and places following, that is to say:—the parishes of St. Mary Battersea, hamlet of Penge, in the county of Surrey, and Beckenham, in the county of Kent, or one of them.

Also a short junction (Junction Railway No. 2), commencing by a junction with the London,

Chatham, and Dover Railway Metropolitan Extension (up line), at the bridge carrying the said railway over the lane known as Green-lane, in the parish of St. Mary Battersea, hamlet of Penge aforesaid, and terminating by a junction with the aforesaid Railway (No. 2) on the north side of the Mid-Kent (Addiscombe) Railway, at a point 220 yards or thereabouts to the south-west of the bridge carrying the West-End and Crystal Palace Farnborough Extension Railway over the said Mid Kent Addiscombe Railway. And which said junction railway will be made to pass from, in, through, or into the parishes or places following, that is to say:—St. Mary Battersea, hamlet of Penge, in the county of Surrey, and Beckenham, in the county of Kent, or one of them.

Third.—A Railway (No. 3) commencing by a junction with the aforesaid railways (Nos. 1 and 2), at their proposed point of termination, and terminating at a point in a field 440 yards or thereabouts north of the South-Eastern Railway main line, in the parish of Oxtead, in the county of Surrey, such point being 460 yards to the north-east of a bridge under the said South-Eastern Railway, such bridge being over the road leading from Sunt Farm to Crowhurst. And which said railway (No. 3) will be made to pass from, in, through, or into parishes or places following, or some of them, that is to say, Beckenham, West Wickham, Keston, and Cudham, in the county of Kent, and Tatsfield, Titsey, Limsfield, and Oxtead, in the county of Surrey.

Also a short junction (Edenbridge Junction Railway), commencing by a junction with the aforesaid railway (No. 3) at its point of termination, and terminating by a junction with the aforesaid South-Eastern Railway, at or near the bridge carrying the road leading from Merle Common to Edenbridge over the South-Eastern Railway aforesaid; and which junction will be made wholly in the parishes of Oxtead, Crowhurst, and Limsfield, in the county of Surrey, or some of them.

Also a short junction (Godstone Junction Railway) commencing by a junction with the aforesaid proposed Railway No. 3 at a point 80 yards or thereabouts to the north of its proposed point of termination, and terminating at or near the bridge carrying the said South-Eastern Railway over the road leading from Crowhurst to Sunt Farm, and which proposed junction will be made wholly in the parishes of Oxtead and Crowhurst, in the county of Surrey, or one of them.

Also a branch railway (Westerham branch) commencing by a junction with the aforesaid proposed Railway No. 3, at the south side of a road leading from Titsey to Westerham, at a point 300 yards or thereabouts to the east of a homestead known as Pilgrim Lodge; in the parish of Titsey, in the county of Surrey, and terminating in the parish of Westerham by a junction with the authorised South-Eastern Railway (Westerham branch) in a field numbered 9 in the parish of Westerham, on the deposited plan of the said South-Eastern Railway (Westerham branch), deposited with the Clerk of the Peace for the county of Kent, in November, 1863, at his office at Maidstone, and which said junction railway will be made to pass from, in, through, or into the several parishes or places following, that is to say: Titsey and Tatsfield, in the county of Surrey, and Westerham, in the county of Kent.

Also a short junction railway (Junction Railway No. 4) commencing in the parish of Titsey by a junction with the above proposed Railway No. 3, at or near the south corner of a pasture field at a point 760 yards or thereabouts to the

north-east of a cottage at South Green, in the parish of Titsey, in the county of Surrey, occupied by George Wood, and 800 yards south of Pilgrim Lodge aforesaid, and terminating in the parish of Tatsfield, in the county of Surrey, by a junction with the above-named proposed Westerham branch in a pasture field, at a point 230 yards or thereabouts south-west of a cottage known as Clackit's, such point being situated 30 yards or thereabouts from the fence separating the said pasture field from a wood, and which proposed junction railway will be constructed wholly in the parishes of Titsey and Tatsfield, in the county of Surrey.

Fourth.—A Railway (No. 4) commencing by a junction with the aforesaid Railway No. 3 at its point of termination, and terminating in the parish of St. Peter and St. Mary Westout, otherwise St. Ann, Lewes, in the county of Sussex, at a point 340 yards or thereabouts to the north of the junction of Keire-street with the High-street, Lewes, and which said intended railway will be made to pass from, in, through, or into the following parishes and places, that is to say, Limsfield, Oxtead, Crowhurst, Lingfield, in the county of Surrey, East Grinstead, Maresfield, West Hoathly, Horsted Keynes, Fletching, Newick, Barcombe, Chailey Hamsey, South Malling, and St. John-under-the-Castle, and St. Peter and St. Mary Westout, otherwise St. Ann, Lewes, or some of them, in the county of Sussex.

Also a short branch (Lewes goods branch), commencing by a junction with the aforesaid proposed Railway No. 4, in the parish of St. John-under-the-Castle, Lewes, on the south side of the river Ouse, at a point situated 150 yards or thereabouts to the south-west of South Malling Church, and terminating in the parish of All Saints, Lewes, at a point 130 yards or thereabouts north of High-street, and 45 yards or thereabouts east of Eastgate-street; and which proposed branch will be made to pass from, through, in, or into the following parishes or places, that is to say: South Malling, Saint John-under-the-Castle, and All Saints, Lewes, all in the county of Sussex.

Fifth.—A Railway (No. 5) commencing by a junction with the aforesaid Railway No. 4 at its point of termination, and terminating in the parish of Brighton, at a point on the east side of the Steine Gardens, such point being 65 yards or thereabouts south of Edward-street. And which said intended railway will be made to pass from, in, through, or into the parishes or places following, that is to say: Saint Peter and Saint Mary Westout, otherwise Saint Ann, Saint John-under-the-Castle, Lewes, Saint John the Baptist, Southover, Southover Kingstone, Ilford, Rottingdean, Ovingdean, and Brighton, all in the county of Sussex, or some of them.

Also a short junction (Newhaven Junction Railway), commencing by a junction with the aforesaid proposed Railway No. 5, in the parish of Saint Peter and Saint Mary Westout, otherwise Saint Ann, Lewes, at a point 66 yards or thereabouts to the south-west of the High-street, Lewes, and 90 yards to the west of the junction of Keire-street with High-street, Lewes, and terminating by a junction with the branch of the London, Brighton, and South Coast Railway to Hastings and Eastbourne, at a point 140 yards or thereabouts north of the bridge carrying the last-mentioned railway over the river Ouse, in the parish of Saint John the Baptist, Southover; and which said proposed junction railway will be made to pass from, in, through, or into the parishes and places following, that is to say: Saint Peter and Saint Mary Westout, otherwise Saint Anne

Lewes, and Saint John the Baptist, Southover, in the county of Sussex.

To authorise the companies to purchase, by compulsion, lands, houses, and property required for the purposes of the intended railways and works, and to purchase other lands by agreement and to levy rates, tolls, and duties, for the use of the intended railways and works, and to authorise the purchase and taking of lands by, and the vesting of the same in, the companies jointly, in such manner as may be defined in the Bill.

To authorise the Companies to stop up, divert, and alter the lines or levels of any turnpike or other roads, streets or highways, railways, canals, sewers, courts, squares, or places, and to appropriate for the purposes of the intended railways, or the stations or works thereof, the soil of such of them as may be stopped up or diverted, and to deviate from the lines or situation of the works within the limits of lateral deviation to be shown on the plans; and to deviate from the levels of any of the works described on the sections to be deposited as hereinafter mentioned.

To authorise the Companies to stop up, alter, or divert, and appropriate the soil of the following streets, lanes, alleys, and other thoroughfares in the parish of Brighton, that is to say, Princes-street, Steine-gardens, Dorset-street, George-street, Dorset-gardens, Cavendish-street, High-street, Chapel-street, Devonshire-place, Rock-street, Upper Rock-gardens, Mount-street, Lavender-street, and other courts, alleys, or passages in that parish, or some of them, or some parts thereof, within the limits of deviation to be defined on the plans to be deposited as hereinafter mentioned.

To authorise the Companies to raise additional capital for the purposes of the intended railways, and to borrow additional sums of money.

To authorise the Companies to raise such additional capital by the creation and issue of new shares or stock as a separate capital distinct from the existing or authorised capitals of the respective companies, and with or without any stipulations for ultimate amalgamation with such existing or authorised capitals, or either of them, and with or without powers of dividing shares into preferred and deferred shares, and to borrow money on mortgage upon the credit of the intended railways, and to charge such separate capital and borrowed money upon the intended railways, and upon the tolls, rates, fares, and charges received in respect of the intended railways, or which being received on the existing railways, or any part thereof, may be appropriated to the purposes of the intended railways, and to make provision as to the receipts from traffic passing on the existing now authorised and intended railways and the application thereof, and to authorise the holding of separate meetings of the shareholders, in the separate capital and the appointment by them of members of the joint board hereinafter mentioned, and to provide for the separation of the share and loan capitals of the existing railways and intended railways, and of the charges on the separate undertakings, and to define, restrict, and regulate the rights and powers of shareholders, mortgagees, bondholders, and others, in reference to the intended new railways, with such other regulations and limitations as may be prescribed in the Bill, or as may be arranged under the powers and provisions to be contained therein.

To constitute by the Bill, or authorise the appointment by the Companies and the separate body of shareholders of a joint committee to be styled the joint board, and to vest in the joint

board such powers of constructing and managing the undertaking, to be authorised by the Bill, as may be defined in the Bill, with such provisions for arbitration or otherwise as may be contained in the Bill.

To authorise the Companies respectively to supply engines, carriages, and servants for working, and to work the traffic of the intended railways, and to enter into agreements with each other with reference thereto, or all or any of the other objects of the Bill, and to define and regulate or authorise agreements in respect of the receipts arising from traffic carried over the intended railways, or any part thereof, or to any of those purposes, and also over all or any part of the existing or authorised railways of the respective companies, and to authorise the appropriation of all or any part of such receipts to the purposes of the intended railways, or to prescribe the arrangements or any of them in the Bill.

To authorise the Companies respectively, and all companies and persons using the intended 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 such tolls, terms, and conditions; and under such regulations, and in such manner as may be agreed upon or settled by arbitration, or by the Board of Trade in case of dispute, the portions of the London, Brighton, and South Coast Railway between the point where the proposed Newhaven Junction Railway is intended to unite with the London, Brighton, and South Coast Railway and Newhaven, including the Newhaven branch of the London, Brighton, and South Coast Railway Company; and the stations at Newhaven; and the piers, wharves, warehouses, quays, landing-stages, shipping places, sidings, junctions, water, watering places, signals, turntables, works, and conveniences connected with the Newhaven stations and harbour, or intermediate, on the portions of railway before mentioned; and to require the London, Brighton, and South Coast Railway Company to afford to the Companies respectively, and other parties aforesaid, and their clerks, officers, and servants, accommodation at, and facilities for, the use of stations, booking-offices, works and conveniences aforesaid; and for carting, landing, and shipping goods to and from the station and harbour at Newhaven; and to require the settlement of terms and disputes by arbitration, and if needful to amend any Acts relating to the London, Brighton, and South Coast Railway, and the Newhaven branch thereof, and the harbour and works connected therewith; and to alter the tolls by such Acts authorised to be taken.

To alter, amend, and enlarge the powers and provisions of the Acts (local and personal) 6 William IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic. (session 2), cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 309; 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, 90, 192, and 311; 28 and 29 Vic., cap. 343; and any other Acts relating to the South-Eastern Railway Company, and the Acts 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174,

177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 96, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347; and any other Acts relating to the London, Chatham, and Dover Railway Company.

The Bill will vary or extinguish all rights and privileges which interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections describing the lines, situation, and levels of the intended railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the intended 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 Kent, at his office at Maidstone; and with the Clerk of the Peace for the county of Sussex, at his office at Lewes; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited, in the case of the parish of St. Mary, Battersea (Hamlet of Penge), with the clerk of the district board of works for the district of Lewisham, at his office at Lewisham; and in respect of the other parishes, hereinbefore mentioned, 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 15th day of November, 1865.

C. L. Peel, Secretary for the Joint Lines.
Dyson and Co., 24, Parliament Street,
Westminster, Parliamentary Agents.

London, Chatham, and Dover, and South Eastern (Bromley, Farnborough, and West Wickham)

Railways.

(Powers to South Eastern and London, Chatham, and Dover Railway Companies; Construction of Railways to Bromley, Farnborough, and West Wickham; Powers to those Companies to raise Additional Shares and Loan Capital; Provisions as to separate Share and Loan Capital for Construction of Railways, and Rights and Powers of Shareholders therein; Appointment and Constitution of Joint Board; its Powers; Arrangements as to Working New Lines, and Application of Revenue from Traffic on existing and intended Lines of Railway; Amendment of Acts.)

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

To authorise the South-Eastern Railway Company and London, Chatham, and Dover Railway Company (in this notice referred to as the Companies) to make and maintain the following new lines of railway, or any of them, or any part or parts thereof respectively, with all proper and convenient stations, sidings, junctions, buildings, approaches, works, and conveniences connected therewith, or incidental thereto, viz.,

First—A railway (No. 1) commencing in the parish of Lee, in the county of Kent, by a junction with the South-Eastern Railway (Dartford and Tunbridge Line), at a point 200 yards, or thereabouts, to the south-east of the bridge carrying the road leading from Burnt Ash Farm to Bromley, and known as Burnt Ash Lane, over the said South-Eastern Railway, and terminating in the parish of West Wickham, at a point 260 yards, or thereabouts, to the south-east of a homestead known as Coney Hall, and 200 yards, or thereabouts, south-west of the point where the public road leading from Coney Hall to Farnborough enters upon Hayes Common at its south-western corner.

And which proposed railway will be made to pass from, in, through, or into the following parishes or places, that is to say—Lee, Bromley, Hayes, West Wickham, all in the county of Kent, or some of them.

Second—A railway (No. 2) commencing in the parish of Hayes, by a junction with the above proposed Railway No. 1, at a point 180 yards, or thereabouts, to the east of the easternmost end of Hayes Parish Church, and terminating in the parish of Farnborough at a point 30 yards, or thereabouts, to the north of the George public-house, Farnborough, such point being situated in an orchard numbered 39, in the parish of Farnborough, on the plan of the West End and Crystal Palace Railway Extension to Bromley and Farnborough, deposited with the Clerk of the Peace for the county of Kent, in November, 1863.

And which proposed railway will be made to pass from, in, through, or into the following parishes or places, that is to say—Hayes, Bromley, Orpington, Farnborough, all in the county of Kent, or some of them.

Third—A railway (No. 3) commencing in the parish of Hayes, by a junction with the above proposed Railway No. 1, at a point on the east side of the road leading from Hayes to Hayes Common House, such point being situated 100 yards, or thereabouts, to the east of Grove House, Hayes; and terminating in the parish of Hayes by a junction with the proposed Railway No. 2, at a point 530 yards, or thereabouts, to the east of the said Grove House, Hayes, such point being situated 140 yards, or thereabouts, to the north of the spot where a lane leading from Bromley Common to Hayes debouches on Hayes Common.

And which proposed railway will be made wholly in the parish of Hayes, county of Kent.

Fourth—A railway (No. 4) commencing in the parish of Hayes, by a junction with the aforesaid Railway No. 1, at a point 250 yards, or thereabouts, west of Grove House aforesaid, and terminating in the parish of West Wickham, at a point on the east side of the road leading from Coney Hall aforesaid to Pickhurst Green, such point being situate 480 yards, or thereabouts, to the north-west of Coney Hall aforesaid, the said distance of 480 yards being measured along the said road.

And which proposed railway will be made wholly in the parishes of Hayes and West Wickham, in the county of Kent, or one of them.

Fifth—A Railway (No. 5) commencing in the parish of Bromley, by a junction with the above proposed Railway No. 1, at or near the place in Hayes Lane called Hayes Ford, and terminating by a junction with the London, Chatham, and Dover Railway at a point 750 yards, or thereabouts, to the westward of the bridge carrying the turnpike road from Bromley to Farnborough, over the said London, Chatham, and Dover Railway, at Bromley Station.

And which proposed railway will be made wholly in the parishes of Hayes, Beckenham, and Bromley, in the county of Kent, or one of them.

To authorise the Companies to purchase, by compulsion, lands, houses, and property required for the purposes of the intended railways and works, and to purchase lands by agreement; and to levy rates, tolls, and duties for the use of the intended railways and works; and to authorise the purchase and taking of lands by, and the vesting of the same in the Companies jointly in such manner as may be defined in the Bill.

To authorise the Companies to stop up, divert, and alter the lines or levels of any turnpike or other roads, streets or highways, railways, canals, sewers, courts, squares, or places, and to appropriate for the purpose of the intended railways or the stations or works thereof, the soil of such of them as may be stopped up or diverted, and to deviate from the lines or situation of the works within the limits of lateral deviation, to be shown on the plans, and to deviate from the levels of any of the works described on the sections to be deposited as hereinafter mentioned.

To authorise the Companies to raise additional capital for the purposes of the intended railways, and to borrow additional sums of money.

To authorise the Company to raise such additional capital by the creation and issue of new shares or stock as a separate capital distinct from the existing or authorised capitals of the respective Companies, and with or without any stipulations for ultimate amalgamation with such existing or authorised capitals, or either of them; and with or without powers of dividing shares into preferred and deferred shares, and to borrow money on mortgage upon the credit of the intended railways, and to charge such separate capital and borrowed money upon the intended railways, and upon the tolls, rates, fares and charges received in respect of the intended railways, or which being received on the existing railways, or any part thereof, may be appropriated to the purposes of the intended railways; and to make provision as to the receipts from traffic passing on the existing, now authorised and intended railways, and the application thereof; and to authorise the holding of separate meetings of the shareholders in the separate capital and the appointment by them of members of the joint board hereinafter mentioned, and to provide for the separation of the share and loan capitals of the existing railways and intended railways, and of the charges on the separate undertakings, and to define, restrict, and regulate the rights and powers of shareholders, mortgagees, bondholders, and others, in reference to the intended new railways, with such other regulations and limitations as may be prescribed in the Bill, or as may be arranged under the powers and provisions to be contained therein.

To constitute by the Bill, or authorise the appointment of a joint committee to be styled the joint board; and to vest in the joint board such powers of constructing and managing the undertaking to be authorised by the Bill as may be

defined in the Bill, with such provision for arbitration or otherwise as may be contained in the Bill.

To authorise the Companies to supply engines, carriages, and servants for working, and to work the traffic of the intended railways, or any part thereof; and to enter into agreements with each other with reference thereto, or all or any of the other objects of the Bill, and to define and regulate, or authorise agreements in respect of the receipts arising from traffic carried over the intended railways, or any part thereof; and also over all or any part of the existing or authorised railways of the respective Companies, and to authorise the appropriation of all or any part of such receipts to the purposes of the intended railways, or to any of those purposes, or to prescribe the arrangements, or any of them, in the Bill.

To alter, amend, and enlarge the powers and provisions of the Acts (local and personal), 6 William IV. cap. 75; 14 Vic. caps. 93, 20, 21, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 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.

The Bill will vary or extinguish all rights and privileges which interfere with its objects; will alter rates, tolls, and duties; will vary and extinguish exemptions from rates, tolls, and duties; will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections describing the lines, situation, and levels of the intended railways and works and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the intended 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 before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited in the case of the parish of Lee

with the Clerk of the District Board of Works for the district of Plumstead, at his office at Charlton; and in respect of the other parishes hereinbefore mentioned, 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; and it is hereby declared that the Bill shall be read on this 15th day of November, 1865.

Wm. E. Peel, Secretary for the Joint Lines.
25, St. Dunston and Co., 24, Parliament Street, Westminster; Parliamentary Agents.

Newport Railway.
(Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands; Tolls; Working and other arrangements with the North British Railway Company; Power to the said Company to contribute and to raise money; Amendment of Acts; and other purposes.)
An Act to incorporate a Company for the purpose of constructing, maintaining, and working a railway from the North British Railway to the Newport Inn, and for other purposes.

NOTICE is hereby given, that application is hereby intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company (hereinafter called "the Company"), for making and maintaining the railways following, in the county of Fife, or some or one of them, or some part or parts thereof, with all proper stations and other works and conveniences connected therewith:—
A railway (called "Railway No. 1") wholly in the county of Fife, commencing in the parish of Ferry Port-on-Craig, by a junction with the North British (late Edinburgh, Perth and Dundee) Railway at the terminus thereof at Ferry Port-on-Craig, and terminating in the parish of Forgan, and county of Fife, at a point 247 yards or thereabouts north-eastward from the north-east corner of Tayfield house, and 393 yards or thereabouts north-eastward from the principal entrance door of the Newport Inn, and which intended railway will pass from and through, or into, or be situated in the parishes of Ferry Port-on-Craig and Forgan, both in the county of Fife.
A railway (called "Railway No. 2") wholly situated in the parish of Forgan and county of Fife, commencing at a point 247 yards or thereabouts north-eastward from the north-east corner of Tayfield house, and 393 yards or thereabouts south-eastward from the principal entrance door of the Newport Inn, and terminating at a point 390 yards or thereabouts southwards from the south-east corner of Wormit Steading, and at a point in said parish of Forgan, and county of Fife, 164 yards or thereabouts north-westward from the north-west corner of Newton Farm Steading.

A railway (called "Railway No. 3"), wholly situated in the said parish of Forgan and county of Fife, and the bed or soil of the River or Firth of Tay adjacent thereto, and commencing at a point 300 yards or thereabouts southward of the seaward end of the pier of Woodhaven, and 270 yards or thereabouts south-eastward of the eastern side of the turnpike gate at Woodhaven aforementioned, and terminating in the bed or soil of the River or Firth of Tay at a point 273 yards or thereabouts from the seaward end of a rock called the Long Craig, and 733 yards or thereabouts north-westward from the south-east corner of Wormit Steading.

To deviate in constructing the said intended railways and works from the line or lines and

levels delineated on the plan and sections to be deposited, as aftermentioned, to such extent as will be defined on the said plan and section, on the provided by the said intended Act.
To cross, alter, divert, and stop up; and to alter the lines, levels, and inclinations of such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, watercourses, gas and water pipes, and other works as may be necessary or expedient for the purpose of making, maintaining, and working the said railways and works, or any part thereof.

To acquire by compulsory purchase or otherwise all such lands, houses, and other heritages and property as may be necessary for the purposes of the said railways and works; and to authorise and empower all owners of lands and heritages, whether persons or incorporations, or others holding under entail or other legal disability, to sell or convey their lands and heritages, or any part thereof, necessary for the purposes aforesaid to the said intended Company, or for such annual feu-duty, ground-annual, or rent charge, or for such consideration in shares, mortgages, or bonds of the said proposed Company as may be fixed or agreed on as the value of such lands and heritages, and to provide that such feu-duty, ground-annual, or rent-charge, shall form a preferable lien and burden on the revenues and property of the said intended Company.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages and property so to be acquired, and all other rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, and to confer other rights and privileges in relation to all the matters aforesaid.

To raise money by the creation and issue of shares, and by borrowing on mortgage or bond.

To convey passengers, animals, goods, minerals, and other traffic on the said railway.

To levy tolls, rates, and duties on and for the use of the said intended railways and works, and for the conveyance of passengers, animals, goods, minerals, and other traffic thereon, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto.

To authorise the North British Railway Company, by themselves or others on their behalf, to subscribe and contribute money towards the expense of the said proposed railways and works, or any or either of them; and to take, purchase, and hold shares in the Company, and to guarantee such dividend, interest, or other payment on any of the shares of the Company as may be agreed on, and for the purposes aforesaid, or any or either of them; to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, or to raise additional capital by the creation of new shares or stock in their undertaking, either with or without guarantee or priority of payment of interest or dividend, and by borrowing on mortgage or bond, or by one or other of these means; and to fund or issue debenture stock in lieu of the amount so borrowed, or authorised to be borrowed; as also to appoint one or more of the directors of the Company, and to vote at meetings of the Company.

To enable the Company and the North British Railway Company to enter into and carry into effect such agreements as they may think fit with reference to the construction and maintenance, and the working, management, running over, and use by the said Company, for any term or terms of years, or in perpetuity, of the rail-

ways above described and works connected therewith; and the regulation, management, interchange, working, and direction of the traffic upon or over the said railways, and the railway or railways of the said North British Railway Company, and for the use on and over the said North British Railway of the engines, carriages, trucks, and waggons of the said Company, and for the payment; and also the fixing, division, or apportionment of the tolls, rates, and charges received in respect of such traffic; and of the cost and expense of such working, management, use, and maintenance for or in respect of such annual or other payments or for such other considerations as may be agreed upon; or otherwise to authorise the Company and the North British Railway Company jointly, to construct the railways before described, and works therewith connected, and to confer upon the Companies all the powers and authorities granted by the said Act for making and maintaining the said railways and relative works, and otherwise carrying the provisions of the Act in respect thereto into effect; and to make such provisions as may be proper or convenient by the appointment of joint committees or otherwise for the exercise of all powers conferred upon the Companies jointly, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge, or to repeal all or any of the powers and provisions of the several Acts, local and personal, following, that is to say, 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., caps. 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; 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. 89 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. 185 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, and 328; 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 North British Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the proposed railways and works, and of the lands which may be taken under the compulsory powers of the Act, and a book of reference to such plan, with the names of the owners and lessees, or reputed owners and lessees, and of the occupiers thereof, and a published map, with the lines of the

proposed railways delineated thereon, so as to show their general course and direction, will be deposited for public inspection with the principal Sheriff Clerk of the county of Fife, at his offices at Cupar and Dunfermline, and that a copy of so much of the said plan, section, and book of reference as relates to any parish, or extra-parochial place, will be deposited in the case of a parish with the schoolmaster, or if there be no schoolmaster with the session-clerk of such parish at his residence, and in the case of an extra-parochial place, with the schoolmaster or session-clerk, as the case may be, as aforesaid, of some parish immediately 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, and that on or before the 23rd day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1865.

Lindsay and Paterson, W.S., Edinburgh,
Solicitors for the Bill.

Dodds and Hendry, 18, Abingdon-street,
Westminster, Parliamentary Agents.

Stourbridge Improvement.

(Extension of Limits to the Town or Township of Stourbridge, and on Vote of Ratepayers to all or any of the other Townships or Hamlets in the Parish of Oldswinford; Sanitary and other Improvement of the Limits; Improvement of Markets, Purchase or Lease of Gas and Water Works; 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 purposes, or some of them, that is to say:—

1. To appoint Commissioners or a Local Board of Health (hereinafter called the Commissioners) to manage all matters relating to the sanitary government and improvement of the township of Stourbridge, that in part of the parish of Oldswinford, which is in the county of Worcester, and of such other of the townships within the said parish, viz., Lye, Woollescote, Upper and Lower Swinford, and Wollaston, in the county of Worcester, and Amblescote, in the county of Stafford, whereof the ratepayers may by vote desire to be comprised within the limits of the proposed Act, which are hereinafter called the limits.

2. To regulate the appointment and proceedings of the Commissioners.

3. To repeal, alter, or amend an Act passed in the 6th year of His Majesty King George the Fourth, intituled "An Act for better lighting, cleansing, watching, paving, and otherwise improving the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester, for regulating the market and building a market-place within and for the said township, and for removing and preventing nuisances and annoyances therein," and to extend the powers thereof to the limits, and to charge the moneys due and owing under the same Act upon the rates and tolls to be received within the limits, by virtue of the intended Act.

4. To enable the Commissioners to appoint and remove committees from their own body and officers for the purposes of the intended Act, and to pave, light, watch, cleanse, sewer, drain, extinguish fires, regulate hackney coaches, cabs, and other public vehicles, remove and prevent ruinous and dangerous buildings, obstructions,

projections, and encroachments in, and otherwise regulate the streets, lanes, passages, streams, drains, watercourses, and other public and private ways and places within the limits, and to provide reception houses for the dead, and to prohibit interments in burial-grounds dangerous to health, and otherwise to improve the sanitary condition of and within the limits, and to prevent nuisances, obstructions, and annoyances therein, and to provide public water-closets and urinals within the limits, and to regulate the carrying on of offensive trades and to prevent nuisance from smoke therein.

5. To vest the market place and all the present and future streets, squares, roads, lanes, footpaths, and public passages and places within the limits aforesaid, and the materials thereof, and all the present sewers or drains in, or under the same, in the Commissioners, and to empower them to control, manage, repair, alter, widen, and improve the same respectively, and to make and construct other and additional proper sewers or drains therein respectively, and also to make any contract or agreement with any person or company for the sale of the sewage, or to collect such sewage, and disinfect, manufacture, and sell the same, and to construct any works necessary for such purposes, and also to compel the better and more effectual drainage of houses and buildings within the limits, and to set out and regulate the directions, width, and level of streets, and the mode of construction of houses and buildings.

6. To authorise the Commissioners to maintain or alter the present market or markets, fair or fairs, and to appoint such times for the holding of the same respectively, as they may from time to time think proper. And also to maintain the present Town Hall, or Corn Exchange, or to alter, enlarge, and otherwise to improve the same, or to pull down the same, and to erect another more suitable in lieu thereof. And also to establish, erect, and maintain stalls, sheds, booths, shambles, and proper conveniences within the said market place for the sale of butcher's meat, poultry, fish, butter, eggs, cheese, vegetables, fruit, provisions, corn, hay, and other marketable commodities, and from time to time to let any part of the property belonging to the Commissioners for a telegraph office. And also from time to time to make and establish bye-laws and orders for the proper regulation and management of the said existing and of any future market or markets, fair or fairs, and for carrying into effect the provisions of the said intended Act, and to obtain power for the Commissioners to levy, demand, and take tolls, rates, and duties, in respect of the said existing, and also for any future market or markets, fair or fairs, and stalls, sheds, booths, shambles, and conveniences, and also to alter the existing tolls, rates, and duties now payable in respect of the said existing market and markets, fair and fairs, and to confer, vary, or extinguish exemption from the payment of tolls, rates, and duties, and other rights and privileges.

7. To authorise the Commissioners to levy tolls, assessments, rates, and duties, upon the owners and occupiers of property within the limits, 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 Act, and to alter the mode in which the same may be levied, and assessed, and the application thereof, and to alter the proportions specified in the said Acts, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and also to exempt the inhabitants within the said limits from the pay-

ment of any highway 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 intended Act will be undertaken by the Commissioners, and to restrain the collection of tolls and the expenditure of money by the trustees of turnpike roads within the limits.

8. To enable the Stourbridge Gas Company to transfer, sell, or lease the whole or any part of their undertaking, works, properties, and powers to the Commissioners, and to enable the Commissioners by agreement to purchase, take upon lease, hold, and exercise the same, and to supply and light, or to contract to supply and light with gas, or otherwise, the various streets, roads, lanes, and other public passages and places within the said parish of Oldswinford, or any other place not more than two miles from the gas works, and also to sell gas to the inhabitants within the same parish and distance, and to erect any gasometers or other works for making and supplying gas, and to provide and lay down, under or through any streets, roads, ways, courts, thoroughfares, and private lands within the said parish and distance, all necessary mains, pipes, and other works, for the purposes of the supply of gas within the same.

9. To enable the Stourbridge Waterworks Company to transfer, sell, or lease the whole or any part of their undertaking, works, properties, and powers to the Commissioners, and to enable the Commissioners by agreement to purchase, take upon lease, hold, and exercise the same, and to supply water for all public and sanitary purposes within the limits prescribed by the Stourbridge Waterworks Act, and to sell the same to the inhabitants thereof, or to levy water rates throughout the limits prescribed by such Act, and to provide and lay down through streets, roads, ways, courts, and thoroughfares within the limits last named, all necessary mains, pipes, and other works for the purposes of the supply of water within the same.

10. To enable the Commissioners to purchase by agreement, or to take on lease, all lands, houses, buildings, and other property required for the purposes of the said 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.

11. To enable the Commissioners to raise money on mortgage of all or any of the assessed tolls, assessments, rates, and duties, gas and waterworks rates or rents, and properties which shall be transferred to, or vested in, or made payable to the Commissioners, or which shall be authorised or empowered to be levied under, or by virtue of the same intended Act, and on all or any of the markets, fairs, property, lands, tenements, and hereditaments, which may be vested in the Commissioners, or may be purchased or leased by them.

12. To repeal, alter, or amend all or some of the provisions of the following local and personal Acts, or some of them, that is to say, the 28 Vic. c. 37, relating to the Stourbridge Gas Company; the 17 and 18 Vic. c. 147, relating to the Stourbridge Waterworks Company; the 17 and 18 Vic. c. 173, relating to the Stourbridge and Bridgnorth Turnpike Road; and the 5 and 6 Vic. c. 95, relating to the Stourbridge Turnpike Roads.

13. 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 Markets and Fairs Clauses Act, 1847; the Gas Works Clauses Act, 1847; the Water Works Clauses Act, 1847; the Water Works Clauses Act, 1863; the Telegraph Clauses Act, 1863; the Public Health Act, 1848; the Public Health Supplemental Act, 1849; the Local Government Act, 1858; the Local Government Act (1858) Amendment Act, 1861; and the Local Government Amendment Act, 1863; 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 1st day of November, 1865.

Rowland Price, Solicitor for the Bill.

In Parliament—Session, 1866.

Maidstone and Ashford Railway.

(Incorporation of Company; Power to make Railways from Maidstone to Ashford; Compulsory Purchase of Lands, Tolls; Power to the London, Chatham, and Dover, the South-Eastern, and the Sevenoaks, Maidstone, and Tunbridge Railway Companies to subscribe; Running Powers over portions of Railways of those Companies, and Use of Stations; Traffic Arrangements; Amendment of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill and to pass an Act to incorporate a Company for making and maintaining the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz. —

A Railway (No. 1) wholly in the parish of Maidstone, and county of Kent, commencing by a junction with the South-Eastern Railway, at a point 430 links or thereabouts, measured along the said railway in a southwardly direction from the wooden post, on the said railway, indicating the boundary of the parishes of Maidstone and Allington, and terminating by a junction with the Railway No. 2 of the authorized Sevenoaks, Maidstone, and Tunbridge Railway, at or near a point marked 10 miles and 7 furlongs on the plans deposited with the Clerk of the Peace for the county of Kent, in respect of that railway.

A Railway (No. 2) commencing in the said parish of Maidstone by a junction with the said authorized Sevenoaks, Maidstone, and Tunbridge Railway, at or near the point of termination of the last-described railway, and terminating in the parish of Ashford, in the said county of Kent, by a junction with the South-Eastern Railway, at or near a point 60 yards, or thereabouts, measured along the said railway in a westwardly direction from the bridge which carries the turnpike-road leading from Ashford to Hamstreet over the said railway, and which said intended railway will pass from, in, through, or into the parishes and other places following, or some of them, viz. — Maidstone, Boxley, Bearstead, Thurnham, Hollingbourne, Bromfield, Ulcomb, Harrietsham, Lenham,

Boughton-Malherbe, Egerton, Charing, Pluckley, Little-Chart, Westwell, Hothfield, Bethersden, Great-Chart, and Ashford, all in the county of Kent.

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

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

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them, 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 confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

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

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over, all or any part of the intended railways of the Company, or to, from, or over the railways of the London, Chatham, and Dover, the Sevenoaks, Maidstone, and Tunbridge, and the South-Eastern Railway Companies respectively, and for ensuring all requisite and desirable facilities for those purposes, and in default of agreement for referring to arbitration, or to the Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and 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 are now authorised to take; to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company, and the before-men-

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

And notice is hereby further given, that printed copies of the 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. *Edwards and Co., Westminster, Solicitors for the Bill.* *King and Hughes, Maidstone, Local Solicitors.*

In Parliament Session, 1866.
Merthyr, Tredegar, and Abergavenny Railway,
(Additional Powers—Extending Agreement with
London and North Western Railway Company
thereto) Act.

An APPLICATION is intended to be made to
Parliament next session for the Act to amend
the Merthyr, Tredegar, and Abergavenny Railway
Act, 1863, as amended by the Merthyr, Tredegar, and Aber-
gavenny Railway Leasing Act, 1862; and the
Merthyr, Tredegar, and Abergavenny Railway
Act, 1863; and the London and North Western
Railway Additional Powers (Wales) Act, 1865;
and to empower the Merthyr, Tredegar, and
Abergavenny Railway Company to raise more
money for the purposes of some of the purposes
of those Acts by the creation of new shares or
stock in their capital (preferential or otherwise),
and without other special privileges, and
by borrowing on mortgage or otherwise, and to
declare such additional money and also money
raised not to be raised under the authority of the
Merthyr, Tredegar, and Abergavenny Railway
Act, 1863, so far as respects the Merthyr, Tredegar,
and Abergavenny Railway Company's capital,
and debentures issued within the meaning thereof for the
purposes of the articles of agreement set forth in
the schedule to the Merthyr, Tredegar, and Aber-
gavenny Railway Leasing Act, 1862; and to vary
or extinguish all rights and privileges inconsistent
with the objects of the intended Act, and to con-
fer other rights and privileges, any Act in force

Printed copies of the intended Act will be de-
posited at the Private Bill Office of the House of
Commons on or before the 23rd day of December
next, now has power has etc etc etc
Dated this 9th day of November, 1866: In witness whereof,
[Signature], Secretary to the Merthyr, Tredegar, and Abergavenny Railway Co.,
for and on behalf of the said company.

North British (Tay Bridge Railway).

(Railways to connect the North British Railway with Dundee, and with other Railways terminating there; Arrangements with the Caledonian and Scottish North Eastern Railway Companies; Powers to these Companies, and to the Great Northern, North Eastern, Midland, and London and North Western Railway Companies, to subscribe and to raise Money; Arrangements with the Corporation and Harbour Trustees of Dundee; 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 and works following, or some or one of them, with all proper conveniences, approaches, bridges, viaducts, stations, depots, roads of access, and other works connected therewith (that is to say):—

A railway (to be called "Railway No. 1"), commencing by a junction in the parish of Leuchars and county of Fife, with the North British (late Edinburgh, Perth, and Dundee) Railway, at a point on the said line 813 yards, or thereabouts, south-westward, measuring along the said railway from the centre of the public road level crossing of said railway at Leuchars station, and terminating in the parish of Dundee and county of Forfar, or in the bed or soil of the River, or Firth of Tay, adjoining the said parish of Dundee, at a point 514 yards, or thereabouts, south-westward from the north-west corner of the Craig Pier House, at Ferry Harbour, Dundee, and nine yards, or thereabouts, southward from the cope of the sea-wall of the Caledonian Railway, late Dundee and Perth and Aberdeen Railway Junction (at which point of termination it is proposed to form a junction with Railway No. 2, hereinafter described); and which intended railway will pass from, in, through, or into the following parishes, royal burgh, extra-parochial, and other places, or some of them, viz., the parishes of Leuchars, Forgan, Logie, and Kilmany, all in the county of Fife; the parish of Dundee and the united parish of Liff, Logie, Benvie, and Invergowrie, and the royal burgh of Dundee, in the county of Forfar; and the bed or soil of the River or Firth of Tay, lying between the said parish of Forgan, in the county of Fife, on the one side, and the said parish of Dundee and the said united parish of Liff, Logie, Benvie, and Invergowrie, both in the county of Forfar, on the other side.

A railway (hereinafter called Railway No. 2), commencing by a junction with the Caledonian Railway (late Dundee, Perth, and Aberdeen Railway Junction), in the united parish of Liff, Logie, Benvie, and Invergowrie, and county of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said united parish, at a point 24 yards, or thereabouts, westward from the railway signalman's box at or near Buckingham Point, otherwise and commonly called Magdalene Yard Point, in the said united parish and county, and terminating in the parish of Dundee and county of Forfar, in a field or piece of ground belonging to Petrie's Mortification, at a point at, or adjoining, the eastern boundary thereof, 7 yards, or thereabout, northwards from the north side of East Dock-street, measuring along the line of the boundary wall, which divides the said field or piece of ground from the property of Christopher Keer; and which intended railway will pass

from, in, through, or into the following parishes, extra-parochial, and other places, and royal burgh, or some of them, viz., the united parish of Liff, Logie, Benvie, and Invergowrie, the parish of Dundee, the royal burgh of Dundee, all in the county of Forfar, and the bed or soil of the River or Firth of Tay, adjoining the said parishes and royal burgh.

A railway (hereinafter called Railway No. 3), commencing in the said parish of Dundee, and county of Forfar, at the point above described, as the termination of Railway No. 2 (at which point it is proposed to form a junction therewith), and terminating by a junction with the Scottish North Eastern (late Dundee and Abroath) Railway, in the parish of Dundee and county of Forfar, at a point on the said last-mentioned railway, 189 yards, or thereabouts, eastward from the mile-post on said railway, indicating one and a quarter mile from Dundee, and fifteen and one half miles from Arbroath, measuring along the last-mentioned railway, and which intended railway will pass from, in, through, or into the parish of Dundee and the royal burgh of Dundee, both in the county of Forfar.

A railway (hereinafter called Railway No. 4), commencing in the said parish of Dundee and county of Forfar, at the point before described as the termination of Railway No. 2, and the commencement of Railway No. 3 (at which point it is proposed to form a junction with Railway No. 3), and terminating in the parish of Dundee aforesaid, within a piece of ground belonging to, or held for behoof of the Company, and the Scottish North Eastern Railway Company, at a point 21 yards, or thereabouts, northward from the north side of East Dock-street, and 63 yards, or thereabouts, south-westward from the south-west corner of the Caledonian Linseed Mills; and which railway will be situated wholly within the parish of Dundee, and in the royal burgh of Dundee, and the county of Forfar.

And notice is hereby also given, that provision will be made in the intended Act for the following among other powers and purposes, or some of them (that is to say):—

In constructing the said intended railway and works, to deviate laterally from the line or lines delineated on the plan to be deposited as after-mentioned, to such extent, as will be defined thereon, and to deviate vertically from the levels shown on the section to be deposited as after-mentioned to such extent as will be provided in the said Act.

To cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of such highways, turnpike, and other roads, railways, bridges, streets, paths, passages, rivers, canals, navigations, brooks, streams, firths, or estuaries, sewers, waters, watercourses, gas, drainage, and water-pipes, and other works, as may be necessary or expedient for the purpose of making, maintaining, and working the said railways and works, or any part thereof. And powers will be taken, in particular, to stop up the said road or way known as Peep o' Day Lane, which is wholly situated in the said parish and royal burgh of Dundee and county of Forfar, and to appropriate the site thereof to the purposes of the Company.

To alter and divert so much of East Dock Street, all in the parish of Dundee and county of Forfar, and wholly or partly in the royal burgh of Dundee, as extends between its junction with Trades Lane, and a point on the said street 83 yards, or thereby north-eastward of the north-east corner of Camperdown Dock, as shown on the plan to be deposited as after-mentioned, and

to construct a new or substituted street between the same points, immediately to the north of the dock, quays, and railway; and to stop up and appropriate to the purposes of the undertaking so much of the site of the portion of East Dock Street, so to be altered and diverted, as may not be required in the formation of such new or substituted street; and also to divert so much of East Dock Street aforesaid as is situate between its eastern extremity, and a point thereon opposite to the point hereinbefore described as the termination of Railway No. 2, in the manner, and to the extent shown on the said plan.

To acquire, by compulsory purchase, agreement, or otherwise, all such lands, houses, and other heritages and property, as may be necessary or convenient for the purposes of the said railways and other works, or any of them.

And in particular, to take by compulsory purchase or otherwise, the station and whole lands and works therewith connected in the parish and royal burgh of Dundee and county of Forfar, belonging to the Scottish North Eastern Railway Company, situated to the westward of the level crossing of the Dock or Harbour Railway, opposite Peep o' Day Lane, and between East Dock Street aforesaid, and the property of the Dundee Harbour Trustees, and also to make provision upon the line of the Railways No. 2, 3, and 4, or some or one of them, and at the stations and depots to be therewith connected, for the traffic of the Scottish North Eastern Railway, now accommodated at the station proposed to be appropriated.

And provision will be made in the said Act to compel the Dundee Gas Light Company, and the Dundee New Gas Light Company, to sell or convey to the Company such part or parts only of their lands or works respectively, as shall be required for the purposes of the undertaking; and to accept compensation for such part or parts of their lands respectively in money, or in the option of the said Companies, or either of them, by the substitution of other lands for such part or parts of their lands so to be taken, or partly in money and partly by the substitution of lands; and so far as relates to the lands of the said gas companies, it is proposed by the said Act to repeal the 90th section of the Lands Clauses Consolidation (Scotland) Act, 1845.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages and property to be acquired for the purposes of the said railways and works, and all other rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, and to confer other rights and privileges in relation to all the matters aforesaid.

To enable the Caledonian Railway Company, and the Scottish North Eastern Railway Company, hereinafter called the "Two Companies," or either of them, to acquire a joint interest with the Company in Railway No. 2 and Railway No. 3, and works connected therewith; or to use such railways jointly with the Company upon payment to the Company of a sum in gross, or an annual payment fixed or contingent; and to carry into effect any contract or agreement made or to be made in relation to all or any of such objects.

To enable the Company and the said two Companies, or either of them, to enter into and carry into effect such agreements as they may think fit, in reference to the construction and maintenance, and the working management, running over, and use, by the said two Companies, or either of them, for any term or

terms of years, or in perpetuity, of Railway No. 2 and Railway No. 3, and works connected therewith; and the regulation, management, interchange, working and direction of the traffic upon or over Railway No. 2 and Railway No. 3, and relative works, and the railways or railway of the said two Companies or either of them, parties or party to any such agreements; and for the use on and over the Railway No. 2 and Railway No. 3, of the engines, carriages, trucks, and waggons of the said two Companies or either of them who may be parties or party to any such agreements; and for the payment, and also the fixing, division, or apportionment of the tolls, rates, and charges received in respect of such traffic; and of the cost and expenses of such working, management, use, and maintenance, or for or in respect of such annual or other payments, and for such other considerations as may be agreed upon; or otherwise to authorise the Company and the said two Companies, or either of them, jointly to construct the Railway No. 2 and Railway No. 3, and works therewith connected; and to confer upon the two Companies, or either of them, and the Company, as the case may be, all the powers and authorities granted by the said Act for making and maintaining the said Railway No. 2, and Railway No. 3, and relative works, and otherwise carrying the provisions of the Act in respect thereof into effect; and to make such provisions as may be proper or convenient by the appointment of joint-committees, or otherwise, for the exercise of all powers conferred upon the Companies jointly; and to authorise the said Companies to enter into agreements with one another with respect to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

To authorise the two Companies, or either of them, for the purposes before-mentioned, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock such preference or priorities in the payment of dividend as may be provided for by said Act.

To enable the Company and the Scottish North Eastern Railway Company, to enter into arrangements and agreements for the joint construction and use of the Railway No. 3 and Railway No. 4, or either of them, and the stations depots, and conveniences connected therewith, and for the fixing and apportionment of the tolls, rates, and charges leviable in respect of the traffic passing over, or using the same, and in respect of all other matters connected with, or incident to, the joint use of such railways and works; or otherwise to enable the said last-mentioned Companies jointly to construct and use the said Railway No. 3, and Railway No. 4, or either of them, and relative works, and to exercise jointly all the powers conferred by the Act in relation thereto; and to authorise the Scottish North Eastern Railway Company, for such purposes, or any of them, to apply their existing and unexpended capital, or to raise additional capital by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage or otherwise.

To enable the Great Northern Railway Company, the North Eastern Railway Company, the Midland Railway Company, and the London and North Western Railway Company, or any one or more of them, by themselves or others on their behalf, to take and hold shares in and subscribe towards the whole intended undertaking before described, or any part or parts thereof respectively; and, for such purposes, to raise additional capital by the creation of new shares or stock in their respective undertakings, with or

without preference, priority, or guarantee in payment of interest or dividend, or other privileges, and by borrowing on mortgage or bond.

To enable the Company, and the several other Railway Companies hereinbefore named, and any one or more of them respectively, to enter into agreements with respect to all or any of the objects hereinbefore mentioned, and to confirm any agreements made, or to be made; as to any of the matters aforesaid.

To levy tolls, rates, and duties on, and for the use of, the said railways and works, and for the conveyance of passengers, animals, goods, minerals, and other traffic thereon; to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company, for the purposes aforesaid, or any of them, to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, and to raise additional capital by the creation of new shares or stock in their undertaking, either with or without guarantee, preference, or priority of payment of interest or dividend, and by borrowing on mortgage and bond, or by all or any of these means, and to fund or issue debenture stock in lieu of the amount so borrowed, or authorised to be borrowed.

To enter into and carry into execution with the trustees of the harbour of Dundee, the magistrates and town council of the royal burgh of Dundee, the commissioners of police of the burgh of Dundee, and any other corporation, company, commissioners, road, bridge, or ferry trustees, harbour trustees, or other bodies or persons, such arrangements or agreements as may be expedient or proper for, or in relation to the making, maintaining, or working the said railway and works, or for the use of the same, and to confirm any agreements which have been or may be entered into with any of the said corporations or persons, with reference to the objects of the said Act, or any of them.

To incorporate with the intended Act, all or some of the provisions of "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;" "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" and "The Railway Companies Powers Act, 1864."

And it is proposed, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge, or to repeal, all or any of the powers and provisions of the several Acts, local and personal, following, or some of them (that is to say):—

Acts relating to the North British Railway Company:—14 and 15 Vict. cap. 55; and the provisions unrepealed of the Acts referred to in the schedule of the last-mentioned 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, 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, 252, 253, 308, and 309; as also 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. caps. 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 138; 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, 217, and 328; 9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; 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 North British Railway 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, and 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 148; 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; 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, and 297; as also 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 and 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. caps. 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 Caledonian Railway Company, or to the Dundee and Perth and Aberdeen Railway Junction Company. Acts relating to the Scottish North Eastern Railway Company:—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; 16 and 17 Vict. cap. 101; 28 and 29 Vict. cap. 83; as also 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; as also 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; as also 6 William 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; and any other Acts relating to the Scottish North Eastern Railway Company. 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. Acts relating to the Dundee Water Company:—8 and 9 Vict. cap. 137; 16 and 17 Vict. cap. 50; and 25 Vict. cap. 43. The Act 11 Geo. IV. cap. 36, relating to the Dundee Gas Light Company. The Act 9 Vict. cap. 50, relating to the Dundee New Gas Light Company. The Act 28 and 29 Vict. cap. 60; and the Act 13 and 14 Vict. cap. 33. Acts relating to the Midland Railway Company:—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; 28 and 29 Vict. caps. 98, 178, 292, 327, 335; and any other Acts relating to the Midland Railway Company. Acts relating to the London and North Western Railway Company:—8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 152, 177, 208, and 217; 27 and 28 Vict. caps. 62, 194, 196, 200, 220, 226, 263, 273, 288, 296, and 309; 28 and 29 Vict. caps. 316, 333, 334; and all other Acts, if any, relating to the London and North Western Railway Company. Acts relating to the North Eastern Railway Company:—6 Will. IV. cap. 81; 1 Vict. cap. 68; 4 Vict. cap. 7; 5 Vict. (Session 2) cap. 80; 6 Vict. cap. 8; 7 Vict. caps. 21 and 27; 7 and 8 Vict. cap. 61; 8 and 9 Vict. caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vict. caps. 58, 59, 65, and 66; 9 and 10 Vict. caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vict. caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vict. caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vict. caps. 27, 58, and 60; 13 and 14 Vict. caps. 38 and 53; 14 Vict. cap. 39; 14 and 15 Vict. caps. 47, 84, and 85; 15 Vict. caps. 36, 37, 57, 96, and 114; 15 and 16 Vict. cap. 127; 16 and 17 Vict. caps. 109 and 136; 17 Vict. cap. 73; 17 and 18 Vict. caps. 164 and 211; 20 and 21 Vict. caps. 19, 33, and 46; 21 and 22 Vict. cap. 134; 22 and 23 Vict. caps. 10, 91, and 100; 24 and 25 Vict. caps. 135 and 141; 25 and 26 Vict. caps. 85, 120, 145, 146, and 154; 26 and 27 Vict. caps. 122, 221, and 238; and 28 and 29 Vict. caps. 61, 87, 1,

111, 244, 251; the North Eastern and Stockton and Darlington Railway Companies Amalgamation Act, 1863, 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. Acts relating to the Great Northern Railway Company:—9 and 10 Vict. caps. 71 and 88; 10 and 11 Vict. caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vict. caps. 62, 71, and 114; 12 and 13 Vict. cap. 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. 115; 22 Vict. cap. 55; 23 and 24 Vict. cap. 168; 24 and 25 Vict. cap. 70; 25 and 26 Vict. cap. 1; 26 and 27 Vict. caps. 103, 191, and 147; 28 and 29 Vict. caps. 105, 182, 216, 275, 292, 327, and 331; and all the other Acts relating to the Great Northern Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railways and works, and of the lands to be taken under the compulsory powers of the said Act; a book of reference to the plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands; and a published map, with the lines of railway delineated thereon, showing 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 as follows, that is to say: at the offices at Cupar and Dunfermline of the principal Sheriff Clerk of the county of Fife, and at the offices at Dundee and Forfar of the principal Sheriff Clerk of the county of Forfar; and a copy of so much of the said plan, section, and book of reference as relates to each of the several parishes, extra-parochial places, and royal burgh before specified, together with a copy of this notice, will, on or before the said 30th day of November, be deposited in the case of a parish, with the schoolmaster, or, if there be no schoolmaster, with the session-clerk of such parish; or in the case of an extra-parochial place, with the schoolmaster; or, if there be no schoolmaster, with the Session-Clerk of some parish immediately adjoining thereto; and in each case at the usual place of abode of such schoolmaster or Session-Clerk; and so far as relates to the royal burgh of Dundee, with the Town-Clerk of the said royal burgh, at his office in the town of Dundee.

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

Dated this 11th day of November, 1865.

Adam Johnstone, Edinburgh, Solicitor for the North British Railway Company.
Pattullo and Thornton, Solicitors, Dundee.
Dodds and Hendry, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session, 1866.

Skipton and Wharfedale Railway.

(Alteration of Line near Skipton; Extensions to Midland Railway near Elslack; to North Eastern Railway at Leyburn and Middlesborough, and to Hawes and Melmerby Railway; Running Powers over parts of Midland and North Eastern Systems, and over the Bedale and Leyburn, and Hawes and Melmerby Railways; Working Arrangements with Midland, North Eastern, and Lancashire and Yorkshire Railway Companies.)

NOTICE is hereby given, that the Skipton and Wharfedale Railway Company (who are herein referred to as "The Company"), intend to apply to Parliament in the next session thereof, for leave to bring in a Bill to enable them to make and maintain the railways hereinafter-mentioned, or 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 Midland Railway, in the township of Elslack, in the parish of Broughton, in the West Riding of the county of York, at a point about 400 yards, measuring along the said railway in an easterly direction from the platform at the Elslack station of the said railway, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: Elslack, Broughton, Stirton-with-Thorlby, Gargrave, Flasby, Flasby-with-Winterburn, Stirton, and Thorlby, all in the said West Riding, and terminating by a junction with the authorised line of the Skipton and Wharfedale Railway, in the said township of Flasby-with-Winterburn, in the said parish of Gargrave, in or near a field, numbered 20 upon the deposited plans, referred to in "The Skipton and Wharfedale Railway Act, 1865."

Railway No. 2.

Commencing at the termination of the authorised line of the Skipton and Wharfedale Railway, in the township of Threshfield, in the parish of Linton, in the said West Riding, in or near a field numbered 24 upon the before-mentioned deposited plans, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: Threshfield, Linton, Grassington, Conistone-with-Kilnsey, Burn-sall, Kettlewell-with-Starbotten, Kettlewell, Starbotten, Arncliffe, Buckden, Deepdale Chase, Kirkgill, and Hubberholme, all in the said West Riding, and terminating in the said township of Buckden, in the said parish of Arncliffe, in or near a pasture field, to the east of Buckden, known by the name of Holdgate Field, belonging to and occupied by Robert Holdgate.

Railway No. 3.

Commencing from and out of Railway No. 2, at the termination of that railway, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: Buckden and Arncliffe, in the said West Riding; and Bishopdale, Thorlby, Aysgarth, Carperby, Carperby-cum-Thoresby, Wensley, Newbiggin, Burton, West Burton, and Burton-cum-Walden, in the North Riding of Yorkshire, and terminating in the said township of Carperby-cum-Thoresby, in the said parish of Aysgarth, in a pasture field known as the Swale field, belonging to Lord Bolton, and in the occupation of Henry James King.

Railway No. 4.

Commencing at the termination of Railway No. 3, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: Wensley, Redmire, Preston, Leyburn, Preston-under-Scar, Castle Bolton, Carperby, Carperby-cum-Thoresby, Harmby, Spennithorne, Constable Burton, and Fingall, in the said North Riding of Yorkshire, and terminating in the said township of Constable Burton, in the

said parish of Fingall, in an arable field, about 90 yards in a north-westerly direction from the back of Middlesfield House, belonging to Marmaduke Wyvill, Esq., and at present in the occupation of John Little and Richard Thwaites.

Railway No. 5.

Commencing by a junction with the Bedale and Leyburn Branch of the North-Eastern Railway at the bridge carrying the said railway over the public highway leading from Coverbridge to Stoop House, in the said parish of Fingall, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: Constable Burton, Fingall, Spennithorne, Mickle Mire, Bedale, Hutton, Hang, Akebar, Hutton Scraggs, Hornby, Hunton, Patrick-Brompton-and-Hornby, Patrick-Brompton, East Hawxwell, Arrathorne, Garriston, Hawkswell, Tunstall, Appleton, Hackforth, Ainderby-Myers, Killerby, Scorton Scraggs, Kirkby-Fleetham, Catterick, Ellerton-upon-Swale, Bolton-upon-Swale, Whitwell, Kiplin, Danby Wisk, Great Langton, South Cowton, Gilling East, Gilling, Birkby, Little Smeaton, East Cowton, and North Cowton, all in the said North Riding of the county of York, and terminating in the said parish of East Cowton, by a junction with the main line of the North-Eastern Railway, at a point about 200 yards measuring along the said railway, in a northerly direction from the mile post on that railway, indicating 37 miles from York.

Railway No. 6.

Commencing in the said parish of East Cowton, in an arable field known by the name of Cross-rein Field, belonging to Henry Hood, Esq., and in the occupation of Thomas Wilkinson, at a point about 22 yards east of the portion of the public road leading from East Cowton to Birkby, called Cross-rein bank, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: East Cowton, Gilling East, Gilling, South Cowton, Birkby, Little Smeaton, Great Smeaton, Smeaton, Hornby, Girsby, Crathorne, Northallerton, Sockburn, Appleton-upon-Wisk, Kirklevington, High Worsall, Low Worsall, and Yarm, all in the said North Riding, and terminating in the said parish of Kirklevington, by a junction with the North-Eastern Railway, at or near a point opposite to the mile post indicating 54½ miles from Leeds.

Railway No. 7.

Commencing in the said parish of Kirklevington, by a junction with Railway No. 6, near the south-west corner of an arable field known by the name of the Stripe, belonging to Lord Falkland, and in the occupation of Richard Thompson, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: Kirklevington, Castle Levington, Yarm, Hilton, Ingleby Barwick, Stainton, Maltby, Thornaby, Stainsby, Acklam, West Acklam, Middlesborough, Linthorpe, Marton, and Ormesby, all in the said North Riding, and terminating in the said parish of Ormesby, by a junction with the Middlesborough and Redcar line of the North-Eastern Railway, to the east of Middlesborough, at a point about 67 yards, measuring along the said railway westward, from the mile post, indicating 16 miles from Darlington.

Railway No. 8.

Commencing in the township of Gargrave, in the parish of Gargrave, by a junction with Railway No. 1, in a pasture field, numbered 1 on the deposited plans referred to in "The Skipton and Wharfedale Railway Act, 1865," passing thence through or into the several parishes and places following, that is to say: Broughton and Gargrave, in the said West Riding, and terminating in the township and parish of Broughton, by a junction with the North-Western Railway, at a point about 65 chains (measuring along the line of the said railway in an easterly direction), from the passenger platform at the Gargrave Station.

Railway No. 9.

Commencing in the said township of Carperby-cum-Thoresby, in the said parish of Aysgarth, by a junction with Railway No. 3, in or near the said field called "Swale," passing thence through or into the said parishes, townships, and places, that is to say: Aysgarth and Carperby-cum-Thoresby, and terminating by a junction with the authorised line of the Hawes and Melmerby Railway, in a pasture field numbered 474 upon the deposited plans of the said Hawes and Melmerby Railway, referred to in "The Hawes and Melmerby Railway Act, 1865."

Railway No. 10.

Commencing in the township of Leyburn, in the parish of Wensley, by a junction with Railway No. 4, in or near a meadow field numbered 263 upon the before-mentioned deposited plans of the said Hawes and Melmerby Railway, and terminating in the said township and parish by a junction with the authorised line of the Hawes and Melmerby Railway, in a meadow field numbered 298 upon the said deposited plans.

Railway No. 11.

Commencing in the parish of West Acklam, in the said North Riding, by a junction with Railway No. 7, near the south side of a pasture field known by the name of "The Garse," belonging to Thomas Ustler, Esq., and in the occupation of Christopher Dobson, passing thence through or into the following parishes, townships, and places, or some of them, that is to say: West Acklam, Middlesborough, and Linthorpe, in the said North Riding, and terminating in the said parish of Middlesborough, at a point about nine yards to the east of the north-east corner of the Sand Depot, belonging to and occupied by Messrs. Hopkins, Gilks, and Company.

Railway No. 12.

To be wholly situate in the township of Linthorpe and parish of Middlesborough, in the said North Riding, to commence by a junction with Railway (No. 7) in the public highway leading from Newport to Ayrson, at a point about 140 yards, measured (along the said highway in a northerly direction) from the north end of a house at present occupied by William King, in the said parish of Middlesborough, and to terminate by a junction with the Darlington section of the North-Eastern Railway, at a point about 300 yards (measuring along the said Darlington section) to the east of the mile-post indicating 14 miles from Darlington.

To abandon the construction of so much of the authorised Skipton and Wharfedale Railway as is situate between the authorised point of junction with the North-Western

Railway, in the township and parish of Broughton, and the field in the township of Flasby-with-Winterburn, in the parish of Gargrave, numbered 20 upon the deposited plans referred to in "The Skipton and Wharfedale Railway Act, 1865."

And it is also proposed by the said Bill to confer upon the Company the following, or some of the following, among other powers.

To effect junctions with existing railways at any points within the limits of deviation to be defined upon the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, railways, drains, pipes, sewers, canals, 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 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 the general purposes of the authorised undertaking 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, on the one hand, and the Midland, North Eastern and Lancashire and Yorkshire Railway Companies, or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

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 Midland Railway as will be situate between the proposed junction of Railway No. 1 therewith and Colne, and so much also of the North-Western Railway as will be situate between the proposed junction of Railway No. 8 therewith and Skipton, the Hawes and Melmerby Railway, the Bedale and Leyburn Branch of the North-Eastern Railway; so much of the Darlington section of the North-Eastern Railway as will be situate between the proposed junction therewith of Railway No. 12 and the

Middlesborough station, and also between the said junction and the works of Messrs. Bolckow, Vaughan and Company (Limited); also so much of the Middlesborough and Redcar line of the said North-Eastern Railway as will be situate between the junction therewith of Railway No. 7 and Redcar.

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' 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 Skipton and Wharfedale Railway Act, 1865," relating to the Company, also of the 7 and 8 Vic., c. 18, and of the several other Acts relating to the Midland Railway Company; also of the 22 and 23 Vic., c. 110, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company; also of the following and of any other Acts relating to the North-Eastern Railway Company, namely:—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., c. 20, 27; and 28 Vic., caps. 49, 55, and 67, and the 28 and 29 Vic., caps. 61, 111, 251, 368, and 363; and also of "The Hawes and Melmerby Railway Act, 1865."

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 West Riding of Yorkshire, at his office at Wakefield, and with the Clerk of the Peace for the North Riding of Yorkshire, at his office at 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 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, 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.

Edwards and Co.,

Westminster,

George Robinson,

Skipton.

Solicitors for
the Bill.

Crofthead and Kilmarnock Extension Railway.

(Construction of New Lines of Railway in lieu of portions of Railways authorised by "The Crofthead and Kilmarnock Extension Railway Act, 1865;" and "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865;" Relinquishment of portions of those Authorised 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 Crofthead and Kilmarnock Extension Railway Company (hereinafter called "The Company") to make and maintain the following railways, and other works, 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 authorised main line of the Crofthead and Kilmarnock Extension Railway, described as Railway No. 1 in "The Crofthead and Kilmarnock Extension Railway Act, 1865," at, or near a point in the parish of Stewarton and county of Ayr, about three chains north-westward from the Police Station in the village of Stewarton, and terminating by a junction with the authorised main line of the Glasgow and South-Western (Kilmarnock Direct) Railway described as Railway No. 1 in "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," at or near a point in the same parish, about six chains westward from the point where the old turnpike-road from Stewarton to Kilmarnock crosses the boundary between the parishes of Stewarton and Dreghorn, about eighteen chains southward from the farm steading of Byrehill;—which Line No. 1, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Stewarton and Dreghorn, or one of them, in the county of Ayr.

Secondly—A railway (hereinafter called "Line No. 2"), commencing by a junction with the said main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, as the same is intended to be altered under the powers of the said Bill in manner hereinafter mentioned, at or near a point in the parish of Kilmarnock, or Laigh Kirk parish of Kilmarnock, and county of Ayr, about one furlong eastward from the bridge by which the Bonnyton-road is carried over the existing line of the Glasgow and South-Western Railway, near Bonnyton Farm Steading, and terminating on the west side of Hill-street of Kilmarnock, at or near a point about three chains southward from the junction of Buchanan-street with Hill-street aforesaid; which Line No. 2, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof,

will be and are situate in the following places, or one or more of them—videlicet, the parishes of Kilmarnock, Laigh Kirk of Kilmarnock, and Kilmaurs, and the burgh of Kilmarnock, in the county of Ayr.

And it is further intended by the said Bill to empower and require the Glasgow and South-Western Railway Company to make and maintain a deviation of the said authorised main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, and all proper works and conveniences in connection therewith, commencing at or near a point on the said authorised main line, in the parish of Kilmarnock, or Laigh Kirk parish of Kilmarnock, about one furlong and three-quarters northward from Bonnyton Farm Steading, and terminating by a junction with the existing line of the Glasgow and South-Western Railway, at or near a point in the same parish about one chain westward from the western end of the engine-shed, situate on the northern side of the last-mentioned railway, at the junction therewith of the railway from Kilmarnock to Troon;—which proposed deviation, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the following places, or one or more of them—videlicet, the parishes of Kilmarnock, Laigh Kirk of Kilmarnock, and Kilmaurs, and the burgh of Kilmarnock, in the county of Ayr.

And it is further intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company, or one of them, for the purposes of the said proposed line No. 2, and deviation, to divert the line and alter the levels of the private railway which leads northward from the existing line of the Glasgow and South-Western Railway, at a point between the bridge by which the Bonnyton road is carried over the said existing line, and the point of junction with that line of the railway from Kilmarnock to Troon; which proposed diversion and alteration of levels, and lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Kilmarnock, Laigh Kirk of Kilmarnock, and Kilmaurs, and the burgh of Kilmarnock, in the county of Ayr, or one or more of those places.

And it is further intended by the said Bill to authorise and provide for the relinquishment of the portion of the said authorised main line of the Crofthead and Kilmarnock Extension Railway, between the point of commencement hereinbefore described of the said proposed line No. 1, and the point marked ten miles four furlongs from the commencement of the said authorised main line at Crofthead, on the deposited plans referred to in "The Crofthead and Kilmarnock Extension Railway Act, 1865;" as also for the relinquishment of the portion of the said authorised main line between the point marked on the said plans fourteen miles two furlongs from the said commencement of the said authorised main line and the authorised termination of that line on the western side of Hill-street of Kilmarnock; as also for the relinquishment of the portion of the authorised main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, between the point of commencement hereinbefore described of the said proposed deviation, and the authorised termination of the said authorised main line in the parish of Kilmarnock.

And it is further intended by the said Bill to provide that the said proposed Line No. 1 and Line No. 2 shall be held to be in all respects integral portions of the main line of the Crofthead

and Kilmarnock Extension Railway, and that the said proposed deviation shall be held to be in all respects an integral portion of the main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, and that the portion of the said deviation which will be situate between the point of commencement thereof hereinbefore described and the point of junction therewith of the said proposed line No. 2, shall be subject to the provisions of section 18 of "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," with respect to the portion of railway No. 1 therein mentioned as situate between the intended junctions therewith of the Crofthead and Kilmarnock Extension Railway.

And notice is further given, that duplicate plans and sections describing the lines, situation and levels of the said proposed railways and deviation, 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 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 said proposed railways and deviation 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 as published in the London and Edinburgh Gazettes, will also, on or before the 30th day of November instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each such parish, at the usual place of abode of such schoolmaster or session-clerk.

And notice is further given that it is intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company respectively, to deviate in the construction of the said proposed railways and deviation, to be made by them respectively as aforesaid, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railways and deviation, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company, respectively, to purchase, compulsorily and otherwise, the lands, houses, and other property required for the several purposes to be carried into effect by them respectively as aforesaid; to convey passengers, goods, and other traffic on the said proposed railways and deviation; to levy tolls, rates, duties, and charges for the use of the said proposed railways and deviation, and relative works, and the conveyance of such traffic; to

[illegible][illegible]

Mold and Denbigh Junction Railway.**(Branches and Deviations.)**

(Power to make new Railways, Deviation and Abandonment, Alteration of Curves, Power to stop up Roads, Power to Apply and Raise Capital, Power to convert Preference Shares into Ordinary Shares, Reciprocal Running Powers over the Railways of the Mold and Denbigh Junction Railway Company and the Railways of the Wrexham, Mold, and Connahs Quay, the Cheshire and West Cheshire Junction, and the Holyake Railway Companies; Amendment of Acts.)

It 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 Mold and Denbigh Junction Railway Company (hereinafter called the Company) to make and maintain the following railways, or some of them, with all proper and necessary stations, works, and conveniences connected therewith, respectively, that is to say:—
 A railway (hereinafter called railway No. 1) commencing by a junction with the railway of the Company, authorised by the Mold and Denbigh Junction Railway Act, 1861, now in course of construction at or near the point where the said railway crosses the turnpike-road leading from King-street in the town of Mold to Queen's ferry, and terminating at or near a point on the public road leading from Pentre to Bromfield, 9 chains or thereabouts distant from and to the north of the level-crossing of that road and the Chester and Mold Railway, and which said railway No. 1 will be wholly situate in the township and parish of Mold in the county of Flint.

A railway (hereinafter called railway No. 2) commencing by a junction with the intended railway No. 1, at or near the termination thereof hereinbefore described passing through or into the several parishes, townships, and extra parochial or other places following or some of them (that is to say) Mold, Argoed, Broncoed, Bistre, Leeswood, Hartsheath, Hawarden, Bannel, and Pentrebin in the county of Flint, and terminating in the township of Bannel in the parish of Hawarden in the county of Flint, by a junction with the Wrexham, Mold, and Connahs Quay Railway, at or near the bridge which carries that railway over a turnpike-road leading from Mold to Chester, 30 chains or thereabouts distant from and to the east of Leeswood, and 10 chains or thereabouts distant from Bannel.

A railway (hereinafter called railway No. 3) commencing by a junction with the intended railway No. 2, at or near a certain field situate in the township of Bistre in the parish of Mold, and numbered 1,706 on the 11th Commutation Map of the said township of Bistre, passing through or into the several parishes, townships, and extra parochial or other places following or some of them (that is to say) Mold, Bistre, Hawarden, Pentrebin, and Bannel, and terminating in or near an enclosure numbered 10 in the parish of Hawarden on the plans of railway No. 1, authorised by the Wrexham, Mold, and Connahs Quay Railway (Extension) Act, 1863, and by a junction therewith with an intended deviation of the railway authorised by the said mentioned Act, and therein referred to as railway No. 1, if such deviation shall be authorised by Parliament or otherwise, which said railway No. 3 will be situate wholly in the county of Flint.

A railway (hereinafter called railway No. 4), commencing by a junction with the intended railway No. 1, at or near a certain cart-road leading to the Mold Coal and Cannel Company's

Colliery, in the township and parish of Mold, at a point about twenty yards to the north of the colliery office, passing through or into the several parishes, townships, and extra parochial or other places following, or some of them (that is to say) Mold, Broncoed, Leeswood, and Nerrys, and terminating in the township of Leeswood in the parish of Mold, by a junction with the railway of the Mold and Denbigh Junction Railway at or near the Western end of termination thereof, and which said railway No. 4 will be situate wholly in the county of Flint.

A railway (hereinafter called railway No. 5), commencing by a junction with the authorised line of the Mold and Denbigh Junction Railway now in course of construction in or near an enclosure in the township of Gwernaffield in the parish of Mold numbered 248 on the plans referred to in the Mold and Denbigh Junction Railway Act, 1861, and hereinafter called the plans of 1861, passing through or into the several parishes, townships, and extra parochial or other places following, or some of them (that is to say) Mold, Gwernaffield, Hendrebluff, Cilcen, Trellan, Mass-y-geroes, Llys-y-goed, Cefn Mechllas, Treffynon, and Llysdybinnedd, all in the county of Flint; Llanveras and Llysall, otherwise Llysall, in the county of Denbigh, and terminating in or near a certain field, or croft, called the Mill-croft, adjoining the Loggerheads mill in the parish of Llanveras in the county of Denbigh, and which croft belongs to Bryan George Davis Cooke, Esq., and is in the occupation of Mrs. John Price.

A railway (hereinafter called railway No. 6), commencing by a junction with the said authorised line of the Company now in course of construction at or near the Pile-bridge which carries the said railway over the River Alyn, near to the Mold cotton mill, and terminating in a certain field numbered 3,622 on the 11th Commutation Map of the township of Mold, belonging to A. T. Roberts, Esq., and in the occupation of Mr. Thomas Hughes, abutting upon the road called Lfordelgla, upon which said railway No. 6 will be wholly situate in the township and parish of Mold in the county of Flint.

A railway (hereinafter called railway No. 7), commencing in the parish of Henllan in the county of Denbigh, by a junction with the railway No. 1, authorised by the Mold and Denbigh Junction Railway (Extension) Act, 1863, at a certain point thereon marked on the plans of that railway referred to in that Act, passing through or into the several parishes, townships, and extra parochial or other places following, or some of them (that is to say) Henllan, Bannister, Bannister-assa, Bannister-ancha, and Denbigh, and terminating in the township and parish of Denbigh by a junction with the Denbigh, Ruthin, and Corwen Railway at or near the first bridge over that railway south of the Denbigh Railway station, which said railway No. 7 will be wholly situate in the county of Denbigh.

A railway (hereinafter called railway No. 8), commencing in the borough and parish of Denbigh, by a junction with the intended railway No. 7, at or near a point on the turnpike-road leading from Denbigh to Ruthin, 145 yards or thereabouts from and to the east of the Denbigh to Ruthin Railway, passing through or into the several parishes, townships, and extra parochial or other places following, or some of them (that is to say) Denbigh, Henllan, Bannister, Bannister-assa, Bannister-ancha, Llewenni-assa, Llewenni-acha, Llanysfa, Rhanvawr, Rhanbwr, Paros, Ullwachaefan, Llan-ell rhaidr, Llan, Llech, Llwyn, Prion, Clicedig,

Segrwyd-ucha, Segrwyd-issa, Cader, Llewysog; otherwise Trefydd, Bycham, Nantglyn, Tre-Hendre, Tre-Plas, Tre-Blaenan, Tre-Cwm, Llwyn, and terminating in the parish of Nantglyn, at or near the bridge over the Ystrad or stream flowing northward past and at the east of the village of Nantglyn, which bridge carries the road from Nantglyn to Cyffylliog, and which said railway No. 8 will be wholly situate in the county of Denbigh.

A railway (hereinafter called railway No. 9), in lieu of or in substitution for railway No. 1, authorised by the Mold and Denbigh Junction Railway (Extensions) Act, 1865, commencing in the township and parish of Mold by a junction with the intended railway No. 1, at or near the termination thereof, hereinbefore described, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) Mold, Bistree, Argoed, Llwynegrin, Northop, Soughton, Hawarden, and Ewloe Wood, and terminating in the township of Ewloe Wood, in the parish of Hawarden, at or near the termination of railway No. 1, authorised by the Mold and Denbigh Junction Railway (Extensions) Act, 1865, which said railway No. 9 will be wholly situate in the county of Flint.

To enable the company to abandon the construction of the said railway No. 1, authorised by the Mold and Denbigh Junction Railway (Extensions) Act, 1865.

To authorise the maintenance of the curves following, according to altered radii, to be specified on the plans to be deposited as hereinafter mentioned, viz.: the curve commencing in the enclosure numbered 96, and terminating in the enclosure numbered 206, in the township of Gwysany, in the parish of Mold, on the plans of 1861.

The curve commencing in the enclosure numbered 21, and terminating in the enclosure numbered 55, in the township and parish of Bodfarry, in the county of Denbigh, on the plans of 1861.

The curves commencing in the enclosure numbered 1 in the parish of Cilcen, and terminating in an enclosure numbered 12 in the parish of Halkin, in the county of Flint, on the plans deposited with reference to the railway firstly described in and authorised by the twenty-fourth section of the Mold and Denbigh Junction Railway (Capital and Deviations, &c.) Act, 1865.

The curves commencing in the enclosure numbered 18, and terminating in the enclosure numbered 30 in the parish of Cilcen, in the county of Flint, in the plans deposited with reference to the railway secondly described in and authorised by the twenty-fourth section of the Mold and Denbigh Junction Railway (Capital and Deviations, &c.) Act, 1865.

To enable the company to stop up the public roads numbered 62 and 75 on the plans of 1861, in the parish of Nannerch, in the county of Flint, and to stop up, alter, or divert, whether temporarily or permanently, all other turnpike and other roads, railways, tramways, streets, rivers, streams, canals, reservoirs, navigations, or bridges, for the purposes of the said intended railways, and of the works connected therewith.

To enable the company to make such openings in and alteration of any railway with which a junction is proposed to be effected, or as may be necessary or expedient.

To enable the company to purchase lands and buildings, by compulsion or agreement, for the purposes of the said intended Act, or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased for the pur-

poses aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended railways.

To levy tolls, rates, and duties in respect of the intended railways and works, and to alter existing tolls, rates, and duties, and to confer exemptions from the payment of the same, and other rights and privileges.

To enable the company to apply their corporate funds to the purposes of the intended Act, or any of them, and to raise further sums for such purposes, or any of them, by the creation and issue of new shares in their undertaking, either with or without preference or priority in payment of interest, or dividend, or by borrowing on mortgage, or by any of those means.

To enable the company to convert the preference shares created and issued under and by virtue of the Mold and Denbigh Junction Railway (Capital and Deviations, &c.) Act, 1865, by and with the consent of the holders of those shares, into ordinary shares of the Company.

To enable the Company to run over and use with their engines and carriages and wagons of every description, the whole or any portion of the railways now belonging to or authorised to be made by the Wrexham, Mold, and Connahs Quay Railway Company (herein called the Connahs Quay Company), or which may from time to time hereafter belong to or be authorised to be made by the Connahs Quay Company, together with all stations, sidings, watering-places, and other conveniences connected therewith, or with any part thereof, and also to enable the Company in like manner to run over and use the whole or any portion of the railways now belonging to, or authorised to be made, by the Chester and West Cheshire Junction Railway Company (herein called the Cheshire Junction Company), or which may from time to time belong to or be authorised to be made by the Cheshire Junction Company, together with all stations, sidings, watering-places, and other conveniences connected therewith, or with any part thereof; also in like manner to enable the company to run over and use the whole or any portion of the railways now belonging to or authorised to be made by the Hoylake Railway Company (herein called the Hoylake Company), or which may from time to time belong to or be authorised to be made by the Hoylake Company, together with all stations, sidings, watering-places, and other conveniences connected therewith; and the intended Act will provide that the terms and conditions of the user by the Company of the said railways, stations, sidings, and other conveniences of the Connahs Quay Company, or (as the case may be) of the Cheshire Junction Company, or (as the case may be) the Hoylake Company, and the tolls, charges, rents, or other considerations, to be paid for such user by the Company to the said other Companies, herein called the "the three Companies" respectively, shall be such as may from time to time be agreed upon between the Company and the Connahs Quay Company, or (as the case may be) between the Company and the Cheshire Junction Company, or (as the case may be) between the Company and the Hoylake Company, or as in default of agreement, may be settled in such manner as may be prescribed by the intended Act.

To make similar provisions in all respects with respect to the user by the three Companies respectively of the railways or the Company.

To provide on such terms and conditions, and subject to such tolls, rates, rents, or other considerations as may be agreed upon, or as in default of agreement, may be prescribed by the intended Act, full facilities for the forwarding over all or

any part of the said railways of the three Companies respectively or any part thereof respectively of all traffic passing to or from the railways from time to time forming part of the undertaking of the Company from or to the said railways of the three Companies, or either of them, or any part thereof, and to make rules and regulations for ensuring the due transmission and forwarding of such traffic, and to impose penalties for the non-observance of such rules and regulations.

To enable the Company to levy tolls and make charges on the railways from time to time belonging to either of the three Companies respectively; and, if necessary or expedient, to alter and vary the tolls and charges now authorised to be taken by the three Companies respectively, or either of them.

To enable the Company and the three Companies, or the company and either of the three Companies, to enter into and carry into effect contracts and agreements for the following purposes, or any of them, that is to say:

The working, maintenance, and management by the Company of the railways of the three Companies, or any part thereof:

The working, maintenance, and management by the three Companies, or either of them, of the railways of the Company, or any part thereof.

The interchange of traffic and the forwarding and booking of traffic between or by the Company and the three Companies, or either of them.

The division and apportionment between the Companies, parties to any such agreement, of the tolls, fares, rates, charges, and profits arising from any traffic.

The appointment and regulation of any joint committee of directors of the Company, and of the three Companies, or either of them.

To alter, enlarge, vary, or repeal all or some of the provisions of the following Acts, or any of them, that is, to say, "The Mold and Denbigh Junction Railway Act, 1861," "The Mold and Denbigh Junction Railway (Capital and Deviations, &c.) Act, 1865," "The Mold and Denbigh Junction Railway (Extensions) Act, 1865," "The Wrexham, Mold, and Connah's Quay Railway Act, 1862," "The Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864," "The Wrexham, Mold, and Connah's Quay Railway (Dee Valley Branch) Act, 1865," and "The Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1865," "The Chester and West Cheshire Junction Railway Act, 1865," "The Hoylake Railway Act, 1863," "The Hoylake Railway (New Works) Act, 1865."

On or before the 30th day of November, 1865, plans and sections of the said intended railways, alterations, and works, a book of reference to such plans, a published map with the proposed lines of railway delineated thereon, and a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Flint at his office at Mold, and with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin; and on or before the said 30th day of November, 1865, a copy of the said "Gazette" notice, and so much of the said plans, sections, and book of reference as relates to such parish in or through which the said railways and works are intended to be constructed, or in which any lands or houses are intended to be taken or situate, will be deposited with the parish clerk of each such parish at his usual place of abode, or in the case of any extra-parochial place then with the parish clerk of some parish immediately adjoining thereto. And 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 10th day of November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster,
Roberts, Kelly, and Keene, Mold,
Solicitors for the Bill.

In Parliament—Session 1865–1866.

Peterborough, Wisbech, and Sutton Railway.

(Re-arrangement of Capital of the Company—Alteration of Rights of Holders of the Classes of Shares in the Share Capital—Power to create new Preferences, to raise Additional Capital, and other purposes.)

NOTICE is hereby given, that the Peterborough, Wisbech, and Sutton Railway Company (hereinafter called "the Company") intend to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for the following, or some of the following, purposes (that is to say):—

To enable the Company to re-arrange the share capital of the Company, and the rights of the holders of the different classes of shares into which the same is divided. To attach to that portion of the share capital of the Company already issued as B shares, a preferential rate of interest or dividend over the remaining share capital of the Company, and to alter and extinguish the existing rights and preferences of the holders of the classes of shares in the capital in the Company, and to divide the share capital into other classes, with different rights and preferences.

To cancel all or any part of the share capital of the Company issued or unissued, and to raise and issue new share capital in lieu of the share capital so cancelled, or any part thereof, and to raise additional capital for the general purposes of their undertaking by the creation of new shares, and by borrowing on mortgage or bond, and to make any such shares, whether issued in lieu of shares cancelled or for raising additional capital, of one class or of different classes, and to attach to any such classes of shares such preferences as will be provided by the Bill, and to create and also extinguish all such rights and preferences which may be requisite to carry out the objects of the Bill,

To confer on the Company the most ample powers in respect to the regulation of their existing and additional capital, whether consisting of shares, mortgages, bonds, debentures, stock, or any other class of security, and with reference to the creation of new preferences in favour of the holders of any portion or portions of their share capital, authorised or to be authorised, over the remaining part, and with reference to the creation of new preferences and the extinction of any existing preferences amongst the holders of the share capital of the 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 10th day of November, 1865.

Henry Carnsew, 41, Parliament-street,
Westminster.

Metropolitan Railways.—(Inner Circle).—Station Collecting Lines, No. 2.

(Incorporation of Company; Construction of Collecting Railway from Metropolitan District Railway at Brompton to Cheyne-walk, Chelsea; Powers to Metropolitan Railway Company and Metropolitan District Railway Company to Contribute and Work intended Railway; Arrangements with Pneumatic Dispatch Company; Traffic Arrangements; Traffic Facilities; Amendment of Acts.)

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

To incorporate a Company (in this notice referred to as "The Company"), and to authorise the Company to make and maintain the railway hereinafter 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 Saint Mary Abbott, Kensington, in the county of Middlesex, by a junction with the authorised line of the Metropolitan District Railway, at or near the convergence of Alfred-place West, Pelham-road, and the Old Brompton-road, and terminating in the parish of St. Luke, Chelsea, in the said county of Middlesex, at or near Cheyne-walk, forty yards or thereabouts westward of the junction of Oakley-street with Cheyne-walk, which intended railway will be wholly situate in the said parishes of Saint Mary Abbott, Kensington, and Saint Luke, Chelsea, or either of them, in the said county of Middlesex.

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 railway 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 railway and works.

To stop up, remove, alter, or divert railways, canals, rivers, streams, streets, roads, courts, squares, passages, bridges, sewers, drains, and pipes, and to appropriate any street, road, court, square, or passage so stopped up, and to appropriate or use the under surface of any street, road, court, square, or passage shown on the plans to be deposited as hereinafter mentioned within the limits of deviation thereon defined, also to deviate from the levels of the intended railway beyond the limits prescribed by "The Railways Clauses Consolidation Act, 1845," and from the line of the railway within the limits to be described on the plans hereinafter mentioned, and to make provision for the settlement of certain claims for compensation.

To authorise the Company and the Pneumatic Dispatch Company (Limited) to agree and to carry into effect agreements with reference to the construction of the works of the Company and their adaptation wholly or partially for the purposes of the two Companies, also with reference to the working of the intended railways, or any of them, or any works connected therewith, and the adoption wholly or in part of any mode of working by or in connection with the Pneumatic mode of propulsion or otherwise, and with reference to the payments or contributions, whether gross, annual, fixed, or contingent, to be made by one Company to the other in respect of any of

the matters aforesaid, and to amend the Acts relating to the Pneumatic Dispatch Company.

To authorise the Company to acquire, purchase, or take licences for the use of any patent rights having reference to the working of railways or the propelling power to be used thereon, or otherwise.

To require the Metropolitan Railway Company and the Metropolitan District Railway Company, both or either of them, to book and invoice through traffic over their railways to, from, and beyond the intended railway, 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 railway from, to, and over the railways, or any part of the railways of the Metropolitan Railway Company and the Metropolitan District 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 Companies, for any of them.

To authorise the Metropolitan Railway Company and Metropolitan District Railway Company, 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, and 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 Metropolitan Railway Company and Metropolitan District 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 those Companies, or either of them, of the said intended railway and works, or any part or parts thereof, as to 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 alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts, viz.:—"The Metropolitan Railway Act, 1854," and any other Acts relating to the Metropolitan Railway Company; "The Metropolitan District Railways Act, 1864," and "The Metropolitan District Railways Act Amendment Act, 1865," and any other Act relating to the Metropolitan District Railway Company; to alter tolls, rates, and duties authorised to be taken by such Acts, or any of them, to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

A published map and plans and sections describing the direction, lines, and levels of the intended railway, and the lands and property which will or may be taken for the purposes thereof, a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection

with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and on or before the said day a copy of so much of the plans, sections, and books of reference as relate to each of the parishes aforesaid in which the railway and works are intended to be made, with a copy of this notice, will be deposited with the vestry clerk of the parish of Saint Mary Abbots, Kensington, at his office at the Vestry Hall, High-street, Kensington; with the vestry clerk of the parish of St. Luke, Chelsea, at his office at the Vestry Hall, Kings-road, Chelsea; and with the vestry clerk of the parish of St. Andrew, Chelsea, at his office at the Vestry Hall, Kings-road, Chelsea.

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

Dated this 16th day of November, 1865.

Burchells, 5; Broad Sanctuary, 1; Bell Street,
 Westminster, 9; Solicitors
 in Batters, 2; Rose, and Norton, 26; 1 for the
 Victoria-street, 10 Westminster, 10; Bill

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

In Parliament.—Session 1866.—Has introduced

Halesowen and Bromsgrove Branch Railways.
(Extensions to Lutley Valley, Stourbridge, and
Cradley Park; Arrangements with the Mid-
land, Great Western, and Stourbridge Railway
Companies; Running Powers over Parts of
the West Midland and Stourbridge Railways;
Amendment of Act of 1871.)

NOTICE is hereby given that applications are intended to be made to Parliament in the ensuing session, by the Halesowen and Bromsgrove Branch Railways Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, that is to say:—

To authorize the Company to make and maintain the railways following for some or one of them, with all proper stations, approaches, works, and conveniences connected therewith, that is to say, each to meet quines offered to conveyance by

No. 19. A railway (herein designated Railway No. 19) to commence in the township of The Hill, in the parish of Halesowen, by a junction with the authorized railway of the Company described as Railway No. 1, in the Halesowen and Bromsgrove Branch Railways Act, 1865, at the point of termination thereof (that is to say) in the field or plot of ground belonging to the Right Honourable, George William Baron Luttelson, in the occupation of Messrs. Rose Brothers, which is numbered 85 for the parish of Halesowen on the plans deposited with the Clerk of the Peace, in reference to the said last-mentioned railway, and to terminate in the township of Hasbury and parish of Halesowen, in a certain field belonging to David Homfray, in the occupation of Noah Hingley and Sons, at a point 80 yards or thereabouts, from the Post-office letter-box, at Drew's Forge, on the Halesowen and Stourbridge turnpike road, measured in a south-easterly direction along the said road, and 2 yards from the said road measured in a north-westerly direction perpendicularly to the boundary of the said field, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say) The Hill, Hawn, Hasbury, Luttley, and Halesowen, all in the county of Worcester, and ending not being less than a mile from

No. 2. A railway therein designated Railway No. 2) to commence at the point hereinbefore described as the termination of Railway No. 1, and to terminate in the parish of Oldswinford, by a junction with the West Midland Railway, at or near the point where that railway crosses by a bridge over the road leading from Oldswinford towards Careless Green and Halesowen: which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, (that is to say) Hasbury, Tutley, Cradley, Halesowen, Pedmore, Oldswinford, all in the county of Worcester.

No. 3. A railway (herein designated Railway No. 3) to commence at the point hereinbefore described as the termination of Railway No. 1, and to terminate in the parish of Hagley, in a certain wood called Hagley Wood, belonging to, and in the occupation of the Right Honourable George William, Lord Lyttelton, at a point 280 yards, or thereabouts, distant from the Hagley Gate Toll House, measured in a south-westerly direction along the Birmingham and Hagley turnpike road, and 30 yards, or thereabouts, from the last-mentioned road, measured in a north-westerly direction, perpendicularly to the line thereof; which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say), Litley, Hasbury, Halesowen, and Hagley, all in the County of Worcester.

No. 4. A railway (herein designated Railway No. 4) to commence in the township of Hawn and parish of Halesowen, by a junction with Railway No. 1, in a field now or late the property of the assignees of Messrs. Attwoods, Spooner, Marshall, and Company, and in the occupation of the New British Iron Company, being the same field in which the last-mentioned company are now sinking their new coal shafts, and to terminate by a junction in the township of Cradley with the Cradley Park Branch of the Stourbridge Railway, at a point 209 yards, or thereabouts, distant from and to the west of the Park Gate Toll-gate, on the Stourbridge and Halesowen turnpike-road; which said intended railway will pass from in, through, or into the several parishes, townships, extra-parochial, or other places following or some of them (that is to say), Hawn, Hasbury, Lintley, Cradley, and Halesowen, all in the county of Worcester.

to purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railways, stations, and works, or some of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, stations, and works, and to confer other rights and privileges; and also to cross, alter, divert, and stop up the highways, turnpikes, and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere for the purposes of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways, stations, and works; and to levy tolls, rates, and charges for and in respect of the use of the said intended railways, stations, and works, to grant exemptions from such tolls, rates, and charges, and other rights and privileges relating thereto.

To enable the Company, or any other company or persons lawfully using the said intended rail-
ways and works, or any of them, to run over and

use, with their engines, carriages, waggons, and servants, so much of the West Midland Railway belonging to the Great Western Railway Company as lies between the Junction of Railway No. 2 with the said West Midland Railway and the Stourbridge station of the railway, and also so much of the said Stourbridge Railway and the said West Midland Railway as lies between the Junction of Railway No. 2 with the said Cradley Park branch of the said Stourbridge Railway and the said Stourbridge station; and also to run into and use the said station and the works, sidings, watering-places, and other conveniences connected with that station, and the portions of railway so to be run over and used on payment of such tolls, rates, rent, or other consideration, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the said intended Act.

To enable the Company, on the one hand, and the said Midland, Great Western, and Stourbridge Railway Companies, or any or either of them, on the other hand, to make and carry into effect arrangements for the maintenance, use, and working by the said Midland, Great Western, and Stourbridge Railway Companies, or any or either of such Companies of the said intended railways and works, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising therefrom, and to enable the said Companies to apply any portion of their income and capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended railways, and the railways belonging to the said last-named Companies respectively, or any or either of them, and for securing through booking and through invoicing from, to and over the said railways respectively, or any or either of them, and for fixing, or ascertaining, and settling the tolls, rates, and charges to be levied or charged, or other terms and conditions to be imposed for or in respect of any of the purposes aforesaid. And to make such alterations and reductions in the tolls, rates, and charges at present authorized to be levied or charged upon the railways of the said last mentioned Companies, or any or either of them, as may be necessary, and to authorize the Company and the said last-mentioned Companies, or any or either of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or in default of agreement to confer all necessary powers for effecting the objects aforesaid, or any of them.

To alter, amend, extend, and enlarge, or to repeal so far as may be necessary, all or some of the powers and provisions of the following Acts, local and personal, or some of them, that is to say, — the 5th and 6th William 4. cap. 107, and all other Acts relating to or affecting the Great Western Railway Company, the 7th and 8th Victoria, cap. 18, and all other Acts relating to or affecting the Midland Railway Company, the Stourbridge Railway, Act, 1860, and all other Acts relating to or affecting the Stourbridge Railway Company, and the Halesowen and Bromsgrove Branch Railway, Act, 1862, and to duplicate plans and sections, showing the line of the said intended railways and works, and describing the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and

houses, and also a copy of this Notice, as published in the London Gazette, together with a published map, with the line of the intended railways delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Worcester, at his office at Worcester, and on or before the same day a copy so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said railways and works will pass or be situate, and also a copy of this Notice, as published in the London Gazette, will be deposited with the clerk of each such parish at his residence, or in the case of any extra-parochial place with the parish clerk or some parish immediately adjoining thereto. Printed copies of the Bill for effecting the objects aforesaid will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 10th day of November, 1865.

Witness my hand and seal, this 10th day of November, 1865.

W. J. Wilkins and Blyth,

10, St. Swinburn Lane, London, E.C.;

Scott and Horlock,

Bromsgrove.

Solicitors for the Bill.

In Parliament.—Session 1866.

Gardiff and Newport Railway and Pier

(Incorporation of Company for Construction of

Railway and Pier, Running Powers over por-

tions of Railways of Rhymney Railway Com-

pany, and Alexandra (Newport) Docks Com-

pany; Agreements with Taff Vale, Rhymney,

at Newport, and Taff, London and North Western,

and Midland Railway Companies, Monmouth-

shire Railway, and Canal Company, and

Alexandra (Newport) Docks Company; Altera-

tion of Tolls; Amendment of Acts.)

Notice is hereby given, that application is

intended to be made to Parliament in the

ensuing session, for leave to bring in a Bill to

incorporate a Company for making and maintain-

ing the railways and pier hereinafter mentioned,

or some of them, together with all necessary and

convenient stations, approaches, bridges, roads,

communications, and other works, and to confer

upon the Company to be thereby incorporated

(hereinafter called "the Company"), all necessary

and proper powers for effecting the objects here-

inafter mentioned, or some of them, that is to

say,

To make and maintain a Railway (No. 1) com-

mencing in the parish of St. Mary, Gardiff,

and St. John the Baptist, or one of them, in

the county of Glamorgan, by a junction with

the Bute Dock branch of the Rhymney Rail-

way Company, at a point 13 chains of there-

abouts (measuring along that branch rail-

way) from and to the north-west of the point

where that branch railway crosses the main

line of the South Wales Railway, and

terminating in the parish of St. Woollos in

the county of Monmouth, by a junction with

the Railway (No. 4) authorised by the

Alexandra (Newport) Docks Act, in the

field numbered 335 on the title commutation

map of the said parish of St. Woollos, which

said intended Railway (No. 1), above de-

scribed, will be made or pass from, in,

through, or into the parishes, townships,

extra-parochial and other places following,

or some of them (that is, to say, St. Mary

Gardiff, and St. John the Baptist, Gardiff,

at Gardiff, and the bed and shores of the river Rhymney, and

of the Bristol Channel, in the county of

Glamorgan, and Rumney, Llanbad, otherwise Peterstone, St. Bride's, otherwise Llansaint-fraed, St. Mellons, Bassaleg, St. Woollos, and the bed and shores of the river Ebbw, the river Rumney, and of the Bristol Channel, in the county of Monmouth.

A Railway (No. 2) wholly in the parish of Roath, in the county of Glamorgan, commencing in a field numbered 19 on the tithe commutation map of the said parish of Roath, and terminating by a junction with the intended Railway (No. 1), above-described, in a field numbered 87 on the last-mentioned tithe commutation map.

A Railway (No. 3) wholly in the parish of St. Woollos, and county of Monmouth, commencing by a junction with the intended Railway (No. 1), above-described, in a field numbered 430 on the tithe commutation map of the said parish of St. Woollos, and terminating by a junction with the Western Valleys line of the Monmouthshire Railway and Canal Company, near the Waterloo turnpike-gate on the turnpike-road leading from Newport to Cardiff.

A Railway (No. 4) wholly in the said parish of St. Woollos, commencing by a junction with the Western Valleys line of the Monmouthshire Railway and Canal Company at a point 2 furlongs or thereabouts (measured in a south-westerly direction along that line), from the said Waterloo turnpike-gate, and terminating by a junction with the intended Railway (No. 1) above-described, in a field numbered 361 on the tithe commutation map of the said parish of St. Woollos.

A pier and railway (which railway is called Railway No. 5) commencing respectively in the parish of Llanbad, otherwise Peterstone, in the county of Monmouth, on the sea bank on the Monmouthshire shore of the Bristol Channel, at a point distant 4 furlongs or thereabouts (measuring along that sea bank), from and to the eastward of a point at which a line drawn from Peterstone parish church at right angles to the said sea bank would intersect the said sea bank, and terminating on the bed or shore of the Bristol Channel, in the county of Monmouth, at a point distant 7 furlongs or thereabouts, measured in a south-eastern direction, from the point of commencement, as above-described, of the said intended pier and railway, which intended pier and railway will be made wholly in the said parish of Llanbad, otherwise Peterstone, and on the said bed and shore of the Bristol Channel.

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

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads, within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways, pier, 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, pier, 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, pier, and works, and upon the railways, stations, and works hereinafter mentioned, belonging to other Companies, and to alter the tolls, rates, and duties which those other Companies respectively are now authorised to take, and confer exemptions from the payment of such tolls, rates, and duties.

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

And it is also intended by the said Bill to empower the Company, either by agreement or otherwise, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, so much of the lines of railway, stations, roads, platforms, water, water-engines, sidings, machinery, works, and conveniences of the Rhymney Railway Company as lies between the point where the intended Railway (No. 1), above-described, will join the Bute Dock branch of that Company and the junction of the said Bute Dock branch, with the Taff Vale Railway, and the Railway (No. 4) authorised by the "Alexandra (Newport) Docks Act, 1865," and the works and conveniences connected therewith respectively.

And it is, also intended by the said Bill to empower the Taff Vale Railway Company, the Rhymney Railway Company, the Monmouthshire Railway and Canal Company, the Newport and Usk Railway Company, and the Alexandra (Newport) Docks Company, and (notwithstanding anything contained in the 63rd section of the "Great Western Railway West Midland Amalgamation Act, 1863," or the agreements thereby confirmed) the London and North Western, and the Midland Railway Companies, or any one or more of the said Companies, and the Company, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using, by any or either of the contracting Companies, of the railways, piers, docks, and works of the other or others of them, or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, and the employment of officers and servants, and to authorise the appointment of joint Committees for carrying into effect every or any such agreement as aforesaid; and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

And 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, 6 and 7 William IV., cap. 82; 7 William IV. and 1 Vict., cap. 70; 3 and 4 Vict., cap. 110; 7 and 8 Vict., cap. 84; 8 and 9 Vict., cap. 159; 9 and 10 Vict., cap. 393; 11 and 12 Vict., cap. 23; 12 and 13 Vict., cap. 61; and 20 and 21 Vict., cap. 123, relating to the Taff Vale Railway Company; 17 and 18 Vict., cap. 193; 18 and 19 Vict., cap. 110; 20 and 21 Vict., cap. 140; 24 and 25 Vict., cap. 144; 27 and 28 Vict., caps. 264 and 275, relating to the Rhymney Railway Company; 32 George III., cap. 102; 37 George III., cap. 100; 42 George III., cap. 115; 8 and 9 Vict., cap. 169; 11 and 12 Vict., cap. 120; 15 and 16 Vict., cap. 126; 16 and 17 Vict., cap. 195; 18 and 19 Vict., cap. 10; 24 and 25 Vict., cap. 218; 25 and 26 Vict., cap. 208; and 28 and 29 Vict., cap. 281, relating

to the Monmouthshire Railway and Canal Company; "The Newport and Usk Railway Act, 1865;" "The Alexandra (Newport) Dock Act, 1865;" 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. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 94; 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; and 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 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 179; 26 and 27 Vict., caps. 74, 82, 182 and 183; 27 and 28 Vict., caps. 19, 164, 221, 230, 231 and 245; and 28 and 29 Vict., caps. 98, 178, 335 and 359, relating to the Midland 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 Glamorgan, at his office at Cardiff, in that county; and with the Clerk of the Peace for the county of Monmouth, at his office at Newport in that county; and that on or before the said 30th day of November instant, a copy of as much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them, are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish, with the parish clerk thereof, at his residence; and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 14th day of November, 1865.

James Wheeler, 4, Victoria Street, Westminster.
Hodding, Townsend, and Co.,
3, Princes Street, Westminster.

Solicitors
for the
Bill.

In Parliament.—Session 1866.

Wiltshire Railways.

(Transfer to a New Company of Powers to Construct Wiltshire and North and South Wiltshire Junction Railways—Arrangements for Vesting in New Company Severn Junction, Stonehouse and Nailsworth, and Salisbury and Dorset Junction Railways—Use of those Railways and of London and South Western and Midland Railways—Powers to Midland Railway Company.)

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

To incorporate a Company, by the name of "The Wiltshire Railways Company," or by some other name; and to vest in the same Company, (who are hereinafter referred to as "the Company") all the powers granted by "The Wiltshire Railway Act, 1865," and "The North and South Wiltshire Junction Railway Act, 1865," whether of taking lands, making railways and other works, levying tolls or otherwise.

To enable the Company to agree with the Companies incorporated by "The Wilts and Gloucestershire Railway Act, 1864," and "The Severn Junction Railway Act, 1865," for the transfer of the powers granted to the same Companies respectively, of taking lands, of executing works, and of levying tolls and charges, and for vesting in the Company all the rights, benefits, and advantages, and for imposing on the Company all the duties and liabilities which have been acquired by or are imposed on the two Companies so incorporated by virtue of the same Acts, or the Bill will itself effect these objects; so that the Company to be incorporated by the Bill may, either by virtue of contracts to be authorised by the Bill or by virtue of the Bill itself, be enabled to act in all respects, with relation to the undertakings authorised by the same two Acts, and the construction of the railways, bridges, and other works, and the purchase of lands for the purposes thereof, and the levying of tolls and charges in respect of the said several undertakings, as fully and effectually to all intents and purposes as though the powers contained in the said several Acts had been originally conferred upon the Company; and in the meanwhile to provide for the use by the Company, and by all persons using or working the undertaking of the Company, of the undertakings of the Severn Junction Railway Company, and of the Wilts and Gloucestershire Railway Company, upon terms to be agreed on, or settled by arbitration, or defined by the Bill.

To provide for the dissolution of the Companies incorporated by the said several Acts.

To enable the Company on the one hand, and the Stonehouse and Nailsworth Railway Company, and the Salisbury and Dorset Junction Railway Company, or either of those Companies, on the other hand, to contract for the future vesting of their several undertakings in the Company, and for the use in the meanwhile by the Company and by all persons lawfully using or working the undertaking of the Company, or any part thereof, of the same two several undertakings, and of all the stations, sidings, and appurtenances thereof respectively, with their own engines, carriages, and servants, upon such terms and conditions as the Bill may prescribe; or as may be agreed upon or be settled by arbitration; or the Bill will by its own provisions vest in the Company the said two undertakings, or one of them, and the said powers of using the same undertakings.

To enable the Company and the Midland Railway Company, notwithstanding anything contained in certain heads of agreement bearing date the 17th day of March, 1863, between the Midland Railway Company of the one part, and the Great Western and West Midland Railway Companies of the other part (which agreement forms Schedule B to "The Great Western and West Midland Railway Amalgamation Act, 1863," (26 and 27 Vic., cap. 113), and is confirmed by the 63rd section of the same Act), to enter into agreements with respect to the working, use, management, and maintenance of the undertakings of the Companies, or any part or parts of such undertakings, 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 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, the London and South Western Railway as lies between the authorised junction therewith of the Wiltshire Railway (No. 1) in the parish of Idmiston in Wiltshire, and the city of Salisbury, and also so much of the same railway as will effect communications between the said point of junction at Idmiston and the Salisbury and Dorset Junction Railway, the town and port of Southampton, and Gosport and Portsmouth.

The undertaking of the Stonehouse and Nailsworth Railway Company, and the Salisbury and Dorset Junction Railway Company, and also so much of the undertaking of the London and South Western Railway Company as lies between the Southern Junction or Junctions therewith of the Salisbury and Dorset Junction Railway and the town and harbour of Poole.

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," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Wiltshire Railway Act, 1865" (28 and 29 Vic., cap. 318), "The North and South Wiltshire Junction Railway Act, 1865" (28 and 29 Vic., cap. 338), "The Wiltshire and Gloucestershire Railway Act, 1864" (27 and 28 Vic., cap. 222), "The Stonehouse and Nailsworth Railway Acts, 1863 and 1865" (26 and 27 Vic., cap. 132, and 28 and 29 Vic., cap. 177), "The Severn Junction Railway Act, 1865" (28 and 29 Vic., cap. 366), "The Salisbury and Dorset Junction Railway Act, 1861" (24 and 25 Vic., cap. 190), 4 and 5 William IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., 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. 475, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 158, and 185; 24 and 25 Vict., caps. 114, 120, and 234; 25 and 26 Vict., cap. 42; 26 and 27 Vict., caps. 90 and 109; 27 and 28 Vict., caps. 87, 166, 174 and 227; and 28 and 29 Vict., caps. 102, 103, 104 and 304, and any other Acts relating to the London and South Western Railway Company; 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 88, 49, 56, 90 and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 168, 203, 243, 254, 255, 272, 301, 314, 326, and 340; 10 and 11 Vict., caps. 122, 133, 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. 103; 19 and 20 Vict., caps. 154; 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 the 28 and 29 Vict., caps. 25, 335 and 359, and any other Acts relating to the Midland 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 14th day of November, 1865.

James Wheelen, Solicitors for
G. B. Townsend, the Bill.
Henry Carnes, do.

Sunningdale and Cambridge Town Railway.

(Alterations of Levels—Level Crossing of Road
Prinley Chapelry—Additional Money
Arrangements with South Eastern Railway
Company—Amendment of Acts.)

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

To enable the Sunningdale and Cambridge Town Railway Company (hereinafter called "The Company") to make and maintain portions of their railway authorised by The Sunningdale and Cambridge Town Railway Act, 1864 (hereinafter called "The Act of 1864") on levels different from those authorised by that Act and shown on the sections deposited for the purposes of that Act, that is to say:

(Alteration A.) The portion of that railway between the distances of 1 furlong and 1 mile, 1 furlong and 2 chains, from the commencement of that railway, measured on the plans deposited for the purposes of the Act of 1864 (hereinafter called "The Plans of 1864") and within the parishes, townships, or places following, or some of them, that is to say, Windlesham, in the county of Surrey; Sunninghill, and Old Windsor, in the county of Berkshire; and has effect as follows:—

(Alteration B.) The portion of that railway between the distances of 2 miles 6 furlongs and 8 chains and 3 miles 1 furlong and 8 chains, from the commencement of the plans of 1864, and within the parishes, townships, or places following, or some of them, that is to say, Windlesham, Bagshot, Frimley, and Ash, in the county of Surrey; and has effect as follows:—

To authorise the Company to make and maintain the railways numbered 1 and number 2, authorised by the Sunningdale and Cambridge Town Railway (Extensions) Act, 1865, across the public road numbered 16, to Railway No. 1, and numbered 11, to Railway No. 2, in the chapelry of Prinley and parish of Ash, in the county of Surrey; and the plans deposited for the purposes of and referred to in the Sunningdale and Cambridge Town Railway (Extensions) Act, 1865, on the level instead of by means of a bridge.

To enable the Company to purchase lands, buildings, and hereditaments by compulsion or agreement, for all or any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with the lands, buildings, or hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, and charges in respect of their railway, as altered under the intended Act, and to vary those which the Company and the South Eastern Railway Company respectively are authorised to take, and to confer exemptions from the payments thereof.

To enable the Company to apply their corporate funds and moneys they are now authorised to raise to the purposes of the intended Act or any of them, and to raise further sums, for those purposes or any of them, and also for the general purposes of their undertaking, by the creation of new shares and stock in their undertaking, either with or without preference or priority in payment of dividend, and by borrowing on mortgage or otherwise, or by any of those means.

To sanction and give effect to contracts and arrangements between the Company and the South Eastern Railway Company with respect to any of the objects of the intended Act, and to the following purposes, or any of them (that is to say):—

The management, use, working, and maintenance of the railway of the Company, or of any part or parts thereof.

The supply of any rolling or working stock, and of officers and servants, for the conduct of the traffic on the railway.

The interchange, accommodation, conveyance, or delivery of traffic coming from or destined for the undertakings of the contracting companies, and the fixing and dividing between the said companies of the receipts arising from such traffic.

The payments to be made, and the conditions to be performed with respect to the matters aforesaid.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To amend the Sunningdale and Cambridge Town Railway Act, 1864, and the Sunningdale and Cambridge Town Railway (Extensions) Act, 1865, and the Acts or some of them relating to the South Eastern Railway Company (that is to say):

6 Wm. 4. cap. 75; 1 Vict. cap. 93; 2 Vict. cap. 11; 3 Vict. cap. 39; 4 Vict. cap. 46; 5 Vict. session 2; cap. 3; 6 and 7 Vict. caps. 51, 42, 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; 10 and 11 Vict. caps. 121, 130, and 399; 10 and 11 Vict. caps. 104, 280, and 241; 12 and 13 Vict. cap. 28; 13 and 14 Vict. cap. 31; 14 and 15 Vict. caps. 19, 150, and 16 Vict. cap. 103; 16 and 17 Vict. caps. 116, 123, 130, and 156; 18 and 19 Vict. cap. 16; 20 and 21 Vict. caps. 143 and 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, 153, 166, and 220; 26 and 27 Vict. cap. 115; 27 and 28 Vict. caps. 98, 99, 102, and 314; and 28 and 29 Vict. cap. 34.

On or before the 30th day of the present month of November, plans and sections of the intended alterations, or other works, 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 Surrey, at his office at North Street, Lambeth, and with the Clerk of the Peace for the county of Berkshire, at his office at Abingdon, and on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each parish or extra-parochial place, in or through which the intended alterations and works will be made, 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 intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1865.

S. F. Noyes, Esq., Broad Sanctuary, Westminister, Solicitor for the Bill.

Somerset and Dorset Railway increased
Powers to Alter and Enlarge Bridge at High
bridge; Powers to Purchase Additional Lands
in the Counties of Somerset and Dorset
Powers to Subscribe to and to Appoint Di-
rectors of, and Enter into Working Arrange-
ments with the Bristol and North Somerset
Railway Company; Extension of Time for
Purchase of Lands authorised to be taken by
the Somerset and Dorset Railway Act, 1864;
Repeal of Provisions of Somerset Central Rail-
way Acts 1852 and 1855, enabling the Bristol
and Exeter Railway Company to Appoint Di-
rectors of the Company; Confirmation of Agree-
ments with London and South-Western Railway
Company and Bristol and North Somerset
Railway Company; Agreement as to Supply
of Water to Company; Powers to Subscribe
to and to Appoint Directors of a Company, to
be Incorporated in the next Session of Parlia-
ment for making a Railway from Bridgwater
to Shapwick; Powers to Raise and Apply
Capital and Capitalise Arrears of Dividend;
(Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the text of a Bill for the Bristol and Exeter 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, for the purpose of enlarging or improving their station, accommodation at Highbridge, to extend, widen, alter, or divert a certain bridge and approaches which now carry the public road, leading from Highbridge, to Marks, over the Bristol and Exeter Railway, situate at a point immediately to the north of the passenger station at Highbridge, of the Bristol and Exeter Railway Company, such extension, widening, alteration, or diversion, commencing at or from the east abutment of such bridge, and terminating at or near a point on the said road, and on the east side of the said bridge, and which point is situate eighty chains thereabouts from the said east abutment, and which said intended extension, widening, alteration, or diversion will be made in the parishes of Burnham and Hantspill, or one of them, in the county of Dorset. Somersley

To empower the Company to purchase and take by compulsion of agreement, lands, houses, and hereditaments for such intended extension, widening, alteration or diversification, and also to empower the Company to purchase and take by compulsion of agreement, lands, houses, and hereditaments for station accommodation, lines, sidings, works, and conveniences, and other purposes of the undertaking of the Company in the parishes of Burnham, Hunsbury, Edington, Earle Barton, Shaftesbury, the united parishes of St John the Baptist, and St. Benedict, Glastonbury, Wincanton, and Templecombe, and in the county of Somerset, and Sharncliffe, Shillingstone, other wise Shilling, Okeford, Sturminster Marshall, Wimborne, and Cranborne, other wise Cranford Magna, in the county of Dorset.

To extend the limits of the Great Somerset and Dorset Railway Act, 1864, for the compulsory purchase of lands, authorised to be taken by the said Act, and respectively situate in the several parishes of East Pennard, Evercreech, and Templecombe, in the county of Somerset.

To vary and extinguish all existing rights and privileges connected with any lands, houses, and hereditaments so proposed to be purchased as aforesaid and to confer other rights and privileges.

To enable the Somerset and Dorset Railway Company to subscribe towards the capital of the Bristol and North Somerset Railway Company, and to guarantee interest on dividends on all or any part of the capital of the last-mentioned Company, whether raised by shares or by loan, and to exercise certain powers with reference to the undertaking of the last-mentioned Company as the appointment of directors or otherwise.

To enable the Company to the one hand, and the Bristol and North Somerset Railway Company on the other, from time to time, to enter into contracts or agreements for or with respect to the working, use, management, and maintenance of the undertakings of the contracting Companies, as now authorised or as hereafter authorised by Act of Parliament, the following powers shall be vested in the Company, and the directors thereof, or any parts thereof, the supply of rolling stock, and machinery, and of officers and servants for the conduct of the traffic on the same, in the undertakings, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange of accommodation and conveyance of traffic, coming from or destined for the respective undertakings of the contracting Companies; and the division and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and the rents, payments, allowances, rebates, and drawbacks to be paid or made, and allowed by either of the contracting Companies to the other of them, and all incidental matters, and to exercise the appointments of joint committees for carrying into effect any such agreements as aforesaid, and to confirm and make binding any agreement already made, or which prior to the passing of the intended Act may be made between the Company and the Bristol and North Somerset Railway Company with respect to any of the matters aforesaid.

And the directors of the Company may, and they are hereby authorised, to cause any and every provision of the "Somerset Central Railway Act, 1852," and the "Somerset Central Railway Act, 1855," relating to the Bristol and Exeter Railway Company, to appoint a director or directors of the Company, and if necessary, or expedient, to make further provisions in lieu thereof, and upon such terms and conditions as may be agreed upon or prescribed by the said intended Act.

To confirm and make binding upon the Company and the London and South Western Railway Company a certain agreement dated the 13th day of September, 1863, made between the Company and the London and South Western Railway Company, with respect to traffic arrangements and other purposes.

To confirm and make binding upon the Company and the Bristol and North Somerset Railway Company a certain agreement dated the 22nd day of November, 1864, made between the Company and the Bristol and North Somerset Railway Company, with respect to the working of the Bristol and North Somerset Railway and with respect to other arrangements therein contained.

to suffer, empower, the said Company and the owners of
 or other persons for the mine being interested in
 of certain stream in the United parishes of St.
 John the Baptist, and St. Benedict, Glastonbury,
 in the county of Somerset, to enter into and
 carry into effect agreements for copartnership with
 in the taking, use and appropriation by the Com-
 pany of the waters of the said stream, and to
 confirm any agreement already made, or which

prior to the passing of the intended Act may be made with respect thereto.

To empower the Company, by themselves or their nominees, to subscribe and contribute towards the undertaking of, and to take and hold shares in the capital of a Company intended to be incorporated by an Act to be passed in the next session, for making a railway from the town of Bridgewater to the Somerset and Dorset Railway at Shapwick, and to enable the Company to appoint persons to vote on their behalf at meetings of, and to appoint directors of the Company intended to be incorporated as aforesaid.

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

And it is also proposed to incorporate with the intended Act the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Consolidation 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 Consolidation Act, 1863."

And it is also further proposed, by the said intended Act to alter, vary, amend, extend, and enlarge, or repeal the several local and personal Acts of Parliament following, or some of them, namely:—15 Vic. cap. 68, 18 and 19 Vic. cap. 182, 19 and 20 Vic. caps. 102 and 135, 20 and 21 Vic. cap. 139, 22 and 23 Vic. cap. 56, 23 and 24 Vic. cap. 139, 24 and 25 Vic. cap. 209, and 25 and 26 Vic. cap. 225, relating to the Somerset and Dorset Railway Company, and any other Acts relating to that Company, 26 and 27 Vic. cap. 168, relating to the Bristol and North-Somerset Railway Company.

And notice is hereby further given, that plans and sections of the intended works, and plans describing the lands and houses proposed to be purchased by compulsion 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, on or before the 30th day of November, instantly be deposited for public inspection, with the Clerk of the Peace for the county of Somerset, at his office at Wells, in the said county, and with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, 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 in which the said works are intended to be made, or in which any lands which may be taken are situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the 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 28th 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.

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

Temple Valley Railway (Worcester and Tenbury.)

(Incorporation of Company.—Power to Make Railways Between London, Worcester, and South Wales and Tenbury and Bewdley Railways.—Powers over the Tenbury and Tenbury and Bewdley Railways.—Arrangements with those Companies and with the London, Worcester, and South Wales Railway Company.—Provision for Transmission of Traffic.—Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company, hereinafter called "the Company," and to enable them to make and maintain the railways hereinafter mentioned, or one of them, or some parts thereof, with all necessary works, stations, and approaches.—Railway No. 1.—A railway commencing in the parish of Claines, in the city of Worcester, by a junction with the authorised railway, No. 2, of the London, Worcester, and South Wales Railway, at or near a point four chains or thereabouts from the commencement thereof, measured along the centre line of that railway, as shown on the plans deposited at the office of the clerk of the peace for the city of Worcester, in relation to the "London, Worcester, and South Wales Railway Act, 1865," in a field numbered 51, in the same parish, on the said deposited plans, and terminating in the chapel of Knighton-on-Teme, in the parish of Lindridge in the county of Worcester, by a junction with the Tenbury and Bewdley Railway at a point about 300 yards north-eastward of the platform of the Newnham Station of that railway.

Railway No. 2.—A railway commencing in the chapel of Knighton-on-Teme, in the parish of Lindridge, in the county of Worcester, by a junction with railway No. 1, in a certain field belonging to Frances Wheeler and Edward Vincent Wheeler, or one of them, and in the occupation of the said Edward Vincent Wheeler, and numbered 665 on the tithe commutation map of that parish, and terminating in the parish of Burford, in the county of Salop, by a junction with the Tenbury Railway at or near the east end of the passenger platform of that railway.

The said railways will pass through or into the following parishes, chapelrys, townships, hamlets, and places, or some of them, that is to say, Claines, Saint Nicholas, Saint Clement, Saint John (otherwise Saint John in Bedwardine), in the city of Worcester, Saint John (otherwise Saint John in Bedwardine), Hallow, Kenwick, Wichenford, Cotheridge, Dodderham, Martley, Clifton-on-Teme, Shelsley, Beagcham (otherwise Great Shelsley), Shelsley Wash (otherwise Little Shelsley), Shelsley-Kings, Stockton, Stanford, Lindridge, Orleton, Penus, Eastham, and Knighton-on-Teme, in the county of Worcester, and Burford, in the county of Salop.

The Bill will take power to step up, alter, or divert, whether temporarily or permanently, all such roads, trainways, aqueducts, canals, rivers, streams, and watercourses within the aforesaid

places as it may be necessary to stop up, alter, or divert for the purposes of the Bill, and to purchase by compulsion lands and houses for the purposes of the said intended railways and works, or some of them; and to alter, vary, or extinguish all existing rights and privileges which would interfere with the construction, maintenance, and use of the said intended railways and works, and also to levy tolls, rates, and duties, for or in respect of the use of the said intended railways and works or any of them.

Plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, and a published map, with the lines of the intended railways delineated thereon, and a copy of this notice, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Worcester, at his office in Worcester; with the Clerk of the Peace for the city of Worcester at his office in that city; with the Clerk of the Peace for the county of Hereford, at his office in Hereford; and with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; 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 places with the parish clerk of some adjoining parish at his place of abode.

The Bill will enable the Company, and all persons and Companies lawfully working or using their railways, to run over, work, and use with their officers and servants, and with engines and carriages, and for the purposes of their traffic, so much of the Tenbury and Bewdley Railway as lies between the point of junction therewith of the intended railway No. 1, and the terminus of the said Tenbury and Bewdley Railway at Tenbury, and also the Tenbury Railway, and all stations, waiting places, sidings, works, and conveniences connected with the said portion of the Tenbury and Bewdley Railway, and the said Tenbury Railway, or either of them, 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 Tenbury and the Tenbury and Bewdley Railway Companies respectively.

And it is also proposed to authorise agreements and arrangements between the Company and the London, Worcester, and South Wales, the Tenbury, and the Tenbury and Bewdley Railway Companies, or some of them, with respect to the management, use, and working of the said intended railways, and with respect to the conduct, regulation, and management, and the transmission, forwarding, and delivery of traffic upon the respective railways of the said Companies, and with respect to the tolls and charges, or other payments for or in respect of such traffic, and with respect to the apportionment between and amongst the contracting Companies of tolls and charges received in respect of such traffic.

The Bill will incorporate with itself some or all

of the following Acts or some of the provisions thereof (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;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 22nd and 23rd Vic. cap. 16, and all other Acts relating to the Tenbury Railway Company, the 23rd and 24th Vic. cap. 128, and all other Acts relating to the Tenbury and Bewdley Railway Company, and "The London, Worcester, and South Wales Railway Act, 1865," or some of such Acts.

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

Dated this 8th day of November, 1865.

George Fell, 3, Westminster Chambers, Victoria-street, S.W.

Henry Moore, Leominster, Solicitors for the Bill.

Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.

Devon Valley and North British Railway Company.

(Branches from the Devon Valley Railway into the Mineral Districts of Fife and Clackmannan; Agreements and Arrangements between the Companies; 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 to authorise the construction and maintenance of the following branch railways, of one or more of them, or some part or parts of any or all of them, with all necessary and proper stations, works, and conveniences connected therewith respectively, that is to say:

1. A branch railway (hereinafter called Railway No. 1), commencing in the parish of Fossaway and county of Perth by a junction with the already authorised line of the Devon Valley Railway in a field or enclosure belonging to the Devon Valley Railway Company, at a point 250 yards or thereabouts in a north-westerly direction from the south-west corner of the house at the Rumbling Bridge Toll Bar, and 232 yards or thereabouts in a south-easterly direction from the centre of the Rumbling Bridge over the River Devon, and terminating in the parish of Beath and county of Fife, at the east side of the turnpike road from Dunfermline to Nigg stone, at the south end of Watvie's Ford Bridge over the Drummagoil Burn, and which said intended Railway No. 1, and works connected therewith, will pass from, in, through, or into, or be situated within the parishes following, or some of them, that is to say, Fossaway, in the county of Perth, and Torryburn, Saline, Dunfermline, and Beath, in the county of Fife.

2. A branch railway (hereinafter called Railway No. 2), wholly situate in the parish of Beath, and county of Fife, commencing by a junction with Railway No. 1, at the termination thereof, at the east side of the said turnpike road, at the south end of Watvie's Ford Bridge over the Drummagoil Burn, at the above described, and at the

minating by a junction with the North British (late Kinross-shire) Railway, at a point 100 yards or thereabouts northwards from the passenger shed of the Kelty Station on the last-mentioned railway, measuring along the line of the last-mentioned railway.

8. A branch railway (hereinafter called Railway No. 3), commencing in the parish of Fossaway and county of Perth, in a field or enclosure marked No. 984 on the ordnance map of the parish of Fossaway and county of Perth, at a point 1,000 yards or thereabouts in a north-easterly direction from the north corner of the northmost house at Barnhill, and 850 yards or thereabouts in a south-easterly direction from the east corner of the eastmost house at Monksgrave; and terminating in the parish of Clackmannan and county of Clackmannan, at the east side of the turnpike road from Dollar to Dunfermline, at a point 360 yards or thereabouts in a north-westerly direction from the north-west corner of the farm-houses at Newall, and 560 yards or thereabouts in a south-westerly direction from the south-west corner of the farm-houses at Solsgirth; and which said intended Railway No. 3, and works connected therewith, will pass from, in, through, or into, or be situate within the parishes following, or some of them, that is to say: Fossaway, in the county of Perth, and Clackmannan, in the county of Clackmannan.

And it is proposed by the intended Act to authorise deviations from the line and levels of the intended railways and works, 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 authorise the purchase of lands and buildings by compulsion in the several parishes and places aforesaid, for the purposes of the proposed railways and works; and the purchase of lands and buildings by agreement. And power will be taken by the intended Act to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any part or parts thereof, and to confer other rights and privileges.

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

And it is proposed by the said intended Act to take powers for levying tolls, rates, duties, and charges for or in respect of the said proposed railways and works, and the conveniences and accommodations connected therewith, and for other purposes; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, duties, and charges.

And it is proposed by the intended Act to authorise the Devon Valley Railway Company, and the North British Railway Company, jointly, or one of the said Companies solely, or in the event of the amalgamation of the said Companies, then the amalgamated Company, to construct the whole of the railways and works thereby authorised; or otherwise to authorise one of the said Companies to construct certain of the said railways and works or parts thereof, or to autho-

rise each of the said Companies to construct certain of the said railways and works, and to confer upon the said Companies or Company, as the case may be, all the powers and authorities granted by the intended Act, for making and maintaining the said railways and works, and otherwise carrying the provisions of the Act into effect, and to make such provisions as may be proper and convenient, by the appointment of joint-committees or otherwise, for the exercise of all powers conferred upon the Companies jointly, and to authorise the said Companies to enter into agreements with one another with respect to the several matters aforesaid or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is also proposed by the intended Act to authorise the said Companies to enter into and carry into effect agreements with each other with respect to the construction, completion, and maintenance, not only of the already authorised Devon Valley Railway, but also of the branch railways to be authorised by the intended Act, and also the management, working of the traffic, running over and use of the said authorised and proposed railways, or any one or more of them, or any part or parts thereof respectively, and that either for any term or terms of years, or in perpetuity, and also with respect to the interchange and transmission of the traffic, and the division of receipts and profits, and generally with reference to the undertaking of the Devon Valley Railway Company.

And it is proposed to authorise the said Companies respectively, for the purposes of the intended Act, to raise additional capital by the creation and issue of new shares or stock on such terms and conditions, with or without a guarantee, priority, preference or other rights or privileges attached thereto, and by borrowing on mortgage, or bond, or cash credit, or by one or either of these means, and to fund and issue debenture stock, and 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 reissuing of all or any part thereof, in ordinary preference, or guaranteed shares, or stock, or otherwise howsoever.

And also to ratify and confirm all agreements that may have already been, or may hereafter be made, by and between the said Companies, in relation to all or any of the objects and purposes aforesaid.

To alter, annul, or vary, amend, enlarge, extend, and extinguish all agreements, rights, powers, and privileges, which may be inconsistent with, or which can in any wise prevent, interfere with, or impede the carrying out of all or any of the objects and purposes of the said intended Act, and to confer other powers, rights, and privileges.

And, for the purposes foresaid, to alter, amend, and enlarge, or to repeal so far as necessary, the following local and personal Acts of Parliament, or some of them, viz.:—Acts relating to the Devon Valley Railway Company:—"The Devon Valley Railway Act, 1858," "The Devon Valley Railway Act, 1861," and "The Devon Valley Railway Act, 1863." 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., caps. 118, 119, and 152; 18 and 19 Vict., caps. 127, 153; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 14, 91,

ence to the undertaking of the Company. And to confer upon the said Company full powers of every or any description to carry any such agreements as aforesaid or after-mentioned into full and complete effect. Or otherwise to amalgamate, or authorise the amalgamation of the Company with the North British Railway Company, or to vest, or authorise the vesting, of the undertaking of the Company 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 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; 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 also to authorise the said Companies to enter into agreements for effecting all or any of the objects aforesaid.

And also to ratify and confirm all such agreements as may have already been, or may hereafter be, made by and between the Company and the North British Railway Company in relation to all or any of the objects and purposes aforesaid.

To extend the time limited by the Company's Acts, for the construction and completion of their undertaking, and to revive and extend the powers in the Company's Acts for the compulsory purchase of lands.

To alter, annul, or vary, amend, enlarge, extend, and extinguish all agreements, rights, powers, and privileges which may be inconsistent with, or which can in anywise prevent, interfere with, or impede the carrying out of all or any of the objects and purposes of the said intended Act, and to confer other powers, rights, and privileges.

And for the purposes aforesaid, to alter, amend, and enlarge, or to repeal so far as necessary, the following local and personal Acts of Parliament, or some of them, viz., Acts relating to the Company:—"The Devon Valley Railway Act, 1858," "The Devon Valley Railway Act, 1861," and "The Devon Valley Railway Act, 1863;" 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., caps. 118, 119, and 152; 18 and 19 Vict., caps. 127 and 153; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 14, 91, 124 and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 33, and 96; 23 and 24 Vict., caps. 134, 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict., caps. 45, 47, 48, 49, 51, 142, 145, 181, and 189; 26 and 27 Vict., caps. 194, 213, 223, and 226; 27 and 28 Vict., caps. 84, 100, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 202, 206, 213, 247, 252, 253, 308, and 309. 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 138; 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, 217, 328, and 356. Acts relating to the Monkland Railways Company, now amalgamated with the North British Railway Company:—The Slamannan and Borrowstounness Railway Act, 1846; the Monkland Railways Act, 1848; and the several Acts therein recited, so far as not repealed thereby; the Monkland Railways (Slamannan and Borrowstounness Deviation) Act, 1851; the Monkland Railways Branches Act, 1853; the Monkland Railways Branches Act, 1857; and the Monkland Railways Branches Act, 1860; and 28 and 29 Vict., cap. 201; "The Esk Valley Railway Act, 1863;" "The Leslie Railway Act, 1857;" "The Berwickshire Railway Act, 1862;" "The Peebles Railway Act, 1853;" and "The Saint Andrews Railway Act, 1851;" and all other Acts of Parliament recited in the before-mentioned Acts, or relating to or affecting the above-mentioned Companies, or undertakings or works, or any other Company or body whose property or interest may be affected by any of the powers and provisions of the said intended Act.

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

Dated this 10th day of November, 1865.

A. J. Dickson, S.S.C., Edinburgh, Solicitor for the Devon Valley Railway Company.

Adam Johnstone, Edinburgh, Solicitor for the North British Railway Company.

Dodds and Hendry, 18, Abingdon-street, Westminster, Parliamentary Agents.

Berwickshire Railway.

(Increase of Capital—Power to the North British Railway Company to subscribe to the undertaking—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made, in the ensuing Session of Parliament, for leave to introduce a Bill for all or any of the following purposes; that is to say—

To empower the Berwickshire Railway Company, hereinafter called the "the Company" to raise additional capital for the purpose of enabling them to discharge liabilities incurred in completing the railway and works of the Berwickshire Railway; and for the general purposes of the Company, by the creation of new shares or stock, and by borrowing on mortgage or bond, or by all or any of such means, or by such other means as shall be provided by the said Bill.

To authorise the North British Railway Company to subscribe, in addition to the sum they have been authorised to subscribe under the Berwickshire Railway Act, 1862, a further amount, not exceeding £30,000, towards the undertaking of the Company, and to hold shares therefor in the capital of the Company, or otherwise to subscribe farther to the undertaking, and to apply their corporate funds, or any of them, to the

purposes of the said Bill. And to raise for such purpose additional monies by the creation of new shares or stock in their undertaking, with or without preference, as respects the payment of dividend or other privileges attached thereto, or otherwise.

To confirm any agreements entered into, or to be entered into, between the Company and the North British Railway Company, with reference to the completion of the works of the Berwickshire Railway, and the raising and contributing of the capital necessary for that purpose, and specially, an agreement between the Companies, dated 20th June and 27th July, 1865.

And notice is hereby further given that, at an extraordinary or special general meeting of the proprietors of ordinary shares in the North British Railway Company, held in the Masonic Hall, Edinburgh, on Thursday the 12th day of October, 1865, the consent of such proprietors present, in person or by proxy, holding at least three-fourths of the ordinary paid-up capital of the Company represented at such meeting, such proprietors being qualified to vote at such meeting in right of such capital, was given to the subscription, and raising by the North British Railway Company, in aid of the undertaking of the Company, of a sum not exceeding £30,000, which meeting was specially convened for the purpose aforesaid.

To repeal, vary, or extinguish all rights and exemptions which can in any manner interfere with the objects of the said Bill, and to confer, vary, or extinguish other rights and privileges.

And also to repeal, alter, and amend, and enlarge, for the foresaid and other purposes, all or some of the following local and personal Acts of Parliament; that is to say: The Berwickshire Railway Act, 1862; and the following Acts of, or 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, 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, 9 and 10 Vict., caps. 81, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, 246; 11 and 12 Vict., caps. 116, 118, 127, and 160; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., caps. 98 and 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., caps. 187, 213, and 237; 27 and 28 Vict., caps. 81, 248, 271, 279, and 286; 28 and 29 Vict., caps. 200, 213, 217, 328, and 356; and all other Acts (if any) relating to the Edinburgh and Glasgow Railway Company. 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;

and all other Acts now in force of, or in relation to, the North British Railway Company, or of any railway now forming part of their system of railways.

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

Dated this first day of November, 1865.

J. and J. Turnbull, W.S., 16 Thistle-street, Edinburgh, Solicitors for the Company.

Adam Johnstone, Edinburgh, Solicitor for the North-British Railway Company.

In Parliament—Session 1866.

Lynn and Sutton-bridge, Norwich and Spalding and Spalding and Bourn Railway Companies Amalgamation and Lease.

(Powers over Great Eastern and Wensum Valley Railways; Powers to Great Northern, Midland, and Great Eastern Railway Companies.)

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

1. To amalgamate into one undertaking the undertakings of the Lynn and Sutton-bridge and the Spalding and Bourn Railway Companies, and to dissolve the said Companies, and to incorporate in the stead thereof, another Company by the name of the Midland and Eastern Counties Railway Company, or by some other name; and to vest in the same Company the undertakings (whether existing or to be authorised) of the dissolved Companies, and their capital, stock, shares, lands, railways, real and other property, rights, powers and privileges, and also their contracts, debts, and liabilities.

2. To enable the amalgamated Company to take a lease of the undertaking of the Norwich and Spalding Railway Company, and to enable the last named Company to grant such lease of their undertaking, subject to any agreements that may be lawfully subsisting with respect to the same, so that either under the provisions of the said Bill or by virtue of such lease all the said undertaking, and all the powers, rights and privileges of the Norwich and Spalding Railway Company, whether with respect to their own undertaking or with respect to the undertakings of other Companies, may during the subsistence of such lease, or during the term to be fixed by the Bill, and from the date to be fixed by the Bill, be transferred to and vested in the amalgamated Company, and be enjoyed and exercised by them as effectually as they might be by the Norwich and Spalding Railway Company; and the Bill will provide that until the commencement of such lease, or until the undertaking of the Norwich and Spalding Railway Company is so vested as aforesaid in the amalgamated Company, the last named Company, and all Companies and persons lawfully working or using the amalgamated undertaking or any part thereof, may with their own engines, carriages, and servants run over and use the Norwich and Spalding Railway, with all the sidings, stations, approaches, watering-places, water, conveniences and works connected therewith, upon such terms and conditions as may be defined by the Bill or may be agreed upon between the Norwich and Spalding Company and the amalgamated Companies, or as in default of agreement may be settled by arbitration; or the Bill may, by virtue of its own provisions amalgamate, the undertaking of the Norwich and Spalding Railway Company with

those of the two other Companies, and dissolve the Norwich and Spalding Railway Company.

3. To authorise the amalgamated Company and all Companies and persons lawfully using their undertakings to run over and use, with their own engines, carriages, and servants, so much of the Great Eastern Railway as lies between the junction therewith of the Lynn and Sutton-bridge Railway at King's Lynn, and the station there, and between the same junction and the town of East Dereham in Norfolk, up to and inclusive of the authorised junction between the Great Eastern Railway in the parish of East Dereham and the authorised Wensum Valley Railway, and also to use in like manner the said Wensum Valley Railway, together with all stations (including the stations of the Great Eastern Railway Company at Norwich) and all watering-places, water, booking-offices, warehouses, landing-places, sidings, works and conveniences connected with the said portions of the Great Eastern Railway and with the Wensum Valley Railway respectively, such use being upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or be defined by the Bill.

4. To enable the amalgamated Company on the one hand, and the Midland Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, or any of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the amalgamated undertaking, and of the Norwich and Spalding Railway, 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 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.

5. To require the Great Eastern and the Wensum Valley Railway Companies, or the Company or persons owning or working the Wensum Valley Railway, to receive, book through, forward, accommodate and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the amalgamated undertaking, or the Norwich and Spalding Railway, 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.

6. 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 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

Lynn and Sutton-bridge Railway Company, viz., 24 and 25 Vict., cap. 245; 26 and 27 Vict., cap. 193; 27 and 28 Vict., cap. 229; and 28 and 29 Vict., cap. 194 (1861, 1863, 1864, and 1865); also the Norwich and Spalding Railway Acts, 1858 and 1859, and especially it will repeal section 25 of the said Act of 1853; and section 17 of the said Act of 1859 for ensuring the extension to Wisbeach; also the Spalding and Bourn Railway Act of 1862 (25 and 26 Vict., cap. 199); also the Wensum Valley Railway Act, 1864 (27 and 28 Vict., cap. 182); also The Great Northern Railway Act, 1846 (9 and 10 Vict., cap. 71), and any other Acts relating to the Great Northern Railway Company; also the 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company; and also the Great Eastern Railway Act, 1862 (25 and 26 Vict., cap. 223), and any other Acts relating to the Great Eastern Railway Company.

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

Dated this 8th day of November, 1865.

James Wheeler, 4, Victoria-street, Westminster, Solicitor for the Bill.

In Parliament—Session 1866.

Port of Holywell Railway.

(Incorporation of Company—Power to raise Capital and make Railways from the Holywell Railway to the Channel of the River Dee—Wharves on the River Dee—Arrangements with other Companies—Amendment of Acts, and for other purposes.)

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

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

No. 1.—A railway commencing in the parish of Holywell, in the county of Flint, by a junction with the authorized line of the Holywell No. 1 Railway, at the north end of the bridge, over the Chester and Holyhead Railway, and passing thence from, in, through, or into the several parishes, townships and places following, or some of them (that is to say), Holywell, Greenfield, Whitford, Isglan and Bycton, and terminating at a point on the foreshore of the River Dee, about twenty yards below low water mark at or near 300 yards south-east of the red buoy, which marks the entrance of the Llannerch-y-mor gutter, in the parish of Whitford, in the said county of Flint.

No. 2.—A railway commencing in the said parish of Holywell, in the county of Flint, by a junction with the aforesaid Railway (No. 1) at a point one furlong, from the commencement of the said Railway No. 1, and terminating by a junction with the Railway No. 3 of the authorized Holywell Railway, at a point 4 chains to the west of the crossing of the public road leading to the wharves, the whole of which works are in the township of Greenfield, in the parish of Holywell, in the county of Flint.

No. 3.—A railway commencing in the said parish of Whitford, by a junction with the aforesaid intended Railway No. 1, at a point 1 mile and 4 furlongs from its commencement at the before mentioned bridge, over the Chester and Holyhead Railway, and terminating at the turn-

pike road leading from Holywell to Mostyn, 7 chains on the Holywell side of the mile-stone, denoting 3 miles from Holywell, all of which works are in the township of Isglan, and in the township of Bycton, in the parish of Whitford, in the county of Flint.

To enable the Company to construct and maintain on the foreshore of the River Dee, landing stages or wharves, with all necessary conveniences connected therewith, at or near the termination of the intended Railway No. 1, hereinbefore described, such landing stages or wharves, being in connection with the said intended railway, and which said landing stages or wharves will be situate in the said parish of Whitford, in the said county of Flint.

The intended Act will confer upon the Company all or some of the following powers, namely:—

To cross, stop up, alter, or divert, and use temporarily or permanently, all such turnpike and other roads and highways, railway tramways, aqueducts, navigations, streams and rivers, within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to cross, stop up, alter or divert, by reason of the construction of the said intended railways, or any works in connection therewith.

To purchase, by compulsion or otherwise, 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 such lands, houses and property which would in any manner impede or interfere with the construction, maintenance and use of the said intended railways and works, and to confer other rights and privileges, to raise capital on shares and borrow money on mortgage for the purposes of the proposed undertaking, and also to levy tolls, rates and duties for or in respect of the use of the said intended railway, landing stages, wharves, and other conveniences; to confer exemptions from the payment of tolls, rates and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company, and the Holywell Railway Company, and the London and North Western Railway Company, or either of those Companies, to enter into and carry into effect contracts and agreements with respect to the working, maintenance and use of the said intended railways, landing stages, or wharves and conveniences, or any or either of them, or any part thereof, and the supply of engines, carriages and rolling stock for the purposes thereof, and the conduct, regulation, interchange and management of the traffic upon or over the said intended railways, landing stage or wharf, or any part thereof, and also for affording facilities for the transfer and transmission of the traffic passing to and from the railways of the Company, from or to the railways of the said Companies, or either of them, and for the fixing, levying, dividing and apportioning of tolls and charges arising from such traffic, and to enable the said Companies, or either of them, to levy tolls on the railways and other works of the Company, or any part thereof, and, if necessary or expedient, to provide for the appointment of a joint committee for the purposes aforesaid, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

And it is also proposed by the intended Act to authorize and enable the Company, and any other Company or persons lawfully using their railways and works, or any part thereof, to run, pass and carry with and by their own or any other engines and carriages upon and over the railways belong-

ing to the Holywell Railway Company and the Company, and to use the stations thereon, and the station yards, booking offices, warehouses, watering places, water sidings, platforms, conveniences and accommodations of, or belonging to or used or connected therewith, for the carriage of passengers, animals, goods and other traffic, and otherwise as may be provided by the said intended Act, upon and subject to such rules and regulations, and upon payment of such rates, tolls or charges, and generally upon such terms and conditions as may be agreed upon between the Company and the said Holywell Railway Company, or in case of disagreement or refusal to treat on the part of the said Holywell Railway Company, as shall be settled by compulsory arbitration on the application of the Company or otherwise, or as may be fixed and determined in and by the said intended Act, and to grant and secure all necessary facilities for the passage and transmission of such passengers, goods, animals and other traffic from and to and over the railways of the said Holywell Railway Company, to and from the said intended railways, or any of them, and to enable the Company, and any other Company, or persons aforesaid, to charge and take tolls, rates and duties in respect of the conveyance of such passengers, goods, animals and other traffic, and to confer exemptions from such tolls, rates and duties, and to confer, vary, and extinguish other rights, privileges and exemptions.

And it is proposed 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 Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And it is also proposed, so far as it may be necessary for all or any of the purposes of the said intended Act, to alter, amend, extend, vary or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz., 27 and 28 Vic., cap. 328, and of all other Acts relating to the said Holywell Railway; and 7 and 8 Vic., cap. 65; 21 and 22 Vic., cap. 130; 28 and 29 Vic., cap. 68, and also the Act 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the said intended railways and works, and the lands, houses and other property proposed to be taken for the purposes thereof, or in or through which they will be made, together with books of reference to such plans, containing the names of the respective owners, lessees, or reputed owners or lessees, and of the occupiers of such lands, houses and other property; and also a published map with the lines of the said intended railways delineated thereon, so as to show the general course and direction thereof; 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 Flint, at his office at Mold, and a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended railways and works are intended to be made, or in which any lands, houses, or other property proposed to be taken or appropriated for such railways and works are situate, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November, be deposited with the parish clerk of each such parish at his residence, and in case of any extra-par-

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

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

Lace, Littledale, Banner, Gill, and Bardswell, Solicitors, Liverpool.

Holmes, Anton, Greig, and White, 18, Abingstreet, Westminster, Parliamentary Agents.

Bo'ness, Grangemouth, and South Alloa Junction Railway.

(Incorporation of Company; Construction of Railway on the Southern Side of the Forth; Compulsory Purchase of Lands; Tolls; Powers to North British Railway Company to Contribute and to Raise Money; Traffic Facilities; Working and other Arrangements with that Company; Amendment of Acts and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company") for making and maintaining the railways following, or some part or parts thereof, with all proper stations, junctions, and other works and conveniences connected therewith, that is to say:

A railway, hereinafter called Railway No. 1, commencing in the parish of Stirling and county of Stirling, at a point at or near to the north end of the platform of the passenger station used for the traffic of the North British (late Stirling and Dumferline) Railway at Stirling (at or near which point it is proposed to form a junction with the last mentioned railway), and terminating in the parish of Bothkenner and county of Stirling, at a point at or near the south end of the Grangemouth Railway Station, at Grangemouth (where a junction will be formed with that railway), and which proposed railway will pass from, in, through, or into, the following parishes and Royal burgh, or some of them: Stirling, St. Ninians, Airth, Larbert, Bothkenner, and Falkirk, and the Royal burgh of Stirling, all in the county of Stirling.

A railway, to be called Railway No. 2, commencing in the said parish of Bothkenner and county of Stirling, at the point above described as the termination of Railway No. 1 (at which point a junction will be formed with that railway), and terminating by a junction with the North British (late Edinburgh and Glasgow) Railway, in the parish of Abercorn and county of Linlithgow, at a point thereon 310 yards, or thereabouts, to the east of the east side-wall of the bridge carrying the last mentioned railway over the Haugh Burn, near to Pordovan farm steading, measuring along the line of that railway; and which proposed railway will pass from, in, through, or into, or be situate in the parishes following, or some of them:—Bothkenner, Falkirk, and Polmont, in the county of Stirling; and Bo'ness or Borrowstounness, and Carriden, Abercorn, and Linlithgow, in the county of Linlithgow.

And it is proposed by the intended Act to confer upon the Company all or some of the powers, and to effect all or some of the purposes following, that is to say:

To purchase lands and buildings, by compulsion or otherwise, for the purposes of the proposed railways and works, and to alter, vary, or

extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any part or parts thereof, and to confer other rights and privileges.

To stop up, cross, divert or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, tunnels, rivers, navigations, streams, bridges, pipes, sewers, drains, water-courses, and other subjects with which it may be necessary to interfere for the purposes of the said intended railways and works, or other the purposes of the intended Act.

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

To raise money by the creation and issue of shares, and by borrowing on mortgage or bond.

To incorporate with the intended Act all or some of the provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Act, 1863;" and "The Railway Companies Powers Act, 1864."

To authorise the North British Railway Company to subscribe to the undertaking, and to take or hold shares or stock in the capital of the Company, and to apply their existing funds to these purposes, or raise additional capital by shares in their undertaking, with or without preference, and to appoint directors of the Company, and to authorise the Company and the North British Railway Company to enter into agreements with respect to the construction, maintenance, and use, of the intended railways and works; and to provide rolling stock for the working thereof, and to work the same, and as to the levying, apportionment, and division of tolls, rates, and duties, and to provide facilities for the reception, booking, invoicing, transmission, interchange, and conveyance of traffic at, from, and over the undertaking of the Company and the North British Railway system, and otherwise in relation to such traffic and whole matters aforesaid, and for the appointment of a joint committee or committees, parties to such agreements for carrying into effect all or some of the objects aforesaid, and to confirm any agreements that may have been or may be entered into prior to the passing of the intended Act, or with reference to any of the purposes of the intended Act.

To alter, repeal, or amend all or some of the provisions of all or some of the local and personal Acts of Parliament following, that is to say:—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., caps. 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, 181, 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, 809; 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 169; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., caps. 98 and 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., caps. 187, 213, and 237; 27 and 28 Vict., caps. 81, 248, 271, 279, and 286; 28 and 29 Vict., caps. 200, 213, 217, and 328; 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 North-British Railway Company.

Notice is hereby also given, that a plan and section in duplicate of the intended railways and works, and of the lands to be taken under the compulsory powers of the said Act, a book of reference to the plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands; and a published map, with the lines of railway delineated thereon, so as to show their general course and direction; and also a copy of this notice, as published in the Edinburgh Gazette, will be deposited on or before the 30th day of November instant, in the office at Linlithgow of the principal Sheriff Clerk of the county of Linlithgow, and in the offices at Stirling and Falkirk 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 of the parishes before mentioned, with a copy of this notice as aforesaid, will, on or before the said 30th day of November, be deposited with the schoolmaster, or if there be no schoolmaster, with the session clerk of each of such parishes respectively, at his residence, and so much of the said plan, section, and book of reference as relates to the said royal burgh of Stirling, together with a copy of the said notice, will be deposited with the Town Clerk of the said royal burgh at his office at Stirling; 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 14th day of November, 1865.

George B. Smith, S.S.C., 37, Charlotte-square, Edinburgh,

Thomas Paterson, W.S., 6, Queen-street, Edinburgh, Solicitors for the Bill.

Dodds and Hendry, 18, Abingdon-street, Westminster, Parliamentary Agents.

St. Margaret Westminster, Improvements.

(Formation of Improvements in parish of St. Margaret, Westminster—Purchase of Lands—Incorporation of Company—Powers to Metropolitan Board of Works, Vestry of St. Margaret Westminster, Westminster District Board, and Metropolitan District Railway Company—Amendment of Acts.)

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

the following purposes, or some of them (that is to say):—

IMPROVEMENT No. 1.

A. To widen, alter, and improve Princes-street, in the parish of St. Margaret, in the city of Westminster, and County of Middlesex. Such widening, alteration, and improvement will commence at the point where the said street unites with Tothill-street, and will terminate at the point where the said Princes-street unites with Great George-street.

B. To make a new street in the said parish, city, and county, commencing at the north side of Tothill-street, about 160 feet from the eastern end thereof, and terminating on the south side of Little Queen-street, about 165 feet from the eastern end thereof.

C. To widen, alter, and improve Little Queen-street, in the said parish, city and county, and which widening, alteration, and improvement will commence at the western end thereof, and terminate at the eastern end thereof.

D. To widen, alter, and improve so much of Tothill-street, in the said parish, city, and county as lies or is situate between its eastern end, where it unites with Princes-street, and a point about three hundred feet from the south-western corner of Princes-street.

And for the purposes of improvement (No. I) and for providing space for the erection of houses and buildings, to purchase and acquire by compulsion or agreement all or some of the lands, houses, and hereditaments, and property situate in the said parish, city, and county, within the area, limits, or bounds hereinafter described (that is to say), bounded on the east by Princes-street, on the north by the Bird Cage-walk, to a point about 280 feet from the north-western corner of Princes-street, on the south by Tothill-street to a point about 300 feet from the south-western corner of Princes-street, and on the west by a line drawn northward from the said last-mentioned point to a point about 170 feet, and thence in a westerly direction to a point about 45 feet, and thence northwards to a point about 105 feet, and thence in an easterly direction to a point about 100 feet, and thence northwards to the south-western corner of Little Queen-street, and thence in a north-westerly direction across Great Queen-street to a point on the north side thereof about 12 feet from its eastern end, and thence to the said point on the south side of the Bird Cage-walk, about 280 feet from the north-western corner of Princes-street.

And to discontinue and stop up permanently, and appropriate for the purposes of improvement No. 1, the several streets, courts, yards, or public places following (that is to say), Princes-place, Parker-street, Princes-court, Tothill-court, New-court, and Swan-yard, and so much of Lewisham-street as will be situate between Princes-street and the said intended new street (B), except so much thereof respectively as may be required for the purpose of the widening of the said streets and formation of new street as aforesaid.

IMPROVEMENT No. 2.

A. To alter, widen, and improve so much of Tothill-street, in the said parish, city, and county, as lies between the said point about 300 feet from the south-western corner of Princes-street, and the point where it unites with the eastern side of Dartmouth-street.

B. To alter, widen, and improve Dartmouth-street, in the said parish, city, and county, from the said point where it unites with Tothill-street to the point where it unites with Great Queen-street.

And for the purposes of improvement No. 2 and the providing space for the erection of houses and buildings, to purchase and acquire by compulsion or agreement all or some of the lands, houses, hereditaments, and property situate in the said parish, city, and county, within the area, limits or bounds hereinafter described, that is to say, bounded on the south by Tothill-street from the said point 300 feet from the south-western corner of Princes-street to the south-eastern corner of Dartmouth-street, on the west by Dartmouth-street, on the north by Great Queen-street, and on the east by so much of the said western boundary of the lands intended to be taken for improvement No. 1 as lies between the south-western corner of Little Queen-street and the said point in Tothill-street, 300 feet from the south-western corner of Princes-street, and to discontinue and stop up permanently and appropriate for the purposes of Improvement No. 2, the several streets, courts, yards, and public places following, that is to say, Fleece-yard, Cock-yard, and Lewisham-street, except so much thereof respectively as may be required for the purposes of the widening of the said streets and the formation of the said new public ways or thoroughfares.

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 improvements, or either of them, and for the other objects of the Bill, either temporarily or permanently, of the said several streets, lanes, courts, and passages, or any of them, or any part or parts thereof, and all other public streets, courts, lanes, and passages which may be intersected or interfered with, or which may be within the limits of deviation to be defined on the plans hereinafter mentioned, and the sewers, drains, and pipes therein; to authorise deviations from the lines and levels of the intended new streets, and all such sewage, drainage, and other works as may be necessary or expedient.

To authorise the erection of houses and buildings adjoining or near the said widened and new streets, ways, and thoroughfares, and on the lands taken for said improvements Nos. 1 and 2 respectively, and for other purposes of the Bill, and the granting of leases of houses and lands, and the purchase of other lands by agreement.

To incorporate a company with all necessary powers and authorities for effecting such of the objects of the Bill as may be authorised to be undertaken by the company, or in the event of any company having been incorporated under the provisions of "The Companies Act, 1862," to dissolve and reincorporate such company, to raise one capital or separate capitals for the Improvement No. 1 and Improvement No. 2, and to enable the company to erect houses and buildings, and to let, lease, or sell the same, and to effect the rebuilding of the portion of the city of Westminster to which the provisions of the Bill will extend.

To authorise the Metropolitan Board of Works, the vestry of St. Margaret, Westminster, the Westminster District Board of Works, the Metropolitan District Railway Company, and the company respectively, to enter into and carry into effect contracts and arrangements for all or any of the objects of the Bill, and for carrying its powers into execution, and to empower the said Metropolitan Board of Works, the said vestry, the said district board of works, and the said railway company respectively to contribute or pay to the company such sum or sums of money as may be agreed upon or defined in the Bill, and respectively to charge, and apply their funds, rates, revenues, and property for or towards such contribution or payment.

To make provision for the paving, repair, maintenance, sewerage, and lighting of the widened and new streets, and ways, and thoroughfares, and for other matters incident thereto by the said vestry of St. Margaret, Westminster, and the said district board of works.

And so far as it may be necessary for the objects and purposes of the intended act, power will be taken to alter and amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of the several acts following, or some of them, that is to say, local and personal, relating to the said parish of St. Margaret, Westminster, 25 Geo. II., chapter 25, and any other Act or Acts, in any way relating to such parish, or to any of the buildings situate within the respective areas, limits, or bounds hereinbefore mentioned; 27 and 28 Vict., cap. 322; and 28 and 29 Vict., cap. 151, relating to the Metropolitan District Railway, "The Metropolitan Management Act, 1855," "The Metropolis Management Amendment Act, 1856," "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 any charter, letters-patent, or authority which would affect or interfere with the execution of the powers of the intended Act.

The Bill will incorporate with itself the provisions or some of them of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845." It will alter rates, tolls, and duties, and confer, vary or extinguish exemptions from rates, tolls, and duties, and will vary and extinguish all rights and privileges which might interfere with its objects.

And notice is hereby also given, that plans and sections of the proposed improvements No. 1 and No. 2, and describing the lands and houses to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice as published in the "London Gazette," will, on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell-green, and on or before the same day a copy of the said plans, sections, book of reference, and "Gazette" notice will be deposited with the Clerk of the Westminster District Board of Works, at his office in Great Smith-street, Westminster.

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.

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

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

Metropolitan Railway.—Station Collecting Lines, No. 1.

(Construction of Collecting Railways to and from Stations on Metropolitan Railway; Incorporation of a Company, or Powers to Metropolitan Railway and Metropolitan District Railway Companies; Arrangements with Pneumatic Dispatch Company; 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 make and maintain the railways hereinafter mentioned, or any of them, or any part or parts thereof, together with stations, sidings, junctions, approaches, bridges, and all proper works and conveniences connected therewith, that is to say:—

A Railway (No. 1) commencing in the parish of St. Marylebone, in the county of Middlesex, at or near the booking-office on the south-west side of the Baker-street station of the Metropolitan Railway, and terminating in the said parish of St. Marylebone, in the county of Middlesex, on or near the northern side of Oxford-street, at or near the point where Orchard-street joins Oxford-street, which intended railway (No. 1) will be wholly situate in the parish of St. Marylebone, in the county of Middlesex.

A Railway (No. 2) commencing in the parish of St. Marylebone, in the county of Middlesex, on the southern side of the Metropolitan Railway, at or near the booking-office of the Portland-road station of that railway, and terminating in the parish of St. James Westminster, in the county of Middlesex, at or near the western end of Marlborough-mews, and between Marlborough-mews and Argyle-street, which intended railway (No. 2) will pass from, in, through, or into the parishes or places following, or some of them, that is to say—St. Marylebone and St. James Westminster, in the county of Middlesex.

A Railway (No. 3) commencing in the parish of St. Pancras, in the county of Middlesex, at or near the booking-office on the southern side of the Gower-street station of the Metropolitan Railway, and terminating in the parish of St. George Bloomsbury, in the county of Middlesex, on the northern side of New Oxford-street, 20 yards or thereabouts eastward of Bloomsbury-street, which intended railway (No. 3) will pass from, in, through, or into the parishes or places following, or some of them, that is to say—St. Pancras, St. George Bloomsbury, and St. Giles-in the Fields, in the county of Middlesex.

A Railway (No. 4) commencing in the parish of St. Botolph without Aldgate, in the city of London, at a point about 20 yards or thereabouts north of Aldgate High-street, and 90 yards or thereabouts east of Houndsditch, and terminating in the hamlet of Mile-end Old Town and parishes of St. Dunstan Stebonheath, otherwise Stepney, and St. Matthew Bethnal-green, in county of Middlesex; or one of them, in or near the Mile-end-road, at or near the place where the Mile-end turnpike-gate stands or formerly stood, which intended railway (No. 4) will pass from, in, through, or into the parishes or places following, or some of them, that is to say—St. Botolph without Aldgate, in the city of London, and St. Mary Matfelon, otherwise St. Mary Whitechapel, St. Dunstan Stebonheath, otherwise Stepney, Mile-end Old Town, Mile-end New Town, Globe Town, and St. Matthew Bethnal-green, in the county of Middlesex.

A Railway (No. 5) commencing in the parish of St. Mary Abbott, Kensington, in the county of Middlesex, at or near the intended station of the Metropolitan Railway Company, at Alfred-place West, and on the southern side of Alfred-place West, and terminating in the parish of St. Margaret Westminster, in the county of Middlesex, at or near the Kensington-road, 180 yards or thereabouts west of the Exhibition-road, which intended railway (No. 5) will pass from, through, or into the parishes or places following, or some

of them, that is to say—St. Mary Abbott, Kensington, Knightsbridge, and St. Margaret Westminster, in the county of Middlesex.

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, streets, roads, courts, squares, or passages, bridges, sewers, drains, and pipes, and to appropriate any street, road, court, square, or passage so stopped up, and to appropriate or use the under surface of any street, road, court, square, or passage shown on the plans to be deposited as hereinafter mentioned.

To make provision for deviations from the line and levels of the works beyond the limits defined in "The Railway Clauses Consolidation Act, 1845;" to provide for the settlement of certain claims to compensation; to authorise leases of lands, and to confer other powers possessed by Railway Companies constructing railways in the metropolis.

To incorporate a Company in this notice referred to as the Company, and to enable the Company to exercise all or any of the powers of the Bill, or in lieu of such incorporation to confer all or any of the powers of the Bill upon the Metropolitan Railway Company, and to enable the Metropolitan Railway Company, either alone or in conjunction with the Company to be incorporated, to purchase the lands and construct the railways and works, or any of them, and exercise the other powers of the Bill.

In the event of the incorporation of a new Company, to authorise the Metropolitan Railway Company and the Metropolitan District Railway Company, both 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; and to enable the Company on the one hand and the said railway Companies or either of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any of them, or any part or parts thereof respectively, by those Companies, 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; and to require the Metropolitan Railway Company and the Metropolitan District Railway Company, both or either of them, to book and invoice through traffic over their railways to, from, and beyond the intended railways, and by through rates, and by through wagons 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 Metropolitan Railway Company and the Metropolitan District 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 Companies, or any of them:

To authorise the Metropolitan Railway Company and the Metropolitan District Railway Company, both or either of them, to raise additional capital, either as part of their present capital or as a separate capital, and to borrow money on mortgage, either on their own undertaking, or on the separate undertakings, or any of them.

To authorise agreements with the Pneumatic Dispatch Company (Limited) with reference to the construction of the intended railways and works, and their adaptation wholly or partially for the purposes of the Companies; also with reference to the working of the intended railways or any of them, or any works connected therewith, and the adoption, wholly or in part, of any mode of working by or in connection with the pneumatic mode of propulsion, or otherwise; and with reference to the payments or contributions, whether gross, annual, fixed, or contingent, to be made by one Company to the other in respect of any of the matters aforesaid, and to amend the Acts 22 and 23 Vic., cap. 137, and 27 and 28 Vic., cap. 130, and any other Acts relating to the Pneumatic Dispatch Company (Limited).

To authorise the purchase or taking of licences for the use of any patent rights having reference to the working of railways or the propelling power to be used thereon or otherwise.

To alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts, viz., "The Metropolitan Railway Act, 1854," and any other Acts relating to the Metropolitan Railway Company; "The Metropolitan District Railways Act, 1864," and "The Metropolitan District Railways Act Amendment Act, 1865," and any other Acts relating to the Metropolitan District Railway Company; to alter, tolls, rates, and duties authorised to be taken by such Acts, or any of them; to confer, vary, and extinguish exemptions from tolls, rates; and duties, and other rights and privileges:

A published map, plans, and sections describing the direction, lines, and levels of the intended railways and the lands and property which will or may be taken for the purposes thereof; a book of reference to the plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell-green; and with the Clerk of the Peace for the City of London, at his office, at the Sessions House, in the Old Bailey, 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 places aforesaid in which the railways and works are intended to be made, with a copy of this notice, will be deposited as follows: as regards the parishes of St. Botolph without Aldgate, in the City of London, with the parish clerk, at his residence; as regards the parish of St. Marylebone, with the vestry clerk of such parish, at his office, at the Marylebone Court House; as regards the parish of St. James, Westminster, with the vestry clerk of such parish, at his office, at the Vestry Hall, Piccadilly; as regards the parish of St. Pancras,

with the vestry clerk of such parish, at his office, at the Vestry Hall, King's-road; as regards the parishes of St. George, Bloomsbury, and St. Giles-in-the-Fields, with the clerk of the St. Giles District Board of Works, at his office at 199, Holborn, in that district; as regards the parish of St. Mary, Whitechapel, with the clerk of the Whitechapel District Board of Works, at his office, at Great Alie-street, Whitechapel, in that district; as regards the hamlet of Mile End Old Town, in St. Dunstan, Stepney, with the vestry clerk of that hamlet, at his office, in the Bancroft-road, Mile End-road; and as regards the parish of St. Matthew, Bethnal-green, with the vestry clerk of such parish, at his office, at the Town Hall, Bethnal-green; and as regards the parish of St. Mary Abbot, Kensington, with the vestry clerk of that parish at his office, at the Vestry Hall, Kensington; and as regards the parish of St. Margaret, Westminster, with the clerk to the Westminster District Board of Works, at his office in Great Smith-street, Westminster.

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

Dated this 17th day of November, 1865.

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

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

Shrewsbury and North Wales Railway (Meifod Valley Extension, &c.)

(Power to make New Railways; Deviations and Abandonment; Alteration of Curves; Diversion and Stopping up of Road; Revival and Extension of Time for Compulsory Purchase of Lands; Additional Lands; Power to Raise Further Sums; Power to convert Preference Shares into Ordinary Shares; Correction of Clerical Error in Shrewsbury and North Wales Railway Act, 1865; Running Powers over Shrewsbury and North Wales Railway to Drayton Junction Railway Company; Amendment of Acts.)

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

To enable the Shrewsbury and North Wales Railway Company (herein called "The Company"), to make and maintain the following railways, namely:—A railway, with all proper stations, works, and conveniences connected therewith, commencing by a junction with the Railway No. 6, authorised by the West Shropshire Mineral Railway (New Lines) Act, 1864, hereinafter called "The Act of 1864," in or near to the field numbered 3 as to that railway in the parish of Llanymynech, in that part of the county of Denbigh which is annexed to the county of Montgomery, on the plans referred to in the Act of 1864, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Llanymynech and Careghofa, in that part of the county of Denbigh which is annexed to the county of Montgomery, Llanfaintffraid, Deyther, Lledrod, Cefn Llynog Trefnanny, Ystym Colwyn, Cwm and Keel, Maen, Gil, otherwise Cil, Meifod, otherwise Myfod, Upper and Lower Broniarth, Dyffryn, Llanerchwell,

Gefronydd, otherwise Coffronydd, Welshpool, Peniarth, Llangynyw, Henllan, Bryn Heilyn, otherwise Brinellin, Kylerwch, Gellioasson, otherwise Gilligasson, Llanfair, Gwilsfield, and Castlecaerinion, in the county of Montgomery, and terminating in the parish of Llanfair, in the county of Montgomery, in a field situate between the vicarage and the Welsh Wesleyan chapel, called "Addoldy-y-Wesleyaid, 1843."

A railway commencing by a junction with the Railway (No. 1), authorised by the Act of 1864, at or near the point where that railway is now in course of construction under the Llanfyllin branch of the Cambrian Railways, and terminating at or near the bridge which carries the public road leading from Llanymynech to Bryn Tanat, over the Shropshire Union Canal, which said railway will be wholly situate in the township of Careghofa, and in the parish of Llanymynech, or one of them, in that part of the county of Denbigh which is annexed to Montgomery.

To enable the Company to make and maintain the following new or substituted railway, that is to say: A new or substituted railway, in lieu or instead of a portion of the railway authorised by the West Shropshire Mineral Railway Act, 1863, and therein called the Moat Hall Railway, commencing by a junction with the Railway No. 3, authorised by the Shrewsbury and Potteries Junction Railway Act, 1865, in or near the enclosure numbered 29, in the parish of Meole Brace, on the plans referred to in the Shrewsbury and Potteries Junction Railway Act, 1865, and terminating by a junction with the said authorised line of the Moat Hall Railway, at a point thereon marked on the said plans referred to in the West Shropshire Mineral Railway Act, 1863, three furlongs from the commencement of the said Moat Hall Railway, which said new or substituted railway will be situate wholly in the parish of Meole Brace, and townships of Meole, Nobold, Pulley, and Hanwood, or some or one of them, in the county of Salop.

A new or substituted railway, in lieu or instead of a portion of the railway authorised by the Act of 1864, and therein called Railway No. 2, commencing by a junction with Railway No. 1, by that Act authorised, at the termination thereof, and terminating by a junction with the said authorised railway No. 2, at the point marked 6 furlongs on the plans of the said Railway No. 2, referred to in the Act of 1864; which said new or substituted railway will be situate wholly in the parish of Llanyblodwell, and townships of Abertanat, Blodwel, and Bryn, or any of them, in the county of Salop.

A new or substituted railway, in lieu or instead of a portion of the railway authorised by the Act of 1864, and therein called Railway No. 7, commencing by a junction with the Cambrian Railway, 115 yards or thereabouts south of the bridge over the said railway at Llanymynech station, and terminating by a junction with the Shrewsbury and North Wales Railway, in the field or enclosure numbered 3 on the plans referred to in the West Shropshire Mineral Railway Act, 1862, which said new or substituted railway will be situate wholly in the parish of Llanymynech, and townships of Llwyntidman and Trepanal, or one of them, in the county of Salop.

To abandon the Railway No. 7, authorised by the Act of 1864, and to abandon such other portions of railways as may be rendered unnecessary by reason of the construction of the new or substituted portions of railway.

To authorise the maintenance of the curve following, according to an altered radius to be

specified on the plans to be deposited as herein-after mentioned, namely, the curve shown on the plans deposited for the purposes of the Act of 1864, between the commencement of the railway in that Act called Railway No. 1, and a point distant 2 furlongs 3 chains from such commencement, which curve is situate wholly in the parish of Llanymynech, and township of Llwyntidman and Trepanal, or one of them, in the county of Salop.

To enable the Company to carry the railway authorised by, and firstly described in the 5th section of the Shrewsbury and North Wales Railway Act, 1864, across the public carriage roads hereinafter mentioned, on a level, instead of by means of a bridge or bridges, that is to say; the roads numbered 18, 32, 49, and 68, in the parish of Malverley, in the county of Salop, on the plans referred to in that Act.

To divert the road abutting on the enclosure No. 54, in the parish of Alberbury, in the county of Montgomery, on the plans referred to in the Shrewsbury and North Wales Railway Act, 1864, and for that purpose to construct a new road, wholly in the township of Criggion and parish of Alberbury, commencing in or near the said enclosure numbered 54, and terminating at or near the point where the said road to be diverted abuts upon a field numbered 73 in that parish on the said plans.

To stop up so much of the said diverted road as will be rendered useless or unnecessary by means of the said proposed new road.

To revive and extend for a farther period the powers of the Company for the compulsory purchase of the whole of the lands and buildings described in the plans of the said Moat Hall Railway, and of the lands numbered on the plans referred to in the West Shropshire Mineral Railway Act, 1863—21, 22, 25, 26, 27, in the parish of Shrawardine; 5 and 8, in the parish of Great Ness; 7, 9, and 12, in the parish of Alberbury; and 38, 39, 40, and 41, in the parish of Ford, all which said lands are situate in the county of Salop.

To enable the Company to stop up, alter, or divert, whether temporarily or permanently, turnpike and other roads, railways, rivers, streams, canals, or bridges, for the purposes of the said intended railways, and of the works connected therewith.

To enable the Company to purchase lands and buildings by compulsion or agreement for the purposes of the intended Act, or any of them, and also the lands numbered 189, 191, and 201, on the tithe commutation map for the parish of Ford, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended railways and works, and to levy tolls, rates, and duties, upon or in respect of the intended railways, and to alter existing tolls, rates, and duties, and confer exemptions from payment of the same, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to apply their corporate funds to all or any of the purposes of the intended Act, and to raise further sums for such purposes by the creation of new shares in their undertaking, either with or without preference or priority, in payment of interest or dividend, and by borrowing on mortgage or bond, or by any or either of these means, and as part of their general capital or 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 the preference shares created and issued under and by virtue of the Shrewsbury and North Wales Railway Act, 1865, by and with the consent of the holders of those shares, into ordinary shares of the Company.

To correct a clerical error in the 8th section of the Shrewsbury and North Wales Railway Act, 1865, and to provide that such section shall be read and construed, and have the same effect as if the words "in addition to the amount which by the Company's Acts they are authorised to borrow on mortgage," had been written or printed therein, instead of the words and figures, "in addition to the amount which by the Act of 1861 they are authorised to borrow on mortgage."

To empower the Drayton Junction Railway Company, and all other companies and persons lawfully using their railways, or any part thereof, to work, run over, and use the railways of the Company, including the deviations and alterations thereof to be authorised by the intended Act.

To alter, amend, vary, or repeal all or some of the powers and provisions of the several Acts following, or some of them, that is to say: "The West Shropshire Mineral Railway Act, 1862;" "The West Shropshire Mineral Railway Act, 1863;" "The West Shropshire Mineral Railway (New Lines) Act, 1864;" "The Shrewsbury and North Wales Railway Act, 1864;" and "The Shrewsbury and North Wales Railway Act, 1865."

On or before the 30th day of November, 1865, plans, and sections of the proposed railways, alterations, and works, together with a book of reference to such plans, a published map, with the proposed 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 Salop, at his office at Shrewsbury, in the county of Salop; with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the county of Montgomery; and with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in the county of Denbigh; and on or before the same day, a copy of the said Gazette notice, and so much of the said plans and sections and books of reference as relates to each parish in or through which the said railways, alterations, and works are intended to be constructed, or in which any lands or houses intended to be taken are situate, will be deposited with the parish clerk of each such parish, at his usual place of abode, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode. Printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited, on or before the 23rd of December, 1865, in the Private Bill Office of the House of Commons.

Dated the 11th November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

East London Eastern Extension Railway.

(Incorporation of Company; Construction of Railway; Working, Traffic, and other Arrangements with divers Railway and Dock Companies; Power to levy Tolls; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

next session, for an Act to incorporate a Company with power to make and maintain the following railways, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

Railway No. 1 (main line). Commencing in the parish of St. Mary, Whitechapel, in the county of Middlesex, by a junction with Railway No. 1 of the authorized East London Railway, at or near to the premises known as Smith's Distillery, on the north side of the street known as "Buck's-row," and terminating in the parish of West Ham, in the county of Essex, at or near the north-western side of the turnpike road (known as the Barking-road) leading from the iron bridge over the River Lea, at Blackwall, to Barking, and at a point distant 37 chains, or thereabouts, measured in a north-easterly direction from the said iron bridge, along the course of that road.

Railway No. 2 (Thames Branch). Commencing at the before-described termination of Railway No. 1, and terminating in the parish of Woolwich, in the county of Kent, on the north bank of the River Thames, at Gallion's Reach, 100 yards, or thereabouts, north of the ditch forming the northern boundary of the property of the Victoria Dock Company.

Railway No. 3 (Tunnel Junction). Commencing in the hamlet of Mile End Old-town, parish of St. Dunstan, Stepney, in the county of Middlesex, by a junction with the said authorized Railway No. 1 of the East London Railway, at or near to the northern boundary of the ornamental garden in Bedford-square, and terminating in the said hamlet of Mile End Old-town, parish of St. Dunstan, Stepney, in the said county, by a junction with the proposed Railway No. 1, at a point 22 yards, or thereabouts, north of the house known as No. 42, Mile-End-road, and occupied by Ann Armes, which said intended railways will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say): Saint Mary, Whitechapel; Saint Matthew, Bethnal-green; Mile End Old-town; Saint Dunstan, Stepney; and Saint Leonard Bromley, in the county of Middlesex; and Saint Mary, Plaistow; West Ham, East Ham, and Barking, in the county of Essex; and Woolwich, East Ham, and Barking, in the county of Kent.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated to purchase lands, houses, and other property, by compulsion or agreement, for the purposes thereof, and for the purpose of constructing sidings, wharves, shipping places, and conveniences for the accommodation of the traffic on the intended railways, and also to use lands so acquired by them for the purpose of erecting houses and buildings for the labouring classes or otherwise. And to vary and extinguish all existing rights and privileges in any manner connected with any such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and also to authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers, sewers, drains, mains, pipes, and telegraphs, in or adjoining to the aforesaid parishes and other places, as may be necessary in consequence of the construction, and for the purposes of the said intended railways and works, or any or either of them.

And to empower the said Company to deviate from the levels shown on the sections of the said railways, to be deposited as hereinafter mentioned, to a greater extent than is authorized by "The Railways Clauses Consolidation Act, 1845."

And it is also proposed by the intended Act to authorize the levying of tolls, rates, and charges for the use of the railways and works of the intended Company, or any or either of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to empower the intended Company to exercise all other usual and necessary powers.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated on the one hand, and the Great Eastern Railway Company and the East London Railway Company, or either of them, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working, use, management, maintenance, and direction of the intended railways, or any of them; and any part or parts of the railways of the said Companies, or any of them, and the terms and conditions thereof; and with reference to the transmission and forwarding of traffic upon and over the railways of the said Companies respectively, or either of them, or any part or parts thereof respectively; and to the interchange of traffic between their respective railways, and to the fixing and ascertaining, division and apportionment between the Companies parties to any such arrangement or agreement of the tolls, rates, and charges arising from such traffic, and to confirm any agreement already made, or hereafter to be made, in relation to any of the matters aforesaid.

And it is also proposed by the said intended Act to empower the intended Company, on the one hand, and the London and St. Katharine Docks Company, and the Victoria Dock Company, or one of them, on the other hand, to enter into and carry into effect contracts and agreements with reference to the laying down, working, using, and maintaining of rails on the quays and wharves of the Victoria Docks, or on property belonging to them, and the transmission of traffic along the same, and the railways of the intended Company, and the use by the said docks companies, or either of them, of the sidings, stations, wharves, shipping places, and conveniences of the intended Company, and to the division and apportionment between those Companies respectively of the costs and expenses to be incurred in relation to the matters aforesaid.

And it is also proposed by the said intended Act, so far as may be necessary, to alter, amend, extend, and enlarge or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say): the 25th and 26th Vict. cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 28th Vict. cap. 51, relating to the East London Railway Company; and the 27th and 28th Vict. cap. 178, and all other Acts relating to the London and St. Katharine Docks Company.

And notice is hereby further given, that on or before the 30th day of November, in the present year, plans and sections of the said intended railways and works, and a book of reference thereto, a published map, showing the general course of the said intended railways, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell; with the Clerk of the Peace

for the county of Essex, at his office in Chelmsford; and with the Clerk of the Peace for the county of Kent, at his office in Maidstone; 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 and extra-parochial and other places in or through which the intended railways and works are proposed to be made, will be deposited as follows (that is to say): As regards the parish of Saint Mary, Whitechapel, in the county of Middlesex, with the clerk of the district board of parishes of Whitechapel, at his office in Great Alie-street, Whitechapel; as regards the parish of Saint Matthew, Bethnal-green, in the said county, with the clerk of the vestry of that parish, at his office in the said parish; as regards the hamlet of Mile End Old-town, Saint Dunstan, Stepney, in the said county, with the clerk of the vestry of the said hamlet, at his office at Mile End; as regards Saint Leonard, Bromley, in the said county, with the clerk of the district board of parishes of the Poplar District, at his office at East India-road, Poplar; and as regards the parish of Woolwich, in the county of Kent, with the clerk of the vestry of that parish, at his office in the said parish; and as regards any and all other parishes, extra-parochial and other places, with the parish clerk of each such parish at his residence; and in the case of any such extra-parochial or other place, with the parish clerk of some adjoining parish, at his residence.

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

Dated the 9th day of November, 1865.

Wilson, Bristows, and Carmichael, No. 1,
Copthall-buildings, London, E.C.,
Solicitors to the Bill.

Dungeness Harbour and Docks.

(Incorporation of Company, Construction of Harbour and Docks at Dungeness.)

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:

To incorporate a Company for the purposes of the Bill.

To authorize the Company to make and maintain a harbour and docks, with all necessary breakwaters, piers, and works, at Dungeness, in the parish of Lydd, in the county of Kent.

To confer upon the Company all necessary powers for effecting the same. To take powers for the compulsory purchase of land and houses, for the purposes of the works. To levy tolls, rates, and charges on all shipping making use of the said harbour and docks. To lease or grant the use and occupation of such intended works, and to make provision for the management, use, regulation, and protection of the intended works.

And notice is hereby further given, that on or before the 30th day of November, 1865, duplicate plans and sections, with a book of reference of the intended harbour and docks, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Kent, at his office at Maidstone, and with the clerk of the parish of Lydd, at his place of abode.

And that on or before the 23rd day of December next printed copies of the Bill will be deposited at the Private Bill Office.

Dated this 23rd day of November, 1865.

Upavon and Andover Railway.

(Incorporation of Company; Construction of Railway between Upavon and Andover; Running Powers over parts of the London and South Western and Wiltshire Railways, and Working and Traffic Arrangements; Powers to levy Tolls; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company, hereinafter called "The Company," and to confer upon the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

To make and maintain a railway, together with all necessary and convenient stations, bridges, roads, communications, and other works, which said railway is intended to commence in the parish of Upavon, in the county of Wilts, by a junction with the authorized No. 1 line of the Wiltshire Railway, in a field numbered 24 in the said parish, in the deposited plans of the said Wiltshire Railway, which point is one chain or thereabouts south of the point of junction of Railways Nos. 1 and 5 of the said Wiltshire Railway as delineated on the said deposited plans of that railway, and terminating by a junction with the Basingstoke and Salisbury branch of the London and South Western Railway, in the parish of Abbott's Ann, in the county of Southampton, at or near the level crossing on the west side of the Andover station of that railway, which level crossing is about six furlongs from that station; and where the boundary line between the parishes of Abbott's Ann and Andover crosses the said Basingstoke and Salisbury branch, and which railway will pass in, through, or into the following parishes, hamlets, townships, extra-parochial, and other places, or some of them, that is to say:—Upavon, Enford, Everleigh, otherwise Everley, Fittleton, otherwise Figledean Collingbourne Kingston, Collingbourne Ducis, Ludgershall, in the county of Wilts, and Kimpton, Fyfield, otherwise Fiffeld, Appleshaw, Amport St. Mary, otherwise Amport Weyhill, Monkston, otherwise Monxton, Abbott's Ann, and Andover, in the county of Southampton.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of such railway and works, and of the said intended Bill, and to vary or extinguish all rights and privileges, in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To 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 tramways within the parishes, hamlets, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railway and works, or any of them, and of the said intended Bill.

To levy tolls, rates, and duties upon, or in respect of the intended railway and works, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rates and privileges.

And it is also intended by the said Bill to empower the Company, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, so much of the lines of railway, stations, roads, platforms, water,

water engines, sidings, machinery, works, and conveniences of the London and South Western Railway Company as lies between the point where the said intended railway will join the said London and South Western Railway, and their station at Andover, including the use of the said station, and also so much of the lines of the railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Wiltshire Railway Company as lies between the point at which the proposed railway is intended to form a junction therewith and the termination of the authorized Railway No. 1 of that railway, and also over the whole of the authorized Railways Nos. 4 and 5 of the said Wiltshire Railway Company.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated on the one hand, and the Wiltshire Railway Company and the London and South Western Railway Company, or either of them, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working, use, management, and direction of the intended railway, and any part or parts of the railways of the said Companies, or either of them, and the terms and conditions thereof; and with reference to the transmission and forwarding of traffic upon and over the railways of the said Companies respectively, or either of them, or any part or parts thereof respectively, and to the interchange of traffic between their respective railways and to the fixing and ascertaining division and apportionment between the Companies parties to any such arrangement or agreement of the tolls, rates, and charges arising from such traffic.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the said Bill to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say:—the 4th and 5th Will. 4, cap. 88, and all other Acts relating to the London and South Western Railway Company, and the 28th and 29th Vict. cap. 318, relating to the Wiltshire Railway Company.

And notice is hereby given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map, with the lines of the proposed railways delineated thereon, with a copy of this notice as inserted in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office in Marlborough, in that county, and with the Clerk of the Peace for the county of Southampton, at his office in the city of Winchester; and that, on or before the said 30th day of November, a copy of so much of the said plans and sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railway and works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 8th day of November, 1865.

Wilson, Bristow, and Carpmael, 1 Copt-hall-buildings, London, E.C., Solicitors to the Bill.

In Parliament—Session 1866.

Shrewsbury and Potteries Junction Railway.

(Deviations and Alterations of authorised Line and Diversions of Roads and Stoppage of Footpaths in connection therewith; New Branch Railways near Shrewsbury; Junction with Wellington and Drayton Railway; Abandonment of parts of authorised Lines; Joint Ownership of Wellington and Drayton Railway; Running Powers over Drayton Junction Railway, and part of Shrewsbury and Welchpool Railway; Working Arrangements with Shrewsbury and North Wales Railway Company; Repeal of Provisions as to taking Property of Shrewsbury and Crewe, Shrewsbury and Chester, Great Western, and Wellington and Drayton Railway Companies; Additional Money; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to amend the Shrewsbury and Potteries Junction Railway Act, 1865 (hereinafter called "The Existing Act"), and to authorise the Shrewsbury and Potteries Junction Railway Company (hereinafter called "The Company"), to make and maintain the deviations, alterations, new lines, and works, or some of the deviations, alterations, new lines, and works, and to exercise the powers or some of the powers following, viz. :—

Deviation (A).—A deviation railway, commencing in the parish of St. Alkmund (Shrewsbury), at the point of commencement of the railway (No. 2) authorised by the existing Act, as authorised by that Act, and shown on the plans deposited with the Clerk of the Peace for the county of Salop, for the purposes of that Act (hereinafter called "The Existing Plans"), and passing from, in, through, or into the parishes, townships, or places of St. Alkmund (Shrewsbury), Battlefield, St. Mary, and St. Julian (Shrewsbury), Coleham, St. Michael's, Coton, Albrighton, Almond Park, Great and Little Berwick, Newton, Astley, Harlescott, Albright Lee, Uffington, Holy Cross and St. Giles, and Shrewsbury, all in the county of Salop, and terminating in the said parish of St. Mary by a junction with the authorised line of that railway No. 2, in a field No. 81 in that parish, on the existing plans of that railway.

Deviation (B).—A deviation railway, commencing in the parish of Holy Cross and St. Giles, Shrewsbury, by a junction with the authorised line of railway (No. 3) authorised by the existing Act in or near a field No. 63 in that parish, on the existing plans of that railway, and passing from, in, through, or into that parish, the parish of St. Julian, Shrewsbury, and township of Coleham, and terminating by a junction with that authorised line in a field No. 3 in the said parish of St. Julian, on the existing plans of that authorised line.

Alteration (C).—The construction and maintenance of part of the railway (No. 1) authorised by the existing Act on levels different from those authorised by that Act, and shown on the sections deposited with the Clerk of the Peace for the county of Salop, for the purposes thereof, hereinafter called "The Existing Sections," and which part of that railway (No. 1) commences in the said parish of St. Alkmund, Shrewsbury, in or near the enclosure (No. 6) on the existing plans of that railway (No. 1) passes from, in, through, or into the said parishes, townships, or places of St. Alkmund, Battlefield, Albright Lee, and Harlescott, and terminates in or near an en-

sure numbered on the existing plans 11, in the said parish of St. Alkmund.

Alteration (D).—The construction and maintenance of part of the railway (No. 3) authorised by the existing Act on levels different from those authorised by that Act, and shown on the existing sections, and which part of that railway (No. 3) extends from a point in or near a field, No. 22, in the parish of St. Julian, Shrewsbury, on the existing plans of railway (No. 3) to the authorised termination of that railway in the parish of Meole Brace, in the county of Salop, and passes through or into the parishes, townships, or extra-parochial places following, that is to say: St. Julian, Coleham, Meole Brace, Meole, Nobold, Pulley, Hanwood, St. Chad, Alkmere, Longden, and Sutton, in the county of Salop, or some of them.

Branch Railway (No. 1).—A railway commencing in the parish of St. Mary, Shrewsbury, by a junction with the railway (No. 2) authorised by the existing Act at or near a point where that railway is being constructed across the Shropshire Union Canal, near the factory, and passing from, in, through, or into the parishes, townships, and places of St. Mary, St. Julian, Coton, Almond Park, Great and Little Berwick, Newton, Harlescott, Albrighton, Shelton and Shrewsbury, in the county of Salop, and terminating in the said parish of Saint Mary, Shrewsbury, by a junction with the Shrewsbury and Chester Railway, at a point thereon, near the signal post placed 54 chains or thereabouts northwards of the bridge which carries the turnpike road from Shrewsbury to Chester over that railway near Coton Hill Gate.

Branch Railway (No. 2).—A railway wholly in the said parish of St. Mary, Shrewsbury, commencing by a junction with the intended branch railway (No. 1) in a field No. 118 on the tithe commutation map of the township of Coton, and terminating by a junction with the Shrewsbury and Chester Railway at a point thereon 25 chains, or thereabouts, to the northward of the said bridge carrying the turnpike road from Shrewsbury to Chester over the Shrewsbury and Chester Railway.

Branch Railway (No. 3).—A railway commencing in the said parish of St. Julian, Shrewsbury, by a junction with the said railway (No. 2), authorised by the existing Act, in or near an enclosure (No. 3) in that parish, on the existing plans of that railway (No. 2), and passing from, in, through, or into the parishes, townships, or places following, or some of them—that is to say: St. Julian, St. Mary Shrewsbury, St. Michael's, Coton, Shelton, St. Chad, and Alkmere, all in the county of Salop, and terminating in the said parish of St. Mary, by a junction with the most northerly siding in the Shropshire Union Railways and Canal Company's goods yard, near the point where that company's canal passes under Gas House-lane.

Branch Railway (No. 4).—A railway commencing in the parish of St. Julian, Shrewsbury, by a junction with the railway (No. 6), authorised by the existing Act, at or near the termination thereof, near the south end of the viaduct of the Shrewsbury and Hereford Railway, adjoining the Abbey Pool, and passing from, in, through, or into the parishes, townships, or places of St. Julian, St. Mary, Holy Cross, and St. Giles, Shrewsbury, and Coleham, and terminating in the said parish of Holy Cross and St. Giles, by a junction with the railway (No. 2), authorised by the existing Act, in or near a field, No. 2, in that parish, on the existing plans of that railway.

Junction Railway (No. 5).—A junction railway wholly in the parish of Hodnet and county of Salop, commencing by a junction with the railway (No. 1) authorised by the existing Act, in or near a field No. 70 in that parish, on the existing plans of that railway, and passing through or into the parishes, townships, or places following, that is to say, Hodnet and Peplow, or one of them, in the county of Salop, and terminating by a junction with the Wellington and Drayton Railway, now in course of construction, at or near the occupation road No. 66 on the existing plans of Railway (No. 1), authorised by the existing Act.

Junction Railway (No. 6).—A junction railway wholly in the parish of Meole Brace and county of Salop, commencing by a junction with the railway (No. 3), authorised by the existing Act, in or near an enclosure No. 29 in that parish, in the existing plans, and terminating by a junction with the Shrewsbury and North Wales Railway, at a point thereon, distant five furlongs, or thereabouts, from its junction with the Shrewsbury and Welchpool Railway, authorised by the West Shropshire Mineral Railway Act, 1863.

First Road Diversion.—A diversion (wholly in the said parish of Holy Cross and St. Giles) of the public carriage road numbered on the existing plans of railway No. 2, authorised by the existing Act, 11, in the parish of Holy Cross and St. Giles such diversion commencing at or near the bridge carrying the road No. 16 on the existing plans of that railway over the railway between Shrewsbury and Wellington, and terminating by a junction with the road numbered on the said plans 10 in the said parish of Holy Cross and St. Giles, near the bridge carrying that road No. 10 over the same railway.

Second Road Diversion.—A diversion (wholly in the said parish of Holy Cross and St. Giles) of the public carriage road No. 10 on the existing plans of railway (No. 3) authorised by the existing Act, such diversion commencing at or near the point where that road joins the road No. 11 in the said parish of Holy Cross and St. Giles on the existing plans of railway (No. 3) authorised by the existing Act, and terminating in the Abbey Foregate, Shrewsbury, at or near the enclosure No. 36, in the said parish of Holy Cross and St. Giles, on the existing plans of the said authorised railway (No. 3).

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

To cross, divert, alter, or stop up for the purposes of the intended railways and works, and of the Bill, and either temporarily or permanently, any roads, ways, streets, streams, pipes, sewers, canals, navigations, aqueducts, rivers, bridges, railways, tramways, telegraphs, drains, and water-courses, within or adjoining the parishes, townships, and places aforesaid.

To purchase and take by compulsion, and also by agreement, lands, houses, and hereditaments or easements, in and over the same, for the purposes of the intended railways and works, and of the Bill, and in particular the lands following, or some of them, namely, the portions not included within the limits of deviation defined on the existing plans of the fields No. 10, in the parish of Battlefield, and No. 11, in the parish of St. Alkmond, on the existing plans of railway No. 1. No. 2, in the parish of St. Alkmond, on the existing plans of railway No. 2. Nos. 18, 19, 21, 22, and 23, in the parish of Holy Cross and St. Giles, on the existing plans of railway No. 2. Nos. 3, 4, 5, 6, 8, and 9, in the parish of Holy

Cross and St. Giles, on the existing plans of railway No. 3; and of the whole of the fields in the said parish of Holy Cross and St. Giles, adjoining the fields numbered 22 and 23 in that parish, on the existing plans of railway No. 2; the whole of the field in the parish of Holy Cross and St. Giles, adjoining the field No. 4 in that parish, on the existing plans of railway No. 3, and the railway from Shrewsbury to Wellington; the whole of the field in the parish of Holy Cross and St. Giles, situate between the fields Nos. 3 and 8 in that parish, and bounded by the road No. 11 in that parish, on the existing plans of railway No. 3.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, to alter those now authorised to be levied by the several Companies named in this notice, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To stop up and extinguish all rights of way in and over so much of the said two roads so to be diverted as will be rendered unnecessary by the diversions, and to vest the soil and sites thereof in the Company for their own use and benefit.

To stop up and extinguish all rights of way and other rights in and over the following footpaths, viz.: the footpath No. 42, in the parish of St. Mary, Shrewsbury, and county of Salop, on the existing plans of railway No. 2; the footpath No. 6, in the parish of Holy Cross and St. Giles, and No. 8, in the parish of St. Julian, in the township of Coleham, on the existing plans of railway No. 6.

To abandon and relinquish the construction of the following portions of railway authorised by the existing Act, viz.:—

1. The railway (No. 2) from its commencement to the point of junction therewith of the intended Deviation Railway (A).

2. So much of the railway (No. 3) authorised by the existing Act as was intended to have been made between the commencement and termination of Deviation Railway (B) as hereinbefore described.

3. The railway (No. 1) authorised by the existing Act from its commencement to the Occupation-road numbered 66 on the existing plans of railway No. 1, in the parish of Hodnet, in the county of Salop.

To vest, or provide for vesting in the Company, the ownership, management, maintenance, and use, jointly with the Wellington and Drayton Railway Company of the railways and works, or some of the railways and works of the Wellington and Drayton Railway Company, and lands required for the purposes thereof, and joint participation in the exercise of the powers, rights, and privileges of the Wellington and Drayton Railway Company, upon such terms and conditions, and for such consideration as may be defined by the Bill or agreed upon between the two Companies, and to require and empower the Company to provide and constitute funds for the construction of such railways and works, and the acquisition of such lands, and to sanction and give effect, to agreements and arrangements between them, and the Company with respect to any of the matters aforesaid and any incidental matters.

To empower the Company to apply for the purposes of the Bill any moneys which they are now authorised to raise and also to raise for those purposes, and also for the purposes of their authorised undertaking, more money by the creation of new shares or stock (preferential or otherwise) and by borrowing on mortgage or otherwise.

And it is also intended by the said Bill to effect

the objects, or some of the objects following (that is to say) :—

To empower the Company and all other companies, and persons lawfully using the railways of the Company, or any part thereof, to work, run over, and use, all the railways and stations of the Drayton Junction Railway Company, and any deviations of those railways which may be authorised by any Act of the next session of Parliament.

So much of the Shrewsbury and Welchpool Railway as lies between the junction therewith of the railway No. 3, authorised by the existing Act, and the junction therewith of the main line of the Shrewsbury and North Wales Railway.

To empower the Drayton Junction Railway Company and all other companies and persons lawfully using their railways, or any part thereof, to work, run over, and use the railways of the Company, including the deviations and alterations thereof to be authorised by the Bill.

To empower the respective Companies and persons to whom such powers of working, running over or using any railways, or portion of railway, shall be given by the intended Bill, to exercise the same with their engines, carriages and servants, and for their traffic of all kinds, and upon the payments, terms, and conditions to be defined by the intended Bill or to be (failing agreement) determined compulsorily by arbitration or otherwise, and such powers will comprise the use of all stations, platforms, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, signal posts, machinery, works and conveniences on or connected or used with such railways, or portions of railway, and authority to levy tolls, rates and charges for traffic conveyed by them thereon, and provision will be made for compelling the Companies or persons owning or working the railways, or portions of railway, or works so used, to afford and render all requisite facilities and services for such user.

To extend and apply to the railways and works and deviations and alterations to be authorised by the Bill, and to the traffic thereon, the provisions of the Shrewsbury and Potteries Junction Railway Act, 1865, with respect to working and traffic arrangements between the Company and the Shrewsbury and North Wales Railway Company.

To repeal altogether or amend the sections Nos. 26 and 27, of the Shrewsbury and Potteries Junction Railway Act, 1865, restricting the Company in taking any lands or property of the Shrewsbury and Crewe, the Shrewsbury and Welchpool, the Wellington and Drayton, and the Great Western Railway Company.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Bill, and to confer other rights and privileges.

To amend the Acts or some of the Acts of Parliament following (that is to say) : the Shrewsbury and Potteries Junction Railway Act, 1865; 27 and 28 Vic., cap. 284; and 28 and 29 Vic., cap. 357, relating to the Drayton Junction Railway Company; 25 and 26 Vic., cap. 185; 26 and 27 Vic., cap. 145; 27 and 28 Vic., caps. 128 and 156; and 28 and 29 Vic., cap. 29, relating to the Shrewsbury and North Wales Railway Company; 25 and 26 Vic., cap. 226; and 27 and 28 Vic., cap. 176, relating to the Wellington and Drayton Railway Company; 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic.,

caps. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296, and 309; and 28 and 29 Vic., caps. 333 and 334, relating to the London and North Western Railway Company; 5 and 6 William 4, cap. 107; 6 William 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. (session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic. cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 132, 135, 158, and 159, 12 and 13 Vic., caps. 55 and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 26; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vic., caps. 176 and 306; 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 Wm. 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; and 1 and 2 George 4, cap. 61; and 28 and 29 Vic., caps. 98, 101, and 299, relating to the Great Western Railway Company.

Plans and sections of the intended deviations, alterations, railways, diversions, and works, together with a book of reference to such plans and a published map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in that

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

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

Dated this 11th day of November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

North Metropolitan Railway.

(Incorporation of Company; Construction of Railways; Running Powers over and Working and Traffic; and other arrangements, with divers Railway and Dock Companies; Power to levy Tolls; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company with power to make and maintain the following railways, or some or one of them, with all proper approaches, stations, works and conveniences connected therewith (that is to say):—

Railway No. 1 (Main Line)—commencing in the precinct or chapelry of Norwood, in the district of Uxbridge, in the county of Middlesex, in a field near to and about 35 yards to the north of the booking office of the Southall station of the Great Western Railway, and terminating in the parish of Woolwich, in the county of Kent, on the north bank of the River Thames, at Gallion's Reach, 100 yards, or thereabouts, north of the ditch forming the northern boundary of the property of the Victoria Dock Company.

Railway No. 2 (Great Western Junction).—A railway wholly in the precinct or chapelry of Norwood, in the district of Uxbridge, in the county of Middlesex, commencing by a junction with the Great Western Railway, at a point distant 23 chains, or thereabouts, from the eastern side of the booking-office of the before-mentioned Southall station, and terminating by a junction with the proposed railway No. 1, at or near a point about two chains north of a point on the northern fence of the Great Western Railway, which latter point is $37\frac{1}{2}$ chains, or thereabouts, from the said booking office of the said station, measured in an easterly direction.

Railway No. 3 (North Western Down Junction), commencing in the parish of Willesden, in the county of Middlesex, at or near the east bank of the River Brent, at a point about 240 yards from the London and North Western Railway bridge over the said river, measured along the course of that river in a north-easterly direction, and terminating in the parish of Harrow by a junction with the down line of the London and North Western Railway, near to and south of the occupation bridge over the said London and North Western Railway, which said bridge is $5\frac{1}{2}$ furlongs, or thereabouts, south-east of the Sudbury and Wembley station of the said railway.

Railway No. 4 (North Western Up Junction), commencing in the parish of Willesden, in the

county of Middlesex, at or near the east bank of the River Brent, at a point about 240 yards from the London and North Western Railway bridge over the said river, measured along the course of that river in a north-easterly direction, and terminating in the parish of Harrow by a junction with the up lines of the London and North Western Railway, near to and south of the occupation bridge over the said London and North Western Railway, which said bridge is $5\frac{1}{2}$ furlongs, or thereabouts, south-east of the Sudbury and Wembley station of the said railway.

Railway No. 5 (Midland Junction), commencing in the parish of Willesden, in the county of Middlesex, by a junction with the authorized line of the Midland and South Western Junction Railway, at a point 84 yards, or thereabouts, north of the north-west building of the premises known as "Lower Oxgate Farm," and 59 yards, or thereabouts, south-west of the Edgware-road, and terminating in the parish of Hendon, in the said county, by a junction with the proposed railway No. 1, at a point 146 yards, or thereabouts, south-west of a nursery garden at the north end of a place known as "The Mead," running out of Child's-Hill Lane, and which nursery garden is in the occupation of John Clark.

Railway No. 6 (South Western Junction).—A railway wholly in the parish of Willesden, in the county of Middlesex, commencing by a junction with the authorized Midland and South Western Junction Railway, at or about the fifth chain of the third furlong of the fourth mile of the No. 1 Railway of the said authorized Midland and South Western Junction Railway, as shown on the deposited plans of that railway, and terminating by a junction with the proposed Railway No. 5, at or near a point distant $11\frac{1}{2}$ chains, or thereabouts, measured south-west from a point in the said Edgware road, which latter point is nine chains, or thereabouts, measured in a south-easterly direction from the dwelling-house of the premises known as "Lower Oxgate Farm" aforesaid.

Railway No. 7 (Great Eastern Down Junction).—A railway wholly in the parish of St. John, at Hackney, in the county of Middlesex, commencing by a junction with the proposed Railway No. 1, in a market garden on the west side of the Rectory-road, opposite the junction of the Downs-road with the said Rectory-road, and terminating by a junction with the Railway No. 3, authorized by "The Great Eastern Railway Metropolitan Station and Railways Act, 1864," at or near the fifth chain of the eighth furlong of the second mile of the said authorized Railway No. 3, as shown on the deposited plans of that railway.

Railway No. 8 (Great Eastern Up Junction).—A railway wholly in the parish of St. John, at Hackney, in the said county, commencing by a junction with the proposed Railway No. 1, in the said market garden on the west side of the said Rectory-road, and terminating by a junction with the said Railway No. 3, authorized by "The Great Eastern Railway Metropolitan Station and Railways Act, 1864," at or near the fifth chain of the eighth furlong of the second mile of the said authorized Railway No. 3, as shown on the deposited plans of that railway.

Railway No. 9 (Tilbury Junction).—A railway wholly in the parish of West Ham, in the county of Essex, commencing by a junction with the proposed Railway No. 1, at a point distant $9\frac{1}{2}$ chains, or thereabouts, measured due north from a point in the northern boundary fence of the London, Tilbury, and Southend Railway, which said latter point is $12\frac{1}{2}$ chains or thereabouts,

west of the signal-box, at the junction of the branch leading to the North Woolwich line, with the said London, Tilbury, and Southend Railway, and terminating by a junction with the London, Tilbury, and Southend Railway near to and west of the said signal-box, at the said junction. Which said intended railways will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say):—Norwood, Uxbridge, Great Greenford, Hanwell, Ealing, Perivale, otherwise Perrivale, Harrow, Twyford, otherwise West Twyford, otherwise Twyford Abbey, Willasden, Hendon, St. John Hampstead, St. Pancras, St. Mary Islington, St. Mary Stoke Newington, Hornsey otherwise St. Mary Hornsey, St. John at Hackney, St. Mary Stratford Bow, all in the county of Middlesex; St. Mary Plaistow, West Ham, East Ham, and Barking, in the county of Essex; and Woolwich and East Ham, and Barking, in the county of Kent.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated to purchase lands, houses, and other property, by compulsion or agreement, for the purposes thereof, and for the purpose of constructing sidings, wharves, shipping places, and conveniences for the accommodation of the traffic on the intended railways.

And to vary and extinguish all existing rights and privileges in any manner connected with any lands, houses, and property so proposed to be acquired, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and also to authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers, sewers, drains, mains, pipes, and telegraphs, in or adjoining to the aforesaid parishes, and other places, as may be necessary in consequence of the construction, and for the purposes of the said intended railways and works, or any or either of them.

And to empower the said Company to deviate from the levels shown on the sections of the said railways, to be deposited as hereinafter mentioned to a greater extent than is authorised by "The Railway Clauses Consolidation Act, 1845."

And it is also proposed by the intended Act to authorise the levying of tolls, rates, and charges for the use of the railways and works of the intended Company, or any or either of them, and to confer exemptions from the payment of such tolls and charges, and to empower the intended Company to exercise all other usual and necessary powers.

And it is also proposed by the said intended Act to enable the intended Company and all Companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration or defined by the provisions of the intended Act, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, water, watering places, booking offices, warehouses, landing places, sidings, works and conveniences connected therewith respectively (that is to say), so much of the authorised Midland and South Western Junction Railway as lies to the northward of the junction therewith of the intended railway No. 5. So

much of the railway No. 3, authorised by "The Great Eastern Railway Metropolitan Station and Railways Act, 1864," as lies between the point of junction therewith of the intended railways Nos. 7 and 8, and the point of junction therewith of the authorised railway No. 1 of the East London Railway.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated on the one hand, and the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Midland and South Western Junction Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the North London Railway Company, the London, Tilbury, and Southend Railway Company, the London and Blackwall Railway Company, and the East London Railway Company, and any or either of them on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working, use, management, maintenance, and direction of the intended railways, or any of them, and any part or parts of the railways of the said Companies, or any of them, and the terms and conditions thereof, and with reference to the transmission and forwarding of traffic upon and over the railways of the said Companies respectively, or any or either of them, or any part or parts thereof respectively, and to the interchange of traffic between their respective railways and to the fixing and ascertaining division and apportionment between the Companies parties to any such arrangement or agreement of the tolls, rates, and charges arising from such traffic. And it is also proposed by the said intended Act to empower the intended Company on the one hand, and the London and Saint Katharine Docks Company and the Victoria Dock Company, or one of them, on the other hand, to enter into and carry into effect contracts and agreements with reference to the laying down, working, using, and maintaining of rails on the quays and wharves of the Victoria Docks, or on property belonging to them and the transmission of traffic along the same and the railways of the intended Company, and the use by the said docks Companies or either of them, of the sidings, stations, wharves, shipping places, and conveniences of the intended Company, and to the division and apportionment between those Companies respectively of the costs and expenses to be incurred in relation to the matters aforesaid.

And it is proposed by the said intended Act, so far as may be necessary, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):—5th and 6th Will. 4, cap. 107, and all other Acts relating to the Great Western Railway Company; 9th and 10th Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; the 7th and 8th Vict., cap. 18, and all other Acts relating to the Midland Railway Company; 27th and 28th Vict., cap. 190, and all other Acts relating to the Midland and South Western Junction Railway Company; the 9th and 10th Vict., caps. 71 and 88, and all other Acts relating to the Great Northern Railway Company; the 25th and 26th Vict., cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 9th and 10th Vict., cap. 396, and 16th and 17th Vict., cap. 97, and all other Acts relating to the North London Railway Company; the 15th and 16th Vict., cap. 84, and all other Acts relating to the London, Tilbury, and Southend Railway Company; the

6th and 7th Will. 4, cap. 123, and all other Acts relating to the London and Blackwall Railway Company; and the 28th Vict., cap. 51, relating to the East London Railway Company; and the 27th and 28th Vict., cap. 178, and all other Acts relating to the London and St. Katharine Docks Company.

And notice is hereby further given, that on or before the 30th day of November, in the present year, plans and sections of the said intended railways and works and a book of reference thereto, a published map showing the general course of the said intended railways, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace of the county of Middlesex, at his office, at the Sessions-house, Clerkenwell; with the Clerk of the Peace of the county of Essex, at his office at Chelmsford; and with the Clerk of the Peace of the county of Kent, at his office at Maidstone. And that on or before the same day a copy of this notice as published aforesaid, and of so much of the said plans, sections, and books of reference, as relates to each of the several parishes and extra-parochial or other places in or through which the said intended railways and works are proposed to be made, will be deposited as follows (that is to say):—As regards the parish of St. John Hampstead, in the county of Middlesex, with the clerk of the vestry of the said parish, at his office, in the said parish; as regards the parish of St. Pancras, in the said county, with the clerk of the vestry of the said parish, at his office in the said parish; as regards the parish of St. Mary, Islington, in the said county, with the clerk of the vestry of the said parish, at his office in the said parish; as regards the parish of Woolwich, in the county of Kent, with the clerk of the vestry of the said parish, at his office in the said parish; as regards the parish of St. Mary, Stoke Newington, in the said county of Middlesex, with the clerk of the district board of parishes of Hackney district, at his office at the town-hall, Hackney; as regards the parish of St. John at Hackney, in the said county, with the clerk of the district board of parishes of Hackney district, at his office at the town-hall, Hackney; as regards the parish of St. Mary, Stratford Bow, in the county of Middlesex, with the clerk of the district board of parishes of Poplar district, at his office in East India-road, Poplar; and as regards any and all other parishes, extra-parochial, and other places through, in, or into which the said railways are proposed to be made, with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of an adjoining parish at his residence. And notice is hereby also given, that copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 9th day of November, 1865.

Wilson, Bristows, and Carpmael, 1, Court-hall-buildings, London, E.C., Solicitors to the Bill.

In Parliament.—Session 1866.

Calne Railway.

(Extension to the North and South Wiltshire Junction Railway; Increase of Capital; Laying down of Narrow Gauge.)

NOTICE is hereby given, that "The Calne 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 extend their railway to the authorized line of the North and South Wiltshire

Junction Railway, by making and maintaining a railway, with all needful works, stations, approaches and conveniences connected therewith, to be wholly situate in the parish of Calne in Wiltshire, and to commence by a junction with the Calne Railway at or near a point about 330 yards west of the termination of the Calne Railway at Calne, and to terminate by a double junction with the authorized line of the North and South Wiltshire Junction Railway; one of such junctions to be at or near a point marked 6 miles, in the field numbered 78, in the parish of Calne, on the deposited plans of the said North and South Wiltshire Junction Railway, referred to in "The North and South Wiltshire Junction Railway Act, 1865;" and the other junction to be at or near a point marked 5 miles 4 furlongs, and in the field numbered 63, in the said parish of Calne, on the before mentioned deposited plans.

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

To abandon either of the said junctions, and to adopt only one of them.

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

To enable the Company to apply their existing funds, and any monies which they have still power so raise, to the purposes of the said railway; and for the same purposes, and for the purposes of the Bill, to raise additional capital by shares, or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define; and to authorize the Company to lay down the narrow guage upon any parts of their existing undertaking, either in lieu of or in addition to the existing broad guage.

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 Company's Clauses Consolidation Act, 1845;" "The Company's Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following Acts relating to the Company, namely "The Calne Railway Act, 1860," and "The Calne Railway Act, 1864."

Duplicate plans and sections, describing the line, situation and levels of the proposed railway, and the lands, houses and other property in or through which it will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property; also a published map, with the line of railway delineated thereon, so as to 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 Wiltshire, at his office at Marlborough; and on or before the same day a copy of the said plans, sections, book of reference, and notice will be

deposited with the parish clerk of Calne 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.

Ward and Mills, Gray's Inn, Solicitors for the Bill.

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

Leeds Improvement Acts Amendment.

(Amendment of Acts; Extension and Enlargement of Powers; Construction and Alteration of Streets, and Bridges, and other Works; Acquisition of Lands; Sale, Lease, and Application of Corporate Property; Increase of Borrowing Powers, and Application of Funds; Power to Levy Additional Rates; Incorporation of Acts.)

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

To alter, amend, and enlarge, or repeal all or some of the provisions of the following Acts of Parliament, or some of them, that is to say:

An Act passed in the fifth and sixth years of the reign of Her present Majesty, intituled "An Act for better lighting, cleansing, sewerage, and improving the borough of Leeds, in the county of York," "The Leeds Improvement Amendment Act, 1848," and "The Leeds Improvement Amendment Act, 1856," or otherwise to repeal the said Acts, or some of them, and to consolidate into one Act all or some of the provisions of the same Acts, and of the intended Act:

To give to the Mayor, Aldermen, and Burgesses of the borough of Leeds (hereinafter referred to as the Corporation), further and more effectual powers with respect to the lighting, cleansing, sewerage, watching, and improving of the said borough, or of parts thereof:

To enable the Corporation to make and maintain the new streets, alterations, and widenings of streets and bridges and other works within the borough and parish of Leeds, next hereinafter described, that is to say:

1. A new street in continuation of Institution-street, from the western termination of that street to Raglan-road.
2. The widening of Woodhouse-lane on the south-west side thereof, between Reservoir-street and Cemetery-place, and between the eastern corner of Dr. Frobisher's house in Woodhouse-lane, and the northern corner of Clavering-road; also the widening of Woodhouse-lane on the north-east side thereof, between St. Mark's-place and St. Mark's-street, and between the shop occupied by Anthony Demaine, in Woodhouse-lane, and the west corner of the buildings known as Moorfield-street.
3. A new street from the north-west corner of Cavendish-road to the west end of Beech-grove-road.
4. A new street in continuation of Springfield-place, at its northern extremity, to the south-east corner of Mount Preston.
5. The widening of Camp-road on the west side thereof, from Jacob's Well to Back St. George's-terrace, and the widening of the same road on the east side thereof, from Brunswick-street to Back Brunswick-place.
6. A new street in continuation of Regent-street, from the junction of that street with Hope-

street, to the junction of Quarry-hill with Mabgate.

7. The widening of North-street from the east end of Brunswick-street to the north-east corner of the Cattle Market.
8. A new street in continuation of Briggate, from its northern termination to North-street, at the south-east corner of the Cattle Market.
9. A new street from the said intended street lastly described, at the north end of St. John's-street to the junction of Belgrave-street and Wade-lane.
10. A new street in continuation of Kelsall-street from the east end of that street to Wade-lane on the south side of Wade House.
11. A new street in continuation of Albion-street from its northern end to Woodhouse-lane at the junction of that lane with Great George-street.
12. The widening of Mill Garth-street on the west side thereof, from George's-street to Ebenezer-street.
13. A new street from Kirkgate, opposite Call-lane, to the north-west angle of York-street, by St. James' Church.
14. The widening of Call-lane on the north-west side thereof, from Kirkgate to Rotation Office-yard.
15. A new street from the south side of Kirkgate, opposite Vicar-lane, to the junction of Call-lane and Duncan-street.
16. A new street from the junction of West-bar and Bishopgate-street to the junction of Call-lane and Duncan-street, and to alter and adapt to the purposes of that intended street such part or parts of Boar-lane as the Corporation may think fit.
17. The widening and improvement of Leeds Bridge and the approaches thereto, between the junction of Call-lane with Briggate, and the junction of Dock-street with Bridge-end.
18. The widening and improvement of Bishopgate Bridge, otherwise School Close Bridge, on the west side thereof, from Bishopgate-street to Sandford-street.
19. A new street on the south-west side of the Coloured Cloth Hall, from Wellington-street, opposite the Midland Railway Station, to King-street, at or near the junction of that street with Park-place.
20. The widening of St. Paul's-street on the north side thereof, from the south-east corner of Somers-street, to the south-west corner of East-parade.
21. The widening of Water-lane on the south-east side thereof, from Mr. Croft's timber yard to the entrance to Land's-court.
22. The widening of Meadow-lane on the east side thereof, from Great Wilson-street to the south-west corner of the shop in Meadow-lane, occupied by Joseph Morat.
23. A new street in continuation of Marshall-street from the south end thereof to the public highway which leads from Saint Matthew's Church, Holbeck, to the Beeston-road, near the point where that highway is crossed by the Leeds and Elland-road. All which said several works numbered from 1 to 22, both inclusive, will be situated wholly within the township of Leeds and parish of Leeds, in the West Riding of the county of York, and the said work numbered 23 will be situate wholly within the township of Holbeck, in the said parish of Leeds.

And for the purposes aforesaid to enable the Corporation to widen, alter, or otherwise interfere with, temporarily or permanently, the line and levels, and to appropriate the whole or parts of the following streets or some of them (that is to say), Woodhouse-street, Raglan-road, Reservoir-street, Cemetery-street, Cemetery-place, Clavering-road,

St. Mark's-place, St. Mark's-street, Cavendish road, Beech Grove-road, Back Beech Grove terrace, Springfield-place, Mount Preston, Woodhouse-lane, Institution-street, Jacob's Well, Jacob-street, Back St. George's-terrace, Brunswick-street, Brunswick-place, Back Brunswick-place, Regent-street, Hope-street, Quarry-hill, Mabgate, Hope-yard, North-street, Briggate, St. John's-street, Harrison-street, Mark-lane, Merriion-street, Cross Belgrave-street, Merriion-place, Belgrave-street, Wade-lane, Kelsall-street, Albion-street, St. Ann's-street, Great George-street, Mill Garth-street, Ebenezer-street, George's-street, Back George's-street, Kirkgate, York-street, Harper-street, Wellington-yard, East-lane, Call-lane, Rotation Office-yard, Crown-street, Duncan-street, Market-street, West-bar, Park-row, Bishopgate-street, Board-lane, Duncan-street, Mill-hill, Basinghall-street, Dickinson's-yard, Albion-square, Alfred-street, Trinity-street, Bank-street, Wormald's-yard, White Horse-yard, Bishopgate otherwise Schoolclose-bridge, Sandford-street, Neville-street, Leeds-bridge, Bridge-end, Swinegate, Dock-street, Hunslet-lane, Wellington-street, King-street, St. Paul's-street, East-parade, Somers-street, Park-square, Park Cross-street, Water-lane, Lands-court, Croft-street, Croft's-buildings, Meadow-lane, Great Wilson-street, all in the said township and parish of Leeds, and Marshall-street, Nineveh-lane, Jack-lane, the Mint, and the Leeds and Elland-road, in the said township of Holbeck and parish of Leeds:

To authorize a deviation from the line, situation, and levels, as shown upon the plans and sections to be deposited as hereinafter mentioned, of the intended streets and other works to the extent that will be defined upon the said plans and sections, or limited by the intended Act:

To enable the Corporation to purchase by compulsion or agreement, lands, houses, and buildings, for the purposes of the works before described or some of them; and also to purchase the other lands, houses, and buildings, hereinafter described (that is to say), for the purpose of enlarging Kirkgate Market, certain lands, houses, and buildings lying on the north side of Kirkgate, and bounded partly by Kirkgate and partly by the said market and the road or street on the east side of the said market, and certain lands, houses, and buildings, bounded on the east by houses on the east side of East-lane, on the south by Kirkgate, on the west partly by shops forming part of the said market and partly by the Pig Market, and on the north by other property of the Corporation; and certain lands, houses, and buildings bounded on the north by George's-street, on the east by East-lane, and on the south and west by the said market and other property of the Corporation; which lands, houses, and buildings, are all in the township and parish of Leeds. And for the purpose of improving the junction of Vicar-lane and Kirkgate, to purchase certain lands, houses, and buildings, in the same township and parish occupied by Mrs. Barrett and Mr. Greenhow. And for the purpose of improving Wellington-street and Park-row and the approaches thereto, to purchase certain lands, houses, and buildings at the junction of Wellington-street and Park-row, extending to and including the Rotunda of the Coloured Cloth-hall and the land adjoining and surrounding the same on the one side and extending to and including the shop occupied by Mr. Frederick Jackson on the other side, which lands, houses, and buildings are all in the township and parish of Leeds. And for the purpose of improving Tonbridge-street and Little Woodhouse-street, to purchase a plot of ground in the same township and parish, lying between those streets at the junction thereof at Blundell-street:

And for the purpose of widening Water-lane, to

purchase certain lands, houses, and buildings, in the townships of Leeds and Holbeck, or one of them, in the parish of Leeds, and lying between Water-lane and the Holbeck, and extending westwardly from the bridge at Water Hall over the said beck to a wooden bridge over the same beck leading to Water Hall Mill.

And for the purpose of more effectually appropriating a portion of Woodhouse Moor to the purposes of a place of public recreation, to purchase certain lands and buildings, situate upon that portion of Woodhouse Moor in the township and parish of Leeds, which lies on the south side of the Leeds and Otley turnpike-road; and to make further provision with respect to the acquisition by the Corporation of Woodhouse Moor, and the extinguishment of all common, prescriptive, or other rights now subsisting thereon or in relation thereto; and to incorporate with or embody in the said intended Act, the provisions of the General Inclosure Act, 1845, (8 and 9 Vic., cap. 118), and of the several Acts amending that Act relating to the Enclosure of Common Lands; the ascertainment and extinction of common rights, the assessment and apportionment of compensation for the same, and the allotment and appropriation of lands for the purposes of exercise and recreation, or some of them.

And to confer upon the Corporation further powers with respect to purchasing or taking upon lease by agreement of lands, houses, and buildings within the borough, for the purposes of public use and recreation; and with respect to the application of the funds and rates under the control of the Corporation, or any part thereof, to such purchase or lease.

To enable the Corporation to stop up, alter, or divert, either temporarily or permanently, all bridges, sewers, drains, mains, and pipes, streets, yards, courts, passages, and ways, with which it may be necessary or convenient to interfere in the execution or for the purposes of the intended Act; and to vary, repeal, or extinguish all existing rights and privileges connected with the lands, houses, and buildings so proposed to be purchased or taken which would in anywise interfere with or impede the use and appropriation thereof for and to the purposes of the intended Act.

To enable the Corporation to sell, let, or exchange lands, houses, and buildings now belonging to them, or which may hereafter be acquired by them under the authority of the intended Act, or of any other Act; and to provide for the appropriation and application of any moneys coming into the hands of the Corporation by or in consequence of any such sale, lease, or exchange.

To enable the Corporation to erect, enlarge, and provide additional offices, yards, outbuildings, approaches, accommodation, and other conveniences for public purposes, near or adjacent to the Town Hall.

To enable the Corporation to convert, appropriate, and apply to and for the purposes of lodgings and accommodation for the use of Her Majesty's Judges of Assize, and to and for the purposes of a mansion house and other premises for the residence and accommodation of the Mayor of Leeds and his officers and servants, certain lands, houses, and buildings now the property of the Corporation, situate at Little Woodhouse, in the borough of Leeds; and for those purposes to enlarge, extend, alter, repair, and maintain those houses and buildings, and to erect other and additional buildings on the said lands; and to provide furniture and other accommodation for the convenient use and occupation of such lodgings, offices, houses, and buildings, for all or any of the purposes aforesaid.

To enable the Justices in Quarter Sessions for the

West Riding of the county of York to contribute and to pay to the Corporation such sum or sums of money on account of the expenses incurred or to be incurred by the Corporation in providing Judges' lodgings as aforesaid as the said Justices and the Corporation may agree upon.

To make further provision with respect to the appropriation and dedication for and to the purposes of public use and recreation of all or any part or parts of Woodhouse Moor and other property acquired by the Corporation for those purposes; and with respect to the planting, fencing, laying out, and maintaining the same and regulating the use thereof.

To extend the jurisdiction of the Corporation for or with respect to the suppression of nuisances or annoyances to the whole of any building and the curtilage thereof, a part only of which building or curtilage is within the borough.

To extend the powers of the Corporation with respect to the inspection of weights and measures, and to make provision for the acquisition and purchase by or other transfer to the Corporation, either compulsorily or by agreement, of the rights and privileges of the Court Leet of any manor within the borough with respect to the inspection of weights and measures.

To vest in the Corporation the control and management of all streets, turnpike roads, bridges, and other highways within the borough as the surveyors thereof; and to extinguish or provide for the extinguishment of rights of levying tolls upon or in respect of streets, roads, bridges, and ways within the borough; and to confer upon the Corporation powers in relation to such control and management, including the making and levying of highway rates.

To enable the Corporation to effect and make provisions and regulations for or with respect to the following purposes or some of them, and to extend and enlarge the powers of the Corporation in relation thereto (that is to say):—

The altering, levelling, widening, paving, flagging, draining, sewerage, repairing, and improving of streets, highways, courts, passages, and yards.

The regulating the situation, dimensions, crossings, levels, width, length, openings, drainage, and sewerage of new, unfinished, or intended streets or ways, and the situation, dimensions, plans, and mode of construction of all buildings therein or adjacent thereto.

The providing for and enforcing of the completion, and sufficient paving, flagging, levelling, sewerage, and draining of new or unfinished streets before the Corporation, under the provisions of the intended Act, undertake the maintenance thereof.

The repayment to the Corporation of any costs or expenses incurred by them in or about any such paving, flagging, levelling, sewerage, or draining.

The removal from within the borough, and, if need be, the re-erection without the borough, of turnpike gates, bars, toll-houses, weighing machines, and other appurtenances, of the turnpike roads within the borough.

The removal of projections, obstructions, encroachments, or disfigurements in, into, or upon any street, footpath, or public passage or way.

The scavenging and cleansing of streets, highways, courts, and passages, and other parts of the borough.

The cleansing and dredging of so much of the River Aire as lies between Leeds Bridge and the King's Mills Weirs, and the removal of obstructions from that part of the river, and the enlarging, altering, covering over, or otherwise improving of brooks, ditches, drains, pools, reservoirs, or other collections of water, and the protection of the same from pollution.

The conduct, control, and regulation of all street and other traffic, and the prevention of danger and obstruction thereby or thereto.

The control and management of the police, and the construction, enlargement, and maintenance of police offices, police courts, dwellings, and other buildings.

The unlawful detention, pawning, sale, or other disposal of goods, and the restoration of such goods to the lawful owners.

The construction, reparation, and ventilation of dwelling-houses, mills, factories, workshops, offices, and other buildings; the providing of party walls, and the situation and dimensions thereof; the open spaces to be left between buildings; the disposal of night soil, ashes, and other noxious or offensive matters; the means to be taken for the removal thereof, and for the prevention of danger or inconvenience thereby; the removal of cesspools, pits, or other insufficient provision, and the substitution or providing of proper and sufficient water-closets, offices, conveniences, and other accommodation; with powers for entering houses and buildings, and for inspecting the same, and other provisions for sanitary purposes.

The regulation or prohibition of the use and occupation of cellars, cellar dwellings, and other underground places, as dwellings, or otherwise, or of any dwelling or building situate over or immediately adjoining any cesspool, privy, or other receptacle for night soil, or other noxious matter.

The construction of sewers and drains, and the regulation of the use thereof.

And generally the maintenance and improvement of the sanitary condition of the borough and of the inhabitants thereof.

The use, conduct, and management of markets and fairs, and the sale and disposition of animals and goods and the conduct of the persons in charge thereof.

The prevention of the sale of animals and goods, otherwise than in the market places or fairs of the Corporation, or in places licensed by them.

The prevention of the bringing or driving of any diseased cattle or animal within the borough, and the exposure or offering for sale of any such cattle or animal.

The providing and licensing of slaughter-houses and knackers' yards, and the revoking or suspending of existing and future licenses; and the prevention of the slaughtering of animals elsewhere than in the slaughter-houses or knackers' yards provided or licensed by the Corporation.

The licensing and regulation of brokers, dealers in second-hand goods or marine stores, and others, and the prohibition of any person from carrying on such business without a licence.

The prohibition or regulation of the burning of bricks or tiles, and the making of lucifer matches, or other combustible, dangerous, noxious, or offensive articles.

The licensing, conduct, and management of public-houses, beershops, recreation grounds, and other places of public resort, and the prevention of disorder, disturbance of the peace, or other public nuisance thereat or thereby.

The regulating of the height of chimneys, and the measures to be adopted for the consumption of smoke, and for the prevention of injury and annoyance therefrom.

And also to enable the Corporation to make and alter bye-laws in relation to all or any of the objects and purposes of the intended Act; and to enforce the observance thereof by the imposition of penalties, or otherwise.

To enable the Corporation to make, levy, and demand rates, rents, dues, tolls, assessments, and other charges; to increase, alter, repeal, or ex-

tinguish existing rates, rents, dues, tolls, assessments, and charges, or to grant exemptions from tolls, rates, and duties.

To enable the Corporation to apply to the purposes of the intended Act rates and funds now belonging to or authorized to be raised by them, and to raise further sums of money for the purposes of the intended Act.

And notice is hereby given that, on or before the Thirtieth day of November in the present year, plans and sections, showing the lines and levels of the intended new and altered streets and other works, and the lands and buildings intended to be taken for the purposes thereof, and plans of the lands and buildings intended to be compulsorily taken for other purposes, 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 West Riding of the county of York, at his office in Wakefield, and a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited with the clerk of the parish of Leeds, at his residence.

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

Dated the 16th day of November, 1865.

John Edward Smith, Town Clerk, Leeds,
Solicitor to the Bill.

Fritt, Sherwood, Venables, and Grubb,
Great George-street, Westminster,
Parliamentary Agents.

In Parliament—Session 1866.
Bricklayers Arms and Elephant and Castle
Junction Railway.

(Incorporation of Company, Compulsory Purchase of Lands, &c. Working Arrangements with other Railway Companies, Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to incorporate a Company for the purpose of making and maintaining the railway following, with all proper approaches, sidings, stations, works, and conveniences connected therewith (that is to say):—A railway commencing in the parish of Saint Mary Magdalene, Bermondsey, in the county of Surrey, by a junction with the London, Brighton, and South Coast and South Eastern Railways, or one of them, at or near a point distant about ten yards, or thereabouts, from the west side of the foot bridge over the said railways or one of them, measured in a westerly direction at Saint James's-road, and terminating at or near a point ten yards, or thereabouts, distant from the centre of the bridge on the south side of the London, Chatham, and Dover Railway Company's bridge over the Walworth Road, near the Elephant and Castle Station, in the parish of Saint Mary Newington, in the said county of Surrey, which said intended railway and works will pass from, in, through, or into, or be situate within the parishes, extra-parochial, or other places following, or some of them (that is to say): Saint Mary Magdalene, Bermondsey, Camberwell, or Saint Giles, Camberwell, Saint George the Martyr, Southwark, and Saint Mary, Newington; all in the county of Surrey.

And it is proposed by the said intended Act to incorporate the Company, and to empower the Company to purchase by compulsion, agreement, or otherwise, lands, houses, and hereditaments,

for the purposes of the 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 interfere with the construction, maintenance, and use of the said intended railway and works, or any part or parts thereof; to confer other rights and privileges; and to empower the Company to stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, tunnels, rivers, navigation streams, pipes, sewers, drains, and water-courses within the said parishes, and extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, cross, or divert, for the purposes of the said intended railway and works, or otherwise for the purposes of the said intended Act.

And to empower the Company to levy tolls, rates, and duties for or in respect of the use of the said intended railway and works, and the conveniences and accommodations connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company, the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London, Chatham, and Dover Railway Company, or either of them, to enter into contracts, agreements, and arrangements with respect to the construction, maintenance, working, and using of the said intended railway and works, and for the supply of rolling stock and plant, and to authorize the aforesaid Companies, or either of them, to work and use the same, or some portion thereof, and to regulate and manage the traffic thereon, and to agree with the said Company for the payment of certain tolls or sums of money for the use of the said intended railway and works, or for the apportionment of the tolls and fares received on the said intended railway and works, or the payment of fixed sums in lieu thereof.

To amend, alter, and enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, the following Acts, local and personal (that is to say): 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV., and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 69, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 224, 281, and 283; 10 and 11 Vic., caps. 167, 241, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 109, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 68, 78, 151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 191, 204, 208, 218, and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, and 314; 28 and 29 Vic., caps. 79, 166, and 273; or any other Acts relating to the London, Brighton, and South Coast Railway Company, and also the 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., 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 23; 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., cap. 343; or any other Acts relating to the South Eastern Railway Company; and the 16 and 17 Vic., cap. 132; 18 and 19 Vic., caps. 94 and 187; 20 and 21 Vic., cap. 76; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 81, 239, and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 93, 96, 129, 195, and 212; 28 and 29 Vic., caps. 347, 249-1, and 268; or any other Acts relating to the London, Chatham, and Dover Railway Company; and the 25 and 26 Vic., cap. 144; 27 and 28 Vic., cap. 94; 28 and 29 Vic., cap. 269; and any other Acts relating to the Crystal Palace and South London Junction Railway Company.

And to incorporate with the said 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."

Duplicate plans and sections of the said intended railway and works, and of the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, the lessees or reputed lessees, and occupiers of such lands and houses, and a published map, showing the general course and direction of the said railway, and a copy of this notice as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish and extra-parochial place, in or through which the said intended railway and works will be made; and a copy of this notice, published as aforesaid, will be deposited for public inspection with the vestry clerks of each such parish, at their offices respectively.

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

Dated this 15th day of November, 1865.

Belfrage and Middleton, Solicitors for the Bill, 61, Lincoln's Inn Fields.

Leeds Borough.

(Improvement of Becks; New Works; Additional Rates; Borrowing 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 purposes, or some of them (that is to say):

To enable the Mayor, Aldermen, and Burgesses of the Borough of Leeds (hereinafter called the Corporation), to make and maintain in the parish and borough of Leeds, in the county of York, the following works or some of them, or some parts or part thereof, with all proper culverts, pipes, sluices, openings, manholes, wells, and other works and conveniences connected therewith (that is to say):

1. A cut or drain wholly situate in the township and parish of Leeds, commencing at Carr-bridge,

in the Buslingthorpe-road, and terminating at the bridge carrying East-street over Timble Beck, near the junction of East-street and Walker's-row, and sixty-two yards or thereabouts below Timble-bridge.

2. A cut or drain wholly situate in the township and parish of Leeds, commencing at a point on Timble Beck, thirty-three yards or thereabouts westward of the bridge in Garden-street, over the said beck, and terminating at the junction of the said beck with the tail race of the Nether Mills, opposite Fearn's Island.
3. A cut or drain commencing in the township of Holbeck, in the parish of Leeds, at or near Combing Shop Footbridge, on the foot road between Mann's-field and Isle-lane, and terminating in the township and parish of Leeds, at the junction of the River Aire and the Hol-Beck, between Victoria-bridge and the entrance of the Leeds and Liverpool Canal into that river.
4. A cut or drain commencing in the townships of Wortley and Leeds, in the parish of Leeds, or one of them, at or near Mill Green Mill, and terminating in the township of Holbeck, in the same parish, at or near Holbeck Mill, near Low Hall.
5. A cut or drain commencing in the township of Hunslet, in the said parish of Leeds, at or near Larchfield Foundry, in the Hunslet-road, and terminating in the same township, at or near Old Mill-lane, in the Mill Goit of Hunslet Old Mills.

And to empower the Corporation, in the execution of the aforesaid works, to alter the course or direction, and the levels of the drains, streams, or becks known as the Sheepscar Beck, otherwise the Meanwood Beck, otherwise the Carr Beck, otherwise the Addle Beck, otherwise the Mabgate Beck, otherwise the Lady Beck, otherwise the Timble Beck; the Wortley Beck, otherwise the Low Beck, otherwise the Hol-Beck, otherwise the Water-lane Beck; that part of the Mill Green Goit which forms the Tail Race of the Mill Green Mill; and the Dow Beck; in the aforesaid townships of Leeds, Holbeck, and Hunslet, or some or one of them; and to remove all weirs, dams, pipes, drains, or other works or things therein, and to construct such works, and do such acts, and exercise such powers as may be authorised by the intended Act, for the purpose of preventing obstruction to the equable flow of water through the said Becks and Goit, or Tail Race, and the said intended cuts and drains.

And to enable the Corporation to cover over, by arching or otherwise, the whole or any parts or part of the said intended cuts or drains.

And to enable the Corporation to purchase by compulsion or by agreement, lands, houses, and buildings, easements, and other hereditaments, for the purposes of the intended works; and to alter, vary, or extinguish all existing rights, easements, and privileges connected with such lands, houses, and buildings, easements, or other hereditaments, or which would in any manner interfere with the construction and maintenance of the intended works, or any of them; and to confer other rights and privileges.

And to authorise the crossing, stopping up, altering, and diverting of, or otherwise interfering with, 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 aforesaid parish and townships, or any of them, with which it may be necessary to interfere in the execution of the powers of the intended Act.

And to enable the Corporation, for all or some

of the purposes aforesaid, to make, levy, and demand rates and other charges, and to raise and borrow money upon the security of those rates and charges, or otherwise, or to apply to those purposes other rates or funds of or authorised to be raised by the Corporation.

And to alter, amend, and enlarge, or repeal all or some of the provisions of the following Acts of Parliament, or one of them, that is to say:—An Act passed in the fifth and sixth years of the reign of Her present Majesty, intituled “An Act for better lighting, cleansing, sewerage, and improving the borough of Leeds, in the county of York,” and “The Leeds Improvement Amendment Act, 1856.”

And notice is hereby given, that on or before the 30th day of November instant, plans and sections describing the lines and levels of the intended works, and of the lands and buildings to be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the “London Gazette,” will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and that a copy of the said plans, sections, and book of reference, together with a copy of this notice, as published in the “London Gazette,” will on or before the said 30th day of November, be deposited with the parish clerk of the parish of Leeds, at his residence.

And notice is hereby further given, that 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.

John Edward Smith, Town Clerk, Leeds,
Solicitor to the Bill.

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

In Parliament.—Session 1866.

Shrewsbury and Potteries Junction Railway. Extensions.

(Extensions to Minsterley and Bishop's Castle—Provisions affecting the Bishop's Castle; the Drayton Junction, and the Shrewsbury and North Wales Railway Companies—Amendment of Acts.)

APPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to empower the Shrewsbury and Potteries Junction Railway Company (hereinafter called “The Company”) to make and maintain the railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof, with approaches, stations, sidings, and conveniences connected therewith (that is to say):

A railway (No. 1) commencing in the parish of Pontesbury, in the county of Salop, by a junction with the Moat Hall Railway, authorised by the West Shropshire Mineral Railway Act, 1863, at or near its termination, as therein described, and as shown on the plans deposited for the purposes of, and referred to in that Act, and passing from, in, through, or into the parishes, townships, and places of Pontesbury, Plealey, Longden, Pontesford, Pontesbury and Meahurst, Minsterley, and Westbury, all in the county of Salop, or some of them, and terminating in the chapelry of Minsterley, parish of Westbury, and county of Salop, by a junction with the railway first described in and authorised by the Bishop's Castle Railway (Further Powers) Act, 1865, in the property numbered 26 in Minsterley Chapelry,

on the plans deposited for the purposes of, and referred to in the last-mentioned Act.

A railway (No. 2) commencing in the township of Pontesbury and Meahurst, in the parish of Pontesbury and county of Salop, by a junction with the railway No. 1 above described, and intended to be authorised by the Bill in a field numbered 1,933 on the tithe commutation map for that township, and passing from, in, through, or into the parishes, townships, and places of Pontesbury, Pontesbury and Meahurst, Minsterley Westbury, Worthen, Habberley Office, Hope, Upper and Nether Heath, Grimmer, Leigh, Bromlow, Meadowtown, Binweston, Rorrington, Hogstow, Shelve, Hyssington, Norbury, More, Lydham, and Snead, in the said county of Salop, and Hyssington, Snead, Lydham, and Aston, in the county of Montgomery, or some of them, and terminating by a junction with the Deviation Railway, No. 3, described in, and authorised by the Bishop's Castle Railway (Deviation) Act, 1865, in the parish of Lydham and county of Salop aforesaid, in a field No. 20 in that parish, on the plans deposited for the purposes of, and referred to in the last-mentioned Act.

A railway (No. 3) commencing in the chapelry of Minsterley, parish of Westbury and county of Salop, by a junction with the intended railway No. 1, above described, and intended to be authorised by the Bill, at or near the town of Minsterley, and at a point five chains or thereabouts west of the toll gate on the turnpike road from Montgomery to Minsterley, and at or near the town of Minsterley, and passing from, in, through, or into the parishes, townships, and places of Minsterley, Westbury, Pontesbury, Asterley and Hinwood, in the county of Salop, and terminating in the parish of Pontesbury and county of Salop aforesaid, in a field belonging to and in the occupation of Henry Gardner, and numbered 1,382 on the tithe commutation map of the township of Asterley and Hinwood, in the parish of Pontesbury and near the windmill at Asterley.

And it is intended by the Bill to empower the Company to effect the purposes following (that is to say):

To cross, stop up, alter, or divert, either temporarily or permanently, 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 places, or some of them.

To purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the Bill.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, to alter the tolls which the Company and the other companies named in this notice are now authorised to take on their authorised lines, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

And it is also intended by the said Bill to effect the object, or some of the objects, following (that is to say):

To provide for the admission of the Bishop's Castle Railway Company to participate in the execution of the objects of the Bill, and the exercise of its powers, and to become joint owners with the Company of the railways and works to be authorised by, and the lands and other property to be taken under the Bill, and to contribute funds for the purposes of the Bill.

To sanction and give effect to agreements and

arrangements between the Company and the Bishop's Castle Railway Company with respect to the matters aforesaid, and to the construction, maintenance, management, working, and use of the railways to be authorised by the Bill; the conduct of the traffic thereon, the interchange, accommodation, and transmission of traffic coming from or destined for the said intended railways, the fixing, collection, and appropriation of the tolls, rates, charges, and income arising from the traffic aforesaid, and the payments, deductions, and allowances to be made and allowed by each or either of the contracting companies to or for the other of them.

To authorise the appointment of joint committees or board of directors, umpires, or other officers for carrying into effect the objects or any of the objects aforesaid jointly concerning the Company and the Bishop's Castle Railway Company.

To empower the Company and the Bishop's Castle Railway Company respectively, or either of them, to apply to the purposes of the Bill their respective corporate funds and revenues, and any funds which they respectively are now authorised to raise, and to raise further money for those purposes by borrowing and by the creation of new shares and stock (preferential or ordinary) in their capital, and with or without special privileges, restrictions, and qualifications.

To empower the Company and all other companies and persons lawfully using the railways of the Company, or any part thereof, to work, run over, and use,

1. The whole of the Moat Hall Railway of the Shrewsbury and North Wales Railway Company (late West Shropshire Mineral Railway Company).

2. The railways of the Bishop's Castle Railway Company, from the junction of the railway No. 2 above described, and intended to be authorised by the Bill with the Deviation Railway (No. 3), authorised by "The Bishop's Castle Railway (Deviation) Act, 1865," to the station of that company at Bishop's Castle, together with that station and all stations lying between that station and the aforesaid point of junction.

3. The railways of the Bishop's Castle Railway Company between the stations of that company at Minsterley and Montgomery respectively, together with those stations, and all intermediate stations.

4. All the railways and stations of the Drayton Junction Railway Company.

5. Any deviations of the before-mentioned railways and portions of railway which may be authorised by any Act of the next session of Parliament.

To empower the Drayton Junction Railway Company, and all other companies and persons lawfully using their railways, or any part thereof, to work, run over, and use the railways of the Company described in and authorised by the Shrewsbury and Potteries Junction Railway Act, 1865 (including any deviations thereof which may be authorised by any Act of the next session of Parliament).

To empower the Bishop's Castle Railway Company, and all other companies and persons lawfully using their railways, or any part thereof, to work, run over, and use the railway thirdly described in and authorised by the Shrewsbury and Potteries Junction Railway Act, 1865, and the Moat Hall Railway of the Shrewsbury and North Wales Railway Company before referred to.

To empower the respective companies and persons to whom such powers of working, running over, or using any railway or portion of railway shall be given by the intended Bill, to exercise the same with their engines, carriages, and servants, and for their traffic of all kinds, and upon payments, terms, and conditions to be defined by the intended Bill, or to be (failing agreement) determined compulsorily by arbitration or otherwise, and such powers will comprise the use of all stations, platforms, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, signal posts, machinery, works, and conveniences on or connected, or used with such railways or portions of railway, and authority to levy tolls, rates, and charges for traffic conveyed by them thereon, and provision will be made for compelling the companies or persons owning or working the railways or portions of railway or works so used, to afford and render all requisite facilities and services for such user.

To extend and apply to the railways and works to be authorised by the Bill, and to the traffic thereon, the provisions of the Shrewsbury and Potteries Junction Railway Act, 1865, with respect to working and traffic arrangements between the Company and the Shrewsbury and North Wales Railway Company.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Bill, and to confer other rights and privileges.

To amend the Acts or some of the Acts of Parliament following (that is to say): the Shrewsbury and Potteries Junction Railway Act, 1865, 24 and 25 Vic., cap. 103, and 28 and 29 Vic., caps. 173, 241, and 323, relating to the Bishop's Castle Railway Company; 27 and 28 Vic., cap. 284; and 28 and 29 Vic., cap. 257, relating to the Drayton Junction Railway Company; 25 and 26 Vic., cap. 185; 26 and 27 Vic., cap. 145; 27 and 28 Vic., caps. 128 and 156; and 28 and 29 Vic., cap. 29, relating to the Shrewsbury and North Wales Railway Company.

Plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1865, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in that county; and with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in that county; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railways and works will be made, together with a similar copy of this notice, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 11th day of November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

In Parliament—Session, 1866.

London and North Western and Midland
Counties Coal Fields Railway.

(Incorporation of Company; Power to make Railways from Nuneaton to Ashby-de-la-Zouch, Derby, Burton-on-Trent, Whitwick, with Branches therefrom; Compulsory Purchase of Lands; Tolls; Running Powers over portions of the London and North Western Railway, the Midland Railway, the Coventry and Great Western Junction Railway, and the Southam Railway, and use of Stations; Traffic Arrangements; Subscription by 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, and to pass an Act to incorporate a Company for making and maintaining the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz.:—

A railway (No. 1) commencing in the parish of Nuneaton and county of Warwick, by a junction with the London and North Western Railway, at or near the post on that railway denoting 97½ miles from London, and thence passing from, in, through, or into the several parishes, extra-parochial, and other places following, or some or one of them, viz.:—Nuneaton, Weddington Lane, Weddington, Caldicote, Watling Street, Witherley, and Atterton, in the county of Warwick; Higham-on-the-Hill, Fenny Drayton, Atterton and Witherley, Shenton, Sibson, Upton, Market Bosworth, Congerstone, Carlton, Shackerstone, Odstone, Nailstone, Snarestone, Sweptstone, Newton Burgoland, Newton Nethercote, Normanton-en-le-Heath, Packington, and Ashby-de-la-Zouch, in the county of Leicester; and Packington and Measham, in the county of Derby; and terminating in the said parish of Ashby-de-la-Zouch, on the south side of the turnpike road leading from Ashby-de-la-Zouch to Measham, at or near a point 80 yards, or thereabouts, north of the Ashby Field tollgate on that road.

A railway (No. 2) commencing in the said parish of Ashby-de-la-Zouch by a junction with the last-described railway at the hereinbefore described termination thereof, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, viz.:—Ashby-de-la-Zouch, Ashby Woulds, Blackfordby, Boundary, Boothorpe, Woodville, and Woodenbox, in the county of Leicester; Willesley, Smisby, Woodville, Woodenbox, Swadlincote, Church Gresley, and Hartshorne, in the county of Derby; and terminating in the parish of Hartshorne, and county of Derby, in a field belonging to Messrs. Thompson Brothers, and in their occupation, and known as the Little Meadow, at or near a point 110 yards or thereabouts north-westward of the farm buildings known as Broomy Furlong.

A railway (No. 3) commencing in the said parish of Hartshorne by a junction with the last-described railway at the hereinbefore-described termination thereof, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, viz.:—Hartshorne, Swadlincote, Church Gresley, Repton, Bretby, Tickenhall or Ticknall, Newton Solney, Winhill, Foremark, Stanton by Bridge, Ingleby, Repton, Priory, Swarkestone, Willington, Barrow-on-Trent, Twyford with Stenson, Chellaston, Micklegate, Little-

over, Fiddern, Stenson, Osmaston, Normanton, Saint Peter, Saint Peter cum Normanton, and Saint Werburgh, and Derby, in the county of Derby; Normanton, Saint Peter cum Normanton, and Saint Werburgh, in the borough of Derby; and terminating at or near Curzon-street, in the parish of St. Werburgh, in the borough of Derby, near to the junction of Abbey-street with that street.

A railway (No. 4) commencing in the said parish of Hartshorne by a junction with the hereinbefore-described railway (No. 3), at the hereinbefore described commencement thereof, and terminating in the township of Swadlincote, in the parish of Church Gresley, in the county of Derby, in a field belonging to Colonel Granville and the Rev. Court Granville, in the occupation of Thomas Taylor, and known as the Burton-road close, and which said field abuts upon the turnpike road leading from Woodenbox to Burton-on-Trent, at a distance of 840 yards or thereabouts, measured from the Woodenbox tollgate along that road towards Burton-on-Trent.

A railway (No. 5) commencing in the said township of Swadlincote by a junction with the hereinbefore-described railway No. 4, at the hereinbefore-described termination thereof, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.:—Ashby Woulds, Woodenbox, Woodville, Midway Hartshorne, Swadlincote, Church Gresley, Castle Gresley, Newhall Stanton, Repton, Bretby-Stapenhill, Brizlincote, Winhill, Horninglow, and Burton-on-Trent, in the county of Derby; and Burton-on-Trent, Burton Extra, Horninglow, and Wetmore, in the county of Stafford, and terminating in the parish of Burton-upon-Trent and county of Stafford, by a junction with the London and North Western Railway at or near the bridge which carries Hawkins-lane over that railway and the Midland Railway.

A Railway (No. 6) commencing in the township of Odstone, in the parish of Shackerstone, in the county of Leicester, by a junction with the hereinbefore described Railway (No. 1), in a field called Odstone meadow, belonging to the Earl Howe, and in the occupation of Richard Abel, at or near a point 18 chains or thereabouts, measured in a north-easterly direction from the Bridge No. 52, carrying the highway from Shackerstone to Barton-in-the-Beans, over the Ashby-de-la-Zouch canal, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, viz.:—Shackerstone, Odstone, Sweptstone, Newton Burgoland, Newton Nethercote, Heather, Ravenstone, Ibstock, Snibstone, Packington, Hugglescote, Donnington, Coalville, Swannington, Thringstone, Charley-Coleorton, and Whitwick, in the county of Leicester; and Ravenstone, Snibstone, and Packington, in the county of Derby, and terminating in the parish of Whitwick, in the county of Leicester, in a field belonging to and in the occupation of William Slater, and known by the name of Slatersfield, at or near a point 80 yards or thereabouts north of the bridge carrying the turnpike road from Whitwick to Leicester over a stream called the Old Brook.

A Railway (No. 7) commencing in the hamlet of Snibstone, and parish of Packington, and county of Leicester, by a junction with the last described railway in a field known as the Underling, belonging to the trustees of Wyggeston's Hospital, and in the occupation of Robert Ward Cresswell, at or near a point 210 yards or thereabouts south-west of a farm-house known as Berry-hill, and terminating at Ibstock Colliery,

in the parish of Ilkeston, in the county of Leicester.

A Railway (No. 8) commencing in the township of Snareston, in the parish of Swebstone, in the county of Leicestershire, by a junction with the hereinbefore described Railway (No. 1), in a field belonging to Mary Hill, in the occupation of George Bean Compton, and known as Foot Ball Close, and numbered 360 on the title map of Snareston, and thence passing from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, to wit:—Shackerstone, Swebstone, Snareston, Apleby, Tackington, Messingham, Donisthorpe, Netherseel, Overseel, Ashby-de-la-Zouch, Ashby, Wouds, Motry, Blackfordby, Boundary, Wodenborrough, Woodville, in the county of Leicestershire; Messham, Tackington, Apleby, Streetonsley, Field, Donisthorpe, Oakthorpe, Woodville, Wodenborrough, Church Gresley, Swadlincote, and Harestone, in the county of Derby, and terminating in the said township of Swadlincote by a junction with the hereinbefore described Railway (No. 4), at the hereinbefore described termination thereof.

A Railway (No. 9) in the parishes of Stapenhill and Breby, or one of them, commencing by a junction with the hereinbefore described Railway (No. 5), in a field abutting on and to the west of a road leading to Stanton Cottage from the turnpike road from Stapenhill to Atherton, and which said field is 250 yards or thereabouts northward of the said turnpike road, and terminating in the parish of Stapenhill at or near the pumping engine of the Stanhope Colliery.

A Railway (No. 10) wholly situate in the said parish of Harestone, commencing by a junction with the hereinbefore described Railway (No. 2), in or near a grass field belonging to the Rev. Henry William Buckley, in the occupation of Thomas Gotheridge, and known as Gosley Close, and terminating by a junction with the hereinbefore mentioned Railway (No. 4) in a field belonging to Messrs. Thompson, Brothers, in their own occupation, and known as Rough Top Close.

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

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

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways and works, and to alter, vary or extinguish all existing rights and privileges connected with such lands and houses, or which would, in any manner impede or interfere with their 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 confer exemptions from the payment of such tolls, rates and duties, and to confer, vary, or extinguish other rights and privileges.

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing by, over, or over all or any part of the intended railways of the Company, or over, from, or over the railways

of the London and North Western Railway Company, the Midland Railway Company, the Great Western Railway Company, the Northampton and Great Western Junction Railway Company, and the Southampton Railway Company, and for ensuring all requisite or desirable facilities for these purposes, and in default of agreement for vesting to arbitration, or to the Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and 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 Acts, to alter the tolls and charges which the said Companies are now authorized to take, to confer various exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company, and the hereinbefore mentioned Companies, or any or either of them, to enter into agreements for the management, use, working, and maintenance of the said intended railways and works, or any part thereof, the supply of any rolling 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 by its respect to the matters aforesaid, the interchange, accommodation, conveyance, and delivery of traffic from or destined for the railway of the Company, and the railways of the hereinbefore mentioned Companies, and the fixing and division between the said Companies, and the Company, of the receipts arising from such traffic.

To authorize the Company, their officers, and servants, to run, over, work, and use with their engines and carriages, and for the purposes of their traffic, so much of the London and North Western Railway, as lies between the junction thereof of the intended Railway (No. 1) and Coventry, or any portion thereof, and so much of the said London and North Western Railway, as lies in the parish of Burton-on-Trent, so much of the Midland Railway, as lies in the said parish of Burton-on-Trent, the Coventry and Great Western Junction Railway, and the Southampton Railway, and also to use the stations, booking offices, sidings, watering places, and conveniences of those portions of the railway respectively, upon such terms and under such payments and upon such conditions as shall be mutually agreed upon, or as in case of dispute or in default of agreement, shall be determined by the Board of Trade.

To authorize the London and North Western Railway Company, out of their receipts, or other funds, or out of money to be raised under the powers of the said intended Acts, to take shares in and subscribe for or purchase the managing, maintaining, working, and using the said intended railways, and works, or any part thereof, and to raise money by mortgage of any part of their undertaking for the purposes aforesaid, or any of them, and to generate, borrow, or receive 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 presented, in the intended Acts, to enable such Company, or subscriber, 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 Company, as may be appointed by the directors, or otherwise as may be prescribed by the said intended Acts, in or under the said Acts, to alter, amend, extend, and change any of the powers, or provisions of the said intended Acts, relating to the Midland Railway Com-

pany, viz., 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 80, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 164, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 178, 335, and 359. The following Acts relating to the London and North Western Railway Company, viz.: 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, 203, 219, and 223; 25 and 26 Vic., caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; and 28 and 29 Vic., caps. 316, 333, and 334. The following Acts relating to the Great Western Company, viz., 5 and 6 William 4th, cap. 107; 1 William 4th, 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. (session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 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, 148, 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, 295, 304, and 306; and 28 and 29 Vic., caps. 98, 101, 177, 299, 364, and 367; "The Southern Railway Act, 1864;" "The Coventry and Great Western Junction Railway Act, 1865;" and any other Act or

Acts relating to those Companies, or any other or either of them.

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

And notice is hereby further given, that printed copies of the 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 7th day of November, 1865.

Geo. Pell, 3, Westminster Chambers, Victoria-street, Westminster, Solicitor for the Bill.

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

In Parliament.—Session 1866.

Birmingham and Sutton Coldfield Extension Railway.

(Power to make new Railways, Deviation, and Abandonment; Additional Capital; Power to use Portion of Churnet Valley Railway of North Staffordshire Railway Company; Arrangements with North Staffordshire Railway Company; Amendment of Acts.)

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

To enable the Birmingham and Sutton Coldfield Extension Railway Company (herein called "The Company"), to make and maintain the following railways, or some of them, with all proper stations, works, and conveniences connected therewith respectively (that is to say):—

A railway (hereinafter called Railway No. 1), wholly situate in the parish of St. Michael, Lichfield, commencing by a junction with the authorised line of the Birmingham and Sutton Coldfield Extension Railway, in a field No. 49 on the plans, referred to in the said Birmingham and Sutton Coldfield Extension Railway Act, 1863, and terminating in a field numbered 1,068 on

the tithe commutation map for the said parish of St. Michael.

A railway (hereinafter called Railway No. 2), commencing by a junction with the intended Railway No. 1, at or near the termination thereof, and terminating in the parish of Uttoxeter, in the county of Stafford, by a junction with the Churnet Valley Line of the North Staffordshire Railway Company, at a point 22 yards, or thereabouts, south of the Uttoxeter Station on the said Churnet Valley Line; and which said intended Railway No. 2, passes through or into the parishes, townships, extra-parochial, or other places following, or some of them (that is to say), St. Michael, in the county of the city of Lichfield; Streethay, Fulfin, Chorley, and Farewell, or Curborough, Fradley, Alrewas, Alrewas Hay, Bromley Regis, Yoxall, Hamistall, Ridware, Abbots, Bromley, Bromley Hurst, Bagots Bromley, Kingston, Uttoxeter, Woodlands, and Loxley, in the county of Stafford.

A railway (hereinafter called Railway No. 3), wholly situate in the parish of St. Michael, Lichfield, commencing at or near the termination herebefore described of Railway No. 1, by a junction therewith; and with the intended Railway No. 2; and terminating by a junction with the South Staffordshire Railway, at the point where the turnpike road leading from Lichfield to Tamworth passes over the said South Staffordshire Railway.

A railway (hereinafter called Railway No. 4), wholly situate in the township of Streethay, in the parish of St. Michael, Lichfield, commencing by a junction with the intended Railway No. 1, in a field numbered 48 on the tithe commutation map for the said parish; and terminating by a junction with the branch of the South Staffordshire Railway, connecting that railway with the Trent Valley Line of the London and North Western Railway Company at a point on that branch at the northern end of the up-platform of the Lichfield Station on the Trent Valley Railway.

A deviation railway, wholly situate in the parish of Sutton Coldfield, in the county of Warwick, commencing by a junction with the authorised line of the Birmingham and Sutton Coldfield Extension Railway in a field numbered 41, on the plans of the said railway referred to in the Birmingham and Sutton Coldfield Extension Railway Act, 1863, and terminating by a junction with the Sutton Coldfield Branch of the London and North Western Railway at a point 10 chains, or thereabouts, south of the up-platform of the Sutton Coldfield Station on the said railway.

To enable the Company to abandon the formation of so much of their authorised railway as will be rendered unnecessary by the construction of the intended deviation railway.

To enable the Company to make such openings in and alterations of any railways with which a junction is proposed to be effected, or which may be necessary or expedient, 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 of the 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 now leviable by the Company.

To enable the Company to apply any capital or funds at their disposal, or authorised 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, on such terms and conditions, and on payment of such tolls or sums as may be agreed upon or prescribed by the intended Act, to run over and use, with engines and carriages of every description, so much of the Churnet Valley Railway of the North Staffordshire Railway Company as lies between the junction therewith of the proposed Railway No. 2, and the Uttoxeter Station of the said Churnet Valley Line, together with the use of that station, and the booking offices, sidings, watering-places, or other conveniences, upon or near, or connected with the portion of the said railway, so to be run over and used as aforesaid.

To enable the Company on the one part, and the North Staffordshire Railway Company on the other part, to enter into and carry into effect contracts and agreements with respect to the passage of engines over the railway of the North Staffordshire Railway Company, or any part thereof, or for the passage of engines of the North Staffordshire Railway Company over the railways of the Company, or any part thereof, and also for the booking, forwarding, and exchange of traffic passing to or from the railways of the Company, or any part thereof, from or to the railways of the North Staffordshire Railway Company, or any part thereof, and for the division and apportionment between the said companies of the tolls and charges arising from such traffic.

To alter, vary, or repeal some or any of the provisions of the several Acts of Parliament following, or some of them (that is to say), the Birmingham and Sutton Coldfield Extension Railway Act, 1863, the Acts following relating to the North Staffordshire Railway Company, viz.:—1 Will. 4, cap. 55; 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., cap. 66 and 83; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 Vic., cap. 42; 26 and 27 Vic., cap. 158; and 27 and 28 Vic., caps. 118, 232, 308, and 309; and 28 and 29 Vic., cap. 339; and all other Acts (if any) relating to that Company, and the following Acts relating to the South Staffordshire Railway Company (that is to say), 9 and 10 Vic., caps. 300 and 316; and 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; 26 and 27 Vic., cap. 6, and all other Acts (if any) relating to that Company, and the Acts following, relating to the London and North Western Railway Company, 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132,

139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172, 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 233; 25 and 26 Vic., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vic., caps. 5, 108, 117, 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; and all other Acts relating to that Company.

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the said intended railways, a book of reference to such plans, a published map with the line of such 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 Stafford, at his office at Stafford; with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; and with the Clerk of the Peace for the county of the city of Lichfield, at his office at Lichfield; and that on or before the said 30th day of November copies of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said intended railways are proposed to be made, will, together with a copy of this notice, as published in the London Gazette, be deposited with the parish clerk of each such parish, at his usual place of abode, or in the case of an extra-parochial place, with the clerk of some parish immediately adjoining thereto.

On or before the 23rd day of December, 1865, printed copies of the Bill for effecting the objects specified on this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster, Solicitor for the Bill.

Downs Docks.

(Increase and Modification of Capital; Extension of Time; Amendment of Act; Powers of Sale, Lease, or Transfer to the South-Eastern Railway Company, and London, Chatham, and Dover Railway, or either of them; Change of Name.)

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 define, alter, or regulate the existing capital of the Downs Docks Company (in this Notice called "the Company") and its distribution into shares, and to authorize the Company to increase their share and loan capital, and to divide shares into preference and deferred shares, and to attach to any new or increased capital a preference or priority in interest or dividend over

the residue of the capital, and to borrow further sums of money, and to change the name of the Company.

To extend the time limited by "The Downs Docks Act, 1864," for the compulsory purchase of lands and houses authorized to be taken by that Act, and to enable the Company to exercise such compulsory powers within such extended period, and to extend the time for the completion of the works by such Act authorized to be made.

To authorize the Company to lease or sell their undertaking, or any part thereof to the South-Eastern and London, Chatham, and Dover Railway Companies, or either of them, and to authorize such railway Companies, or either of them, to take a lease of or purchase the undertaking of the Company, or any part thereof, and to exercise all the rights and powers of the Company in respect of the undertaking or the part thereof so transferred, and to raise additional capital by preferential or ordinary shares or by borrowing, and for the purposes aforesaid, to amend the Acts 6 Wm. 4, chap. 75, and 16 and 17 Vict., chap. 132, and the several Acts relating to those Companies, or either of them.

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

Dated this 15th day of November, 1865.

Sutton and Ommanney, 80, Coleman-street, London, Solicitors for the Bill.

In Parliament.—Session 1866.

The Calcutta and South Eastern Railway Company (Limited).

(Regulation of Capital, &c.)

APPPLICATION is intended to be made to Parliament in the ensuing session by the Calcutta and South Eastern Railway Company (Limited), for leave to bring in a Bill for the following, among other powers, that is to say:—

To regulate and reduce the amount of share capital and the nominal value of the shares of the Company as fixed by their memorandum of association; to alter the said memorandum of association, and the articles of association, or one of them; and, if need be, to register in the office of the Registrar of Joint Stock Companies, amended memorandum of association and articles of association, or one of them; to confirm the registry of shareholders; and to confirm the guarantee of the Government of India on the share capital of the Company.

To make such alterations in the constitution of the Company, its arrangement and capital, as the Bill shall define.

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

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 20th day of November, 1865.

Howard, Dollman, and Lowther, 141, Fenchurch-street, Solicitors for the Bill.
Henry Moon, 7, Delahay-street, Westminster, Parliamentary Agent.

East Strathmore Railway: (Incorporation of Company; Construction of Railways between Forfar and Laurencekirk; Compulsory Purchase of Lands; Tolls; Powers to the Scottish North Eastern, North British, and Caledonian Railway Companies to Contribute and to Raise Money; Traffic Facilities; Working and other Arrangements with those 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 an Act to incorporate a Company (hereinafter called "the Company"), for making and maintaining the railways following, or some or one of them, or some part or parts thereof, with all proper stations and other works and conveniences connected therewith (that is to say):

A railway (hereinafter called "Railway No. 1") commencing in the parish and county of Forfar, by a junction with the Scottish North Eastern Railway at a point at or near the eastern end of the village of Zoar, and 417 yards, or thereabouts, north-westward from the west end of the north platform of the Forfar Station of the last-mentioned railway, measuring along the line thereof, and terminating in the parish of Laurencekirk, and county of Kincardine, by a junction with the Scottish North Eastern Railway at a point seventeen yards, or thereabouts, north-eastward from the eastern corner of the north abutment of the bridge carrying the public road over the railway immediately to the south-west of the Laurencekirk Station of the said railway, measuring along the line thereof, and which intended railway No. 1 will pass from, in, through, or into, or to be situate in the parishes following, or some of them; that is to say, Forfar, Rescobie, Kirriemuir, Oathlaw, Tannadice, Careston, Brechin, Stracathro, and Logie Pert, in the county of Forfar, and Marykirk and Laurencekirk, in the county of Kincardine.

A railway (hereinafter called "Railway No. 2") wholly situate in the parish and the county of Forfar, commencing by a junction with the Scottish North Eastern Railway at the point above-described as the point of commencement of Railway No. 1, and terminating in a field the property of Mrs. Carina Gordon Gray, and in the occupation of Andrew Christie, at a point 500 yards, or thereabouts, westward from the north-west end of the northmost house of the village of Zoar, and 183 yards, or thereabouts, southward from the centre of the turnpike road between Forfar and Kirriemuir, at or near to which point it is intended to form a junction with Railway No. 3, hereinafter described.

A railway (hereinafter called "Railway No. 3") wholly situate in the parish and county of Forfar, commencing by a junction with the Scottish North Eastern Railway at a point thereon 518 yards, or thereabouts, eastward from the north-east corner of Campeltown Farm steading and terminating in a field belonging to Mrs. Carina Gordon Gray, and in the occupation of John Dalgety, at a point 146 yards, or thereabouts, south-eastward from the south-east corner of the dwelling-house of Westmains of Carse Gray (which dwelling-house is situate in the parish of Rescobie and county of Forfar), and 110 yards, or thereabouts, westward from the centre of the turnpike road between Forfar and Brechin by Finhaven (at or near to which it is proposed to form a junction with the Railway No. 1).

A railway (hereinafter called "Railway No. 4") commencing in the parish of Brechin and county of Forfar, in a field belonging to George Robertson Chaplin, and in the occupation of Henry Sheriff, at a point 93 yards, or there-

abouts, south-eastward from the eastmost corner of Springfield House, and 27 yards, or thereabouts, westward from the centre of the public road leading from Brechin to Springfield, at or near to which point it is intended to form a junction with Railway No. 1, and terminating in the parish of Dun and county of Forfar, by a junction with the Scottish North Eastern Railway, at a point twenty-eight yards, or thereabouts, westward from the north-west corner of the Booking Office at Bridge of Dun Station, and which intended Railway No. 4 will pass from, in, through, or into, or be situate in the parishes of Brechin and Dun, both in the county of Forfar, or one of them.

A railway (hereinafter called "Railway No. 5") commencing in the parish of Brechin and county of Forfar, in a field belonging to Francis Aberdeen, and in the occupation of John Edward, at a point fifty-three yards, or thereabouts, south-eastward from the south-east corner of the farmstead of East Mains of Keithock, and twenty-seven yards south of the centre of the turnpike road between Brechin and Laurencekirk, at or near to which point it is intended to form a junction with Railway No. 1, and terminating in the parish of Edzell and county of Forfar, in a field belonging to the Earl of Dalhousie, and in the occupation of Alexander Carr or Kerr, at a point eighty-three yards, or thereabouts, south-eastward from the south-east corner of the Free Church Manse, and sixty-eight yards, or thereabouts, eastward from the centre of the public road between Edzell and Brechin, and which intended Railway No. 5 will pass from, in, through, or into, or be situate in the parishes of Brechin, Stracathro, and Edzell, all in the county of Forfar, or some of them.

And notice is hereby also given, that provision will be made in the intended Act for the following amongst other powers and purposes, or some of them; that is to say, in constructing the before-described railways to deviate laterally from the line or lines delineated upon the plan, to be deposited as aforementioned, to the extent shown thereon; and to deviate vertically from the levels delineated on the section, also to be deposited as aforementioned, to such extent as may be provided by the said Act.

To cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of highways, turnpike, and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, water-courses, and other works, so far as may be necessary or expedient, for the purpose of making, maintaining, working, or using, the railways and works before described, or any part thereof; to deviate in constructing the railways and works from the line or lines and levels thereof, laid down on the plan and section to be deposited aftermentioned, to such extent as may be shown on said plan, or provided for by the intended Act; to acquire by compulsory purchase, agreement, or otherwise, all such lands, houses, and other heritages in the several parishes beforementioned as may be necessary or convenient for the purposes of the said railways and works, or any of them. To authorise and empower all owners and other parties interested in any such lands, houses, or other heritages, whether persons or corporations, or others, and whether holding under entail, or under any legal disability or not, to sell or convey to the Company their lands, houses, or other heritages, or any part thereof, or 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 and heritages, and to provide that

such feu-duty, ground annual or rent charge shall form a preferential lien and burden on the revenues and property of the Company; to vary or extinguish all existing rights or privileges connected with the lands, houses, and other heritages and property so to be acquired, and all other rights and privileges which would in manner impede or interfere with the construction, maintenance, or use of the intended railways and works, and to confer other rights and privileges necessary or expedient in relation to any of the aforesaid matters.

To raise money by the creation and issue of shares and by borrowing on mortgage or bond; to levy tolls, rates, and duties on and for the use of the said railways and works, and for the conveyance of passengers, goods, and other traffic thereon, and to confer certain exemptions from payment of such tolls, rates, and duties, and to confer other rights and privileges in relation thereto.

To authorise the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the Scottish North Eastern Railway as lies between the junction therewith before-described as the commencement of Railway No. 1 and the Forfar Station of the Scottish North Eastern Railway, and so much of the said Scottish North Eastern Railway as lies between the junction before-described as the termination of Railway No. 1, and the station of the said Scottish North Eastern Railway Company at Aberdeen, and so much of the said Scottish North Eastern Railway as lies between the commencement of Railway No. 1, above described, and the station at Perth of the said last-mentioned railway, also so much of the said Scottish North Eastern Railway and of the Caledonian Railway as lies between the commencement of Railway No. 1 and the stations of the Scottish North Eastern Railway and Caledonian Railway at Dundee respectively, and so much of the said Scottish North Eastern Railway as lies between the termination of Railway No. 4 and the station of Montrose of the said Scottish North Eastern Railway, and also to run into and use the said stations at Aberdeen, Forfar, Montrose, Dundee, and Perth respectively, and also the Caledonian Railway stations at Dundee, Meikle Junction and Perth, and the rails in and connected with the said portions of railways and stations, or any one or more of them respectively, and all offices, buildings, platforms, engine-sheds, watering-places, sidings, works, and conveniences upon or connected with the said portions of railway and stations, upon such terms and conditions as may have been or may be settled by agreement or arbitration or otherwise, as may be prescribed or provided for in the said Act; and as far as may be necessary or expedient, to alter the tolls, rates, and duties leviable in respect to the use of the said portion of railway and station and conveniences connected therewith, and to enable the Company to levy tolls, rates, and duties in respect thereof.

To enable the Company and the Scottish North Eastern Railway Company, the North British Railway Company, and the Caledonian Railway Company (hereinafter called the "Three Companies") or any or either of them, by themselves or others on their behalf, to enter into and carry into effect such arrangements and agreements as they may think fit in reference to the construction and maintenance, and the working, management, running over, and use by the said three Companies, or any or either of them, for any term or terms of years, or in perpetuity, of the railways and works before

described, or any part or parts thereof, and in reference to the regulation, management, interchange, working, and direction of the traffic upon or over the railways before described and the railways or railway of the said three Companies, or any or either of them, parties or party to any such agreements, and for the use on and over the railways above described, or any of them, of the engines, carriages, trucks and waggons of the said three Companies, or such of them as may be parties or party to any such agreements; and for the payment, and also the fixing, division, or apportionment of the tolls, rates, and charges received in respect of such traffic, and of the cost and expenses of such working, management, use, and maintenance, or for or in respect of such annual or other payments, and for such other considerations as may be agreed upon, to enable the said Three Companies, or any or either of them, by themselves or others in their behalf, to contribute to the whole intended undertaking, or any part or parts thereof, and to take and hold shares in the Company, and for such purposes to raise additional capital by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend, or other privileges, and by borrowing on mortgage or bond.

To enable the Company, and any other company or corporation, or any commissioners, road trustees, or other bodies, or persons, to enter into and carry into effect such arrangements and agreements as may be expedient and proper for, or in relation to, the making, maintaining, and using of the intended railways and works, or any portion thereof, to incorporate with the intended Act all or some of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railway Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Act, 1863," "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Act, 1863," and "The Railway Companies Powers Act, 1864." Power will also be taken by the said Act to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer any other rights and privileges.

And it is proposed by the said Bill to alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, all or any of the powers and provisions of the Acts local and personal, following, or some of them that is to say:—Acts relating to the Scottish North-Eastern Railway Company:—8 and 9 Vic., cap. 153; 9 and 10 Vic., caps. 78 and 133; 6 and 7 Will. 4, cap. 34; 3 and 4 Vic., cap. 14; 10 and 11 Vic. caps. 39 and 142; 11 and 12 Vic. caps. 54 and 67; 13 and 14 Vic., cap. 78; 16 and 17 Vic., cap. 101; 28 and 29 Vic., cap. 83; as also the 8 and 9 Vic., cap. 170; 9 and 10 Vic., cap. 75; 11 and 12 Vic., cap. 72; 16 and 17 Vic., cap. 82; as also the 19 and 20 Vic., cap. 134; 25 and 26 Vic., cap. 64; 26 and 27 Vic. cap. 231; 27 and 28 Vic., caps. 82, 83, 111, 115 and 173; as also 6 Will. 4, cap. 32; 5 Vic. (session 2) cap. 83; 9 and 10 Vic. cap. 133; 11 and 12 Vic., caps. 129 and 154; and the 14 and 15 Vic., caps. 63, and any other Acts relating to the Scottish North-Eastern 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; 57 Geo. 3, cap. 56; 59 Geo. 3, cap. 29; 1 and 2 Geo. 4, cap. 122; 4 Geo. 4, cap. 18; 7 Geo. 4, 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. 158 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 248; 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, 328; 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 North British Railway Company. Acts relating to the Caledonian Railway Company—7 Geo. 4, cap. 103; 7 and 8 Geo. 4, cap. 88; 10 Geo. 4, cap. 107; 11 Geo. 4, caps. 62 and 125; 1 and 2 Will. 4, cap. 58; 4 Will. 4, cap. 41; 1 Vic., caps. 100, 116 and 118; 1 and 2 Vic., cap. 60; 2 and 3 Vic., cap. 58; 3 and 4 Vic., caps. 107 and 123; 4 Vic., caps. 5 and 11; 6 and 7 Vic., cap. 49; 7 and 8 Vic., caps. 87 and 98; 8 and 9 Vic., caps. 31, 160, 162, and 192; 9 Vic., cap. 60; 9 and 10 Vic., caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, and 395; 10 Vic., caps. 22, 23, and 24; 10 and 11 Vic., caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vic., caps. 73, 78, 84, 121, and 148; 12 and 13 Vic., caps. 67 and 90; 14 and 15 Vic., caps. 99 and 134; 16 and 17 Vic., caps. 149; 17 and 18 Vic., caps. 155, 156, and 184; 18 and 19 Vic., cap. 96; 20 and 21 Vic., caps. 123 and 128; 21 Vic., caps. 13 and 15; 21 and 22 Vic., cap. 66; 22 and 23 Vic., cap. 3; 23 Vic., caps. 83 and 97; 23 and 24 Vic., caps. 120, 144, and 198; 24 and 25 Vic., caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vic., cap. 121, 136, 137, and 160; 26 Vic., caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vic., caps. 60, 132, 158, 250, and 271; 28 and 29 Vic., caps. 135, 136, 139, 161, 167, 202, 237, 288, 289, 290, and 297; 7 Geo. 4, cap. 101; 11 Geo. 4, cap. 60; 6 and 7 Will. 4, cap. 102; 8 and 9 Vic., cap. 157; 9 and 10 Vic., cap. 228; 10 and 11 Vic., caps. 89, 106; 11 and 12 Vic., caps. 52 and 154; 13 and 14 Vic., cap. 39; 18 Vic., cap. 56; 19 and 20 Vic., cap. 134; 21 Vic., cap. 43; 22 and 23 Vic., caps. 18 and 83; 25 Vic., cap. 85; 25 and 26 Vic., cap. 64; 26 and 27 Vic., cap. 149 and 223; 27 and 28 Vic., caps. 100, 214, and 292; 28 and 29 Vic., caps. 133, 134, and 266; and all other Acts, if any, relating to the Caledonian Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railways and works, and of the lands to be taken under the compulsory powers of the said Act, a book of reference to the plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and a published map with the lines of the railways delineated thereon, so as to show its general course and direction; and also 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 instant, in the office at Forfar, of the principal Sheriff Clerk for the county of Forfar, and in the office at Stonehaven, of the principal Sheriff Clerk for the county of Kincardine, and that a copy of so much of the said plan, and section, and books of reference as relates to each of the parishes before-mentioned with a copy of this notice, as aforesaid, will on or before the said 30th day of November, be deposited with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each of such parishes respectively at his residence, 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 11th day of November, 1865.

David Crichton, Forfar

John Shiell, Brechin, Solicitors for the Bill.

Dodds and Hendry, 18, Abingdon-street, Parliamentary Agents.

Sandown and Newport (Isle of Wight) Railway.
(Incorporation of Company for Construction of Railway; Arrangements and Agreements with Isle of Wight Railway Company; Amendment of Acts.)

APPPLICATION will be made to Parliament next session for an Act to incorporate a Company (hereinafter called "The Company") and to confer upon the Company the following, or some of the following, powers:—

To make and maintain a railway with all proper stations, works, approaches, and conveniences connected therewith, wholly situate in the Isle of Wight and county of Southampton, commencing in the parish of Brading, by a junction with the Isle of Wight Railway, at a point 200 yards or thereabouts, measured in a north-easterly direction along the said railway, from the north-west angle of the booking-office of the Sandown station of that railway, and terminating by a junction with Railway No. 2, authorised by "The Isle of Wight Railway Extension Act, 1863," at a point on the said railway, two chains or thereabouts, measured in a south-easterly direction along the said railway, from the point shown on the deposited plans referred to in the said Act denoting two miles two furlongs from the commencement thereof, and in a copse numbered 144, in that parish, on the said deposited plans, which said intended railway will pass through, or into, or be situate within the following parishes, or places, or some of them, viz., Sandown, Brading, Grove, Alverstoe, Newchurch, Horringford, Arreton, Pagham, Skinners, and Blackwater.

To purchase, by compulsion or otherwise, lands, houses, and other property for the purposes of the said intended railway and works, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges, and also to cross, divert, and stop up the highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railway and works, and to levy tolls, rates, and

charges for, or in respect of, the use of the said intended railway and works, to grant exemptions from such tolls, rates, and charges, and other rights and privileges relating thereto.

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

To enable the Company on the one hand, and the Isle of Wight Railway Company on the other hand, to make and carry into effect arrangements and agreements for the maintenance, use, and working by the said Isle of Wight Railway Company, of the said intended railway and works, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising therefrom; and to enable the said Company to apply any portion of their income and capital to the purposes of any such arrangements or agreements.

To incorporate with the said Act "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" or some part or parts of such Acts respectively.

To alter, amend, extend, enlarge, or repeal all or any of the provisions of the Acts of Parliament following, and of any other Acts relating to the Isle of Wight Railway Company; "The Isle of Wight (Eastern Section) Railway Act, 1860;" "The Isle of Wight Railway Extension Act, 1863;" and "The Isle of Wight Railway's Extensions Act, 1865."

Duplicate plans and sections, describing the line or situation of the said intended railway and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and also a copy of this notice, as published in the London Gazette, together with a published map with the line of the intended railway delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Southampton, at his office at Winchester; and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said railway and works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 15th day of November, 1865.

John Henry Kays, Solicitor, 2, New-inn, Strand.

Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.

Plymouth (Hoe) Pier.

(Application for Provisional Order for power to erect a Landing and Promenade Pier and Baths at Plymouth, in the county of Devon, and to levy tolls, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Right Honorable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, by the promoters of the Plymouth (Hoe) Pier and Baths 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 promenade, pier, jetty, and landing place, with all proper works, sea walls, terraces, promenades, approaches, and other conveniences connected therewith, commencing at a point on the southern extremity of the Hoe, opposite or nearly opposite and at a distance of five chains, or thereabouts, in a southerly direction from the Trinity Obelisk, situate in the town of Plymouth, in the parish of Saint Andrew, in the county of Devon, and extending thence in a southerly direction a distance of 700 feet or thereabouts.

To erect upon the said pier, toll houses, saloons, bazaars, waiting, refreshment, and other rooms, and also to construct baths with all necessary and proper appliances upon the said pier and works or the land necessary for the construction thereof, and approaches, and to demise the same respectively for any term or terms of years.

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 and take tolls, rates, and duties upon or in respect of the said pier and works from all persons and in respect of all vessels using the same and from passengers and luggage embarked or disembarked at or from the said pier, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish from time to time exemptions from, or to enter into composition with any person or persons with respect to the payment of such tolls, rates or duties, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish any regulation, right, or privilege now existing as to the use or enjoyment by any corporation or person or persons of so much of the soil between low water mark and high water mark and the land adjoining thereto on the Northern side thereof as may be occupied by the said pier and works.

To incorporate with the said Provisional Order the whole or parts of "The Harbours, Docks, and Piers Clauses Act, 1847;" "The Companies Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Act, 1845 and 1860;" "The Companies Clauses Act, 1862," and "The Railways Clauses Act, 1863;" and to take any other powers and provisions which may be deemed necessary.

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

like nature, or any tolls, rates, and duties to be levied in respect thereof.

And notice is hereby 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 said county of Devon, at his office, at Exeter; in the said county, at the Custom House, at Plymouth aforesaid, and at the office of the Board of Trade, Whitehall, London.

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

Dated this 23rd day of November, 1865.

W. H. Simpson, Parliamentary Agent,
13A, Cannon-row, Westminster, S.W.

Session 1866.

Liverpool Corporation Waterworks.

(New Reservoir, Roads, and other Works—Alteration or Repeal of certain Provisions as to Supply of Water down the River Roddlesworth—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 mayor, aldermen, and burgesses of the borough of Liverpool (hereinafter called "The Corporation") for an Act to empower them to construct, lay down, and maintain the works hereinafter described, or some of them, with all necessary embankments, pipes, engines, pumps, junctions, valves, shafts, tunnels, bye-washes, weirs, dams, works, and conveniences connected therewith, that is to say:

A reservoir to be situate partly in the township of Rivington and partly in the township of Anglezark, both in the parish of Bolton-le-Moors, in the county of Lancaster, to the eastward of and about eight chains distant from the existing reservoirs of the corporation, known respectively as Anglezark Reservoir, and Upper Rivington Reservoir, one of the embankments for forming which intended reservoir will be constructed partly in the said township of Rivington and partly in the said township of Anglezark, across the River Yarrow, at a point ten chains or thereabouts east of the bridge crossing that river, near its junction with the said Anglezark reservoir, and will extend from the said river for a distance of five chains or thereabouts northwards into the township of Anglezark, and four chains or thereabouts southwards into the township of Rivington; and another embankment for forming which said reservoir will be wholly within the said township of Rivington, and will extend for a distance of sixteen chains or thereabouts in an easterly direction, and for a distance of seventeen and a half chains or thereabouts in a northerly direction from a point seven and a quarter chains or thereabouts south-westward of the farmhouse known as Turner's, and twenty-eight and a half chains or thereabouts northwards of the north end of the embankment of the said Upper Rivington reservoir known as Pilkington's Embankment, which said intended reservoir will extend from such proposed embankments respectively up to and for four chains or thereabouts beyond the point on the River Yarrow known as "The Forks," and the said intended Act will authorise the impounding

in the said intended reservoir the waters of the said River Yarrow, and the tributaries thereof, which waters now flow directly or derivatively into the Anglezark reservoir of the corporation.

A tunnel or aqueduct to be situate wholly in the said township of Rivington to connect the said intended reservoir with the said Anglezark reservoir, commencing in the said intended reservoir near the southern end of the intended embankment first hereinbefore described, and terminating in the said Anglezark reservoir at or near to the point where the River Yarrow falls into the same reservoir.

A bye-wash or channel to be situate wholly in the said township of Anglezark from the said intended reservoir commencing near the northern end of the said first mentioned intended embankment, and communicating with the said Anglezark reservoir, near to the point where the River Yarrow falls into that reservoir.

A dam or weir across the brook or stream known as the Dean Brook, at a point near to and above the Dean Waterfall on the said stream, together with a tunnel or aqueduct, commencing at the said intended dam or weir, and ending in the said intended reservoir two chains or thereabouts south-westward of the farmhouse known as Anderton's, which dam or weir, tunnel or aqueduct, will be situate wholly in the said township of Rivington, and the said intended Act will empower the corporation to divert and transmit through the said last mentioned intended tunnel or aqueduct into the said intended reservoir, the waters, or part thereof, of the said Dean Brook and its tributaries, which now flow directly or derivatively into the Upper Rivington reservoir aforesaid.

A road to be situate partly in the said township of Rivington and partly in the said township of Anglezark, commencing at the north end of the before-mentioned Pilkington embankment of the Upper Rivington reservoir, and extending thence to and along the westernly and northerly sides of the intended reservoir, and along the intended embankment first hereinbefore described and terminating by a junction with Dean Headlane, by means of a bridge across part of said intended reservoir at a point seven chains or thereabouts north-east of the bridge over the River Yarrow, known as Alance Bridge, and also by a junction with the existing road near the before-mentioned point upon the same river, known as "The Forks."

A road to be situate wholly in the said township of Anglezark, commencing from and out of the said intended road near the north end of the intended embankment first hereinbefore described, and terminating by a junction with the existing road along the Anglezark reservoir three chains or thereabouts north-west of the point where the River Yarrow falls into that reservoir.

An aqueduct or conduit in the said township of Rivington, commencing by a junction with the present feeder conveying water from the Douglas River into the Lower Rivington reservoir of the corporation at or near to the north-west end of the said feeder, and thence extending in a north westernly direction for a distance of ten and a half chains or thereabouts into and to communicate with the said Lower Rivington reservoir, and the said intended Act will empower the corporation to transmit through the last mentioned aqueduct or conduit into their Lower Rivington reservoir the water which now flows from the River Douglas into and along the said feeder conveying water from that river into the said last-mentioned reservoir.

And the said intended Act will authorise and empower the corporation to extend, enlarge, and

improve the wells, pumping engines, stations and works now vested in them, and to make a new well and all other works connected therewith, on land abutting upon the northernly and westernly side of their existing works, situate on the east side of Dudlow-lane and south side of Woolton-road, both in the township of Wavertree and parish of Childwall.

And the said intended Act will empower the corporation to purchase by compulsion or agreement lands and houses for the purposes aforesaid, or some of them, and will, alter, vary, or extinguish all existing rights or privileges in relation thereto which would in any manner impede or interfere with the objects and purposes of the said intended Act, and will enable the corporation to cross, stop up, alter, divert, and break up all such roads, lanes, conduits, and watercourses, as it may be necessary to interfere with for the purposes of the said intended Act; and to stop up and discontinue as public thoroughfares, and extinguish all rights of way over so much of the public road known as Dean Head-lane, as is situate in the said township of Rivington, and extends from near Hodges-brow to near Alance Bridge aforesaid; and also so much of another public road in the said township of Anglezark, as commences near the bridge where the River Yarrow falls into the said Anglezark reservoir, and terminates at or near the point upon the same river known as "The Forks," and also so much of another public road in the said township of Anglezark as lies between its junction with the road last described, and a point four chains or thereabouts southward of the farmhouse known as Parson's Bullouch, and all other roads, ways, and footpaths within, or upon, or near to the site of the intended reservoir.

All the parishes and townships hereinbefore mentioned are in the county palatine of Lancaster.

And the said intended Act will empower the corporation to raise a further sum of money on the credit of the Liverpool Water Account, or of the lands, tenements, and hereditaments of the corporation, and of the borough fund of the said borough, or either or both of them, for the purposes of the said intended Act, and of their waterworks undertaking.

And the said intended Act will alter, amend, or repeal sections 52 and 62, and all such other sections and provisions of "The Liverpool Corporation Waterworks Act, 1847," as impose upon the corporation the obligation to send down the River Roddlesworth a supply of water, as in the said Act mentioned, and will enable the corporation to appropriate to the purposes of their undertaking the water which they are so required to send down the said river; and will empower and require the corporation to make compensation to all owners, lessees, and occupiers of all mills, manufactories, or other works and rights on the said River Roddlesworth, and on the River Darwen, for all loss or damage to be sustained by them by reason of the proposed appropriation of the water so required to be sent down the said River Roddlesworth, and to provide for the payment of such compensations, either by annual rent charge, or by payment of a sum in gross or otherwise.

And the said intended Act will make provision for requiring the owners of certain houses and premises, within the limits of water supply, or part thereof, by the corporation, to take a supply of water for such houses, and to make, erect, and provide all such cisterns, pipes, valves, and other conveniences, and to do all such other acts and things as may be necessary in relation thereto.

And the said intended Act will also alter,

amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the Acts following, or some of them, that is to say:

"The Liverpool Corporation Waterworks Act, 1847," "The Liverpool Corporation Waterworks Amendment Act, 1850," "The Liverpool Corporation Waterworks Deviations Act, 1852," "The Liverpool Corporation Waterworks Act, 1855," "The Liverpool Corporation Waterworks Act, 1860," and "The Liverpool Corporation Waterworks Act, 1862."

And notice is hereby also given that on before the 30th day of November, 1865, duplicate plans and sections of the intended works, and a book of reference to such plans, together with a copy of this notice as published in the London Gazette will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston.

And that on or before the same day a copy of so much of the said plans, sections, and book of reference as relate to the intended works in the parish of Bolton-le-Moors, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of that parish, at his place of abode, and that a plan of the land hereinbefore described as situate in the township of Wavertree and parish of Childwall, together with a book of reference relating thereto, and a copy of this notice as published in the London Gazette, will, on or before the same day, be deposited with the parish clerk of that parish, at his place of abode; and on or before the 23rd day of December, 1865, 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.

Wm. Shuttleworth, Town Clerk of Liverpool,
Solicitor for the intended Act.

In Parliament.—Session 1866.

Lynn and Sutton Bridge Railway.

(Railways and Station at Lynn; Use of Railways of Great Eastern Railway Company at Lynn; Construction of Lynn Dock 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 Lynn and Sutton Bridge 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 in the county of Norfolk, commencing by a junction with the Lynn and Sutton Bridge Railway, in the parish of South Lynn All Saints, near the north end of the bridge carrying the same railway over the River Nar, and terminating in a field in the same parish on the east side of and adjoining the Lynn Gas Works:

No. 2. A short line of railway in the same parish commencing by a junction with the Harbour Branch of the Great Eastern Railway, about 250 yards from the point of junction therewith of the East Anglian line of the Great Eastern Railway, and extending for about 230 yards in a northerly direction, towards and terminating by a junction with the first herein-before described railway.

And it is also proposed by the said Bill to

apply for the following, or some of the following, among other powers:

To enable the Company to 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 the station and works connected therewith, 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, 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 transfer to the Company the powers contained in the 39th section of "The King's Lynn Docks and Railway Act, 1865," of constructing and maintaining the railway described in the 5th paragraph of the said section, and of purchasing the necessary lands for the purposes thereof, and to provide that the cost incurred by the Company in and about the making of the said railway may be deemed to be a part of the subscription which the Company are authorised by the said Act to make towards the undertakings authorised by the said Act, and finally to provide that when the said railway shall have been completed, it shall be vested in and belong to the Lynn and Sutton Bridge Railway Company, and shall (together with the lands purchased for the purposes thereof,) be to all intents a portion of the undertaking of the Company, subject to such use thereof by the Dock Company as the Bill may define or as may be agreed on between the two Companies.

To extend to all persons lawfully working or using the undertaking of the Company the powers contained in the 29th section of "The Lynn and Sutton Bridge Railway Act, 1861," of passing over and using with their engines, carriages, and servants, the portions described in the said section of the East Anglian Railways, stations and works of the Great Eastern Railway Company, subject, however, to the terms and conditions mentioned in the 30th and 31st sections of the same Act.

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 Lynn and Sutton Bridge Railway Company; namely: 24 and 25 Vict., cap. 245; 26 and 27 Vict., cap. 193; 27 and 28 Vict., cap. 229, and 28 and 29 Vict., cap. 194; "The King's Lynn Docks and Railway Act, 1865," (28 and 29 Vict., cap. 88), and "The Great Eastern Railway Act, 1862" (25 and 26 Vict., cap. 223), and of any other Acts relating to the Great 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 county of Norfolk, at his office at Aylsham; and on 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 South Lynn All Saints, 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 11th day of November, 1865.

James Wheeler, 4, Victoria-street, Westminster, Solicitor for the Bill.

In Parliament.—Session 1866.

Mid Hants Railway.

(Deviation and Abandonment of Portion of authorised Line; Power to take additional Lands by Compulsion; Power to raise further Capital, and for Advance of Funds out of Alton Lines Capital towards Construction of Mid Hants Railway; Amendment of Acts, and other purposes.)

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

To enable the Mid Hants Railway Company (herein called "The Company") to make and maintain the following railway in lieu and instead of a portion of the Mid Hants Railway, authorised by "The Mid Hants Act, 1864," (herein called "The Mid Hants Railway,") together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, (that is to say):

A railway, commencing by a junction with the Alton, Alresford, and Winchester Railway, authorised by the Alton, Alresford, and Winchester Railway Act, 1861, as now open for public traffic, at a point distant 25 yards, or thereabouts, from the bridge carrying the said Alton, Alresford, and Winchester Railway over the public road in the parish of Alresford, in the said county of Southampton, leading from New Alresford to Cheriton, and commonly called or known as "Jacklin's lane," such distance being measured in an easterly direction, towards Alresford station, along the said Alton, Alresford, and Winchester Railway, and terminating in the parish of Exton, in the said county of Southampton, in a field numbered 8 on the plans deposited for the purposes of the said Mid Hants Act, 1864, with the Clerk of the Peace for the said county of Southampton, in the month of November, 1863 (which said field belongs to the Dean and Chapter of Winchester, and is now, or was late in the occupation of John Shrimpton), at a point distant twenty-one chains or thereabouts, measured in a southerly direction, from the occupation road leading from Beacon-hill farm, and marked 7 miles 6 furlongs on the centre line of the Mid Hants Railway, on the said deposited plans, which said intended railway will be made, or pass from, or through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), New

Alresford, Tichborne, Cheriton, Hinton Ampner, Kilmeston, Warnford, and Exton, all in the said county of Southampton.

To abandon the formation of so much of the Mid Hants Railway as lies between the point at which the said lastly-described intended railway is intended to terminate as above described, and the authorised junction of the Mid Hants Railway with the said Alton, Alresford, and Winchester Railway, at or near the Ropley station of that railway, and to apply to the intended new railway all powers and rights belonging to the Company.

To purchase by compulsion or otherwise, for the purposes of the said Alton, Alresford, and Winchester Railway, hereinafter called "The Alton Lines," lands and houses respectively adjoining or near to their railway, as now open for public traffic, in the following parishes, or some of them, that is to say—Chawton, Medstead, Ropley, Bishop's Sutton, Itchen Stoke, Itchen Abbas, Martyr Worthy, and Kings Worthy, all in the said county of Southampton.

To deviate laterally from the lines of the intended railway and works to the extent shown on the plans hereinafter mentioned; and also to deviate vertically from the levels shown on the sections hereinafter mentioned. To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or other roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, or 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 intended Act.

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

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

To enable the Company to raise further sums of money by the creation of new shares, with or without priority or preference in payment of dividend and interest, or by borrowing, or by either of those means, for the purposes of the Alton lines.

To authorise the division of the capital authorised to be raised in respect of the railways authorised by "The Mid Hants Act, 1864," into preferred and deferred half shares, and for defining the privileges to be attached to such half shares, or into stock with separate and defined rights and privileges.

To authorise the Company to advance and apply part of the capital authorised to be raised or proposed to be authorised to be raised by the intended Act in respect of the Alton lines, towards the construction of the Mid Hants Railway.

To enable the Company and the London and South Western Railway Company (hereinafter called "The Two Companies") from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part or parts thereof respectively, the sup-

ply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the two Companies, and the division and appropriation of the revenue arising from that traffic, 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 incorporate with the intended Act the necessary provisions of all or some of the following Acts; viz.:—"The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The 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 Act, to amend or repeal the provisions, or some of them, of the following Acts relating to the Company; viz.:—"The Alton, Alresford, and Winchester Railway Act, 1861;" and "The Mid-Hants Act, 1864."

And notice is hereby also given, that plans and sections of the proposed railways and works, and also plans of the lands so proposed to be purchased by compulsion or otherwise, 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 Southampton, at his office at Winchester, 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, or in which such lands are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of 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 printed copies of the intended Acts 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.

G. T. Porter, 4, Victoria-street, Westminster;

W. Rawlins, Winchester;

Solicitors for the Bill.

F. Gale, 43, Parliament-street, Westminster, Parliamentary Agent.

Hastings Harbour.

(Additional Works; Further Powers; Additional Capital; Amendment of Acts.)

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 Decem-

ber, 1865, by the Hastings Harbour Company, (hereinafter called "The Company") to make a provisional order pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, to confer upon the Company the following or some of the following among other powers:—

To construct a promenade pier or jetty with all proper works approaches landing places and other conveniences connected therewith for the recreation of the inhabitants and visitors of Hastings, and for the embarking and landing of passengers; that is to say, a pier or jetty commencing from the esplanade or beach opposite to the centre of Warrior-square, in the parish of St. Mary-Magdalen, in the borough of Hastings, and county of Sussex; and extending seawards, in a southerly direction for a distance of 1,200 feet or thereabouts.

To purchase lands and other property for the construction of the said pier and other works, and of the approaches thereto, and to confer other rights and privileges, and to levy tolls, rates, and duties for, or in respect of the use of the said intended pier, to borrow on mortgage or bond upon the security of such rates, to alter existing tolls, rates, or duties, to confer, vary or extinguish exemption from such tolls, rates, and duties, and other rights and privileges relating thereto.

To apply to the purposes of the intended pier and works any part of the funds which the Company are now authorised to raise, and to raise further money for the purposes aforesaid by borrowing and by the creation of new shares and stock (and if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special privileges.

To amend, extend, alter, or enlarge "The Pier and Harbour Orders Confirmation Act, 1862," so far as the same relates to "The Hastings Pier and Harbour Order, 1862," "The Pier and Harbour Orders Confirmation Act, 1865," so far as the same relates to "The Hastings Harbour Amendment Order, 1865," and all or any of the provisions of "The Hastings Harbour Act, 1863."

To incorporate with the said provisional order all or some of the 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."

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

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 1s. each by the undersigned, at their offices as under.

Dated this 20th day of November, 1865.

Manning and Walker, 20, Great George-street, Westminster, S.W.

Calstock and Gunnislake Railway.

(Incorporation of Company, Construction of Railway from the Tamar, Kit Hill, and Callington Railway to Gunnislake; Working Arrangements with the Tamar, Kit Hill, and Callington; the Central Cornwall, the Saltash, and Callington; the Cornwall, the South Devon, and the London and South-Western Railway Companies—Running Powers.)

APPLICATION 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 railway following, with all needful stations, works, approaches, and conveniences connected therewith, that is to say:—

A railway situate wholly in the parish of Calstock, and county of Cornwall, commencing at a point in a field in the occupation of Mr. Samuel Davy Nichols, belonging to Mr. James Weeks, about 20 yards northwards from the north-west corner of the house in Croker's-row, occupied by Robert Piper, and owned by Mr. Emanuel Croker, and terminating by a junction with the Tamar, Kit Hill, and Callington Railway (in course of construction), at a point about 110 yards northwards from the chimney shaft in the yard at the top of the Kelly Incline.

And it is proposed by the said Act

To authorise the construction of the intended railway on a gauge to be specified in the Bill, and if need be to exclude the operation of the Act 9 and 10 Vict., cap. 57, for regulating the gauge of railways.

To empower the Company to purchase lands, buildings, and hereditaments, 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 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 Tamar, Kit Hill, and Callington Railway Company to subscribe towards the capital of the Company, and to hold shares therein, and to appoint directors thereof.

To enable the Company to run over, and use with engines and carriages of every description the Tamar, Kit Hill, and Callington Railway, the Central Cornwall Railway, the Saltash and Callington Railway, the Cornwall Railway, the South Devon Railway, and the London and South-Western Railway, or any of such railways, or any part thereof respectively, together with all stations, 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 any 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 any one or more of them, from time to time, to enter into agreements with respect to the working, use, management, and maintenance of the intended railway and works, or any part thereof, the supply of rolling stock, machinery, officers, and servants, for the conduct

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of the traffic of the intended railway, 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 Tamar, Kit-Hill, and Callington, the Central Cornwall, and the Saltash and Callington, the Cornwall, the South Devon, and the London and South-Western Railway Companies, or any of such Companies.

Duplicate plans and sections, describing the line, situation, and level of the proposed railway, and the lands, houses, or other property in, or through which it will be made, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands, houses, and other property, and also a published map showing the general course and direction of the proposed railway, and a copy of this notice will, on or before the 30th November instant, be deposited for public inspection at the office of the Clerk of Peace for the county of Cornwall, at his office at St. Austell, 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 railway 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 7th of November 1865: to be read a Bill, intituled, "An Act to amend and enlarge the powers and provisions of the several Acts relating to the Tamar, Kit-Hill, and Callington, the Central Cornwall, and the Saltash and Callington, the Cornwall, the South Devon, and the London and South-Western Railway Companies, or any of such Companies." In Parliament, Session 1865, not read.

Elham Valley Railway (Incorporation of Company) Power to make Railways between Canterbury and Hythe, and Arrangements with London, Chatham, and Dover, and South-Eastern 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 to incorporate a Company (hereinafter called "The Company"), and to confer upon the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:

To make and maintain the railways hereinafter described, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith (that is to say):

Railway No. 1.—A Railway (No. 1) commencing in the parish of St. Mary Bredin, in the county of the city of Canterbury, by a junction with the main line from London to Dover of the London, Chatham, and Dover Railway Company, at or near a point on such main line opposite to, and distant 8 yards or thereabouts from the east end of the locomotive engine shed near the Can-

terbury station of the said London, Chatham, and Dover Railway, and terminating in the parish of Newington-next-Hythe, in the county of Kent, in a field or piece of ground lying on the east side of, and adjoining the road leading from Hythe to Fort Twiss, in the said county of Kent, at or near a point distant seven chains or thereabouts to the north of the bridge which carries that road over the Royal Military Canal, such distance of seven chains being measured from the centre of such bridge, which said field or piece of ground belongs to George Horne, Esq., and is in the occupation of Mr. Henry Scott, which said intended railway (No. 1) will be made, or pass from, or through, or into the parishes, townships, extra-parochial, and other places following, or some of them, that is to say: Saint Mildred, borough of Longport, St. Paul, Nackington, Saint Mary Bredin, Patribourne, or Patricksbourne, all in the said county of the city of Canterbury, and Patribourne or Patricksbourne aforesaid, Nackington, Bridge, Bishopsbourne, Kingston, Barham, Elham, Lyminge, Newington-next-Hythe, Cheriton, Horne-street, Sandgate, Saint Leonard's Hythe, and Seabrook, all in the county of Kent.

Railway No. 2.—A railway (No. 2) commencing in the parish of Saint Mary Bredin aforesaid, by a junction with the said Railway No. 1, at or near a point distant one yard or thereabouts to the north of the south fence of the London, Chatham, and Dover Railway aforesaid, and distant 10 chains or thereabouts east of the east end of the locomotive engine shed aforesaid, of the Canterbury station of the said London, Chatham, and Dover Railway, and terminating in the parish of Saint Dunstan, in the county of the city of Canterbury, by a junction with the Ashford and Canterbury line of the South-Eastern Railway Company, at or near a point distant seven chains and twenty links or thereabouts from the south-west face of the bridge, which carries the footpath from Harbledown in the said county of Kent, to Canterbury, over the said Ashford and Canterbury line, such distance being measured in a south-westerly direction along that line towards Ashford, which said intended railway (No. 2) will be made, or pass from, or through, or into the parishes, townships, extra-parochial, and other places following, or some of them, that is to say:

—Saint Mary Bredin aforesaid, Saint Mildred, Thanington, Holy Cross Westgate, Within, Holy Cross Westgate, Without, Saint Peter, Harbledown, and Saint Dunstan, all in the county of the city of Canterbury.

Railway No. 3.—A Railway (No. 3) commencing in the said parish of Newington-next-Hythe, in the county of Kent, by a junction with the said Railway No. 1, in a field belonging to the Reverend Tatton Brockman, and in the occupation of John Hart, at or near a point distant one chain and forty links or thereabouts from the west fence of the said field, measured in an easterly direction parallel to the south fence of the same field, and distant six chains and forty links or thereabouts, measured in a northerly direction from the north-west corner of the blacksmith's shop at Newington, abutting on the public road leading from Etching-hill through Newington, to Folkestone, in the said county of Kent, and belonging to the Reverend Tatton Brockman, and in the occupation of Atkins Elvey, and terminating in the said parish of Newington-next-Hythe by a junction with the main line of the South-Eastern Railway from Redhill to Dover, at or near a point distant nine chains and ten links or thereabouts from the west face of the bridge which carries the road leading from the house of Frederick Brock-

Dated this 16th day of November, 1865.

G. T. Bonten, of Victoria, Agent and Solicitor,
 11 Westminister-maiden, London
Wrightwick, of Kingsford, and
Fraser, of Canterbury, Agents and Bill
 49, Parliament-street, Westminster.

In Parliament.—Session 1866

Newport Pagnell Railway.

(Extensions to Bedford and Northampton Railway, and also to Northampton and Peterborough and Leicester and Hitchin Railways—Running Powers over parts of those Railways—Powers to London and North-Western and Midland Railway Companies.)

NOTICE is hereby given, that the Newport Pagnell Railway Company (who are herein referred to as "The Company") intend to apply to Parliament in the next session thereof for leave to bring in a Bill, to enable them to make and maintain the railways hereinafter mentioned, or 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 be wholly situate in the parish of Olney, in the county of Bucks, and to commence by a junction with the authorised extension to Olney of the Newport Pagnell Railway, in or near a field numbered 2 on the deposited plans referred to in "The Newport Pagnell Railway (Extension to Olney) Act, 1865," and to terminate in a field belonging to the Earl of Dartmouth, and in the occupation of William Whitmee, such field being situate close to where the road leading from Olney to Northampton joins the turnpike road leading from Olney to Wellingborough, and which field abuts upon those roads.

A Railway (No. 2) to commence at the termination of Railway No. 1, to pass thence through or into the following parishes, townships, and places, or some of them—that is to say, Olney, hamlet of Warrington, in the parish of Olney, and Lavendon, in the county of Bucks, and Easton Maudit, Bozeat, Grendon, Strixton, Wollaston, Doddington, Wellingborough, and Irchester, in the county of Northampton, and to terminate in the said parish of Irchester by a junction with the Northampton and Peterborough line of the London and North-Western Railway at or near where the said Northampton and Peterborough line crosses on the level the turnpike road leading from Olney to Wellingborough.

A Railway (No. 3) to commence at or near the same place as Railway No. 1, to be wholly situate in the said parish of Olney, and to terminate by a junction with the authorised line of the Bedford and Northampton Railway, in or near a field numbered 99 on the deposited plans referred to in "The Bedford and Northampton Railway Act, 1865."

A Railway (No. 4) also wholly situate in the said parish of Olney, to commence by a junction with Railway No. 1, at the before-mentioned termination of that railway, and to terminate by a junction with the said authorised line of the Bedford and Northampton Railway, in or near a field No. 87 on the deposited plans of the said Bedford and Northampton Railway.

A Railway (No. 5) to commence by a junction with Railway No. 2, in a field belonging to Lord Overstone, and in the occupation of William Atterborough, situate at or about three hundred yards to the south-east of a boundary post indicating the division between the parishes of Wollaston and Doddington (which said boundary post stands on the Northampton and Peterborough branch of the London and North-Western Railway, at a point about one hundred and seventy

yards north-east of the mile-post indicating seventy-seven and a half miles from London), to pass thence through or into the following parishes, townships, and places, or some of them, that is to say, Irchester, Doddington, and Wellingborough, all in the county of Northampton, and to terminate in the said parish of Wellingborough by a junction with the Leicester and Hitchin line of the Midland Railway, at a point about one hundred yards south of the southern extremity of the down passenger platform of the Wellingborough station of the said Leicester and Hitchin Railway.

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

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

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 Northampton and Peterborough Railway as will be situate between the point of junction of Railway No. 2 with that railway, and the Wellingborough station on the said last-mentioned railway, and so much of the said Leicester and Hitchin line as will be situate between the junction therewith of Railway No. 5 and the Wellingborough station of the said Leicester and Hitchin line, including the use of those respective stations, and the watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively.

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 undertakings 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 London and North-Western and Midland Railway Companies, or either of them, on the other hand, from time to time to enter into agree-

ments with respect to the working, use, management, and maintenance of the said intended railways and works, as well of the authorised undertakings of the Company, 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 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 authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company on the one hand, and the Bedford and Northampton Railway Company on the other hand, to make and enter into agreements with respect to the construction, management, maintenance, and use of a joint station at Olney, and as to the alteration or modification of their works, at Olney, of the said respective companies, which may be necessary or expedient in carrying such agreement into effect.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845;" "The Companies' Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railway Clauses Consolidation Act, 1845;" and "The Railway Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following Acts relating to the Company, namely:—"The Newport Pagnell Railway Act, 1863;" "The Newport Pagnell Railway (Extension to Olney) Act, 1865;" also, of the 6th and 7th Vict., cap. 64; the 9th and 10th Vict., cap. 204; and the several other Acts relating to the London and North-Western Railway Company; and of the 7th and 8th Vic., cap. 18; the 10th and 11th Vict., cap. 135; and the several other Acts relating to the Midland Railway Company; and also of "The Bedford and Northampton Railway Act, 1865."

To 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 county of Bucks, at his office at Aylesbury; and with the Clerk of the Peace for the county of Northampton, at his office at Northampton; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each 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 clerk of each 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 1st day of November, 1865.

Hangrove, Fowler, and Blunt, 8, Victoria-street, Westminster, Solicitors for the Bill.
Dyson, and Co., 24, Parliament-street Westminster, Parliamentary Agents.

In Parliament.—Session, 1866.

Brighton West Pier.

(Dissolution and Re-Incorporation of Brighton West Pier Company (Limited); Power to Construct Pier; Compulsory Purchase of Lands; Tolls, 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 for all or some of the purposes following:—

To dissolve the Brighton West Pier Company (Limited), (in this notice referred to as "The Dissolved Company"), and to annul their memorandum and Articles of Association, and any special resolutions affecting the same.

To re-incorporate the shareholders in the dissolved Company into a Company (in this notice called "The Company") by the same or any other name.

To enable the Company to construct and maintain a pier, jetty, or landing place, commencing at a point on the Esplanade opposite Regency-square, in the town of Brighton, in the parish of Brighton, in the county of Sussex, and extending seaward in a southerly direction one thousand one hundred and fifty feet or thereabouts, together with all jetties, esplanades, landing places, toll-gates, toll-houses, and other works as may be deemed necessary or convenient.

To vest in the Company all lands, monies, property, rights, and interests belonging to the dissolved Company.

To stop up, alter, or divert, temporarily or permanently, any roads or pathways which it may be necessary to stop up, alter, or divert, in constructing the said pier, jetty, or landing place, and works.

To enable the Company to purchase by compulsion or otherwise, all lands required for the purpose of such pier, jetty, or landing place, and works, and to levy tolls, rates and duties in respect of the use thereof.

To vary, repeal, or extinguish all existing rights, privileges, or exemptions in any manner connected with the lands proposed to be purchased or taken, or which would in any manner, impede or interfere with the construction, maintenance, or use of the said pier, jetty, or landing place and works, and to confer other rights, privileges, and exemptions.

To authorise the Company to apply to the purposes of the Act any capital already raised, or authorised to be raised, and to raise additional capital by shares or stock, and by borrowing, with power to issue such new shares, with or without preference or priority, in payment of interest or dividend.

And notice is hereby further given, that duplicate plans and sections, shewing the direction, line and levels of the said intended works, and the land in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners or reputed

owners, lessors or reputed lessors, and occupiers of such lands, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the County of Sussex, at his office, in Lewes, in the said county, and that on or before the said 30th day of November, a copy of the said plans and sections, and books of reference, and a copy of this notice, will be deposited with the parish clerk of the parish of Brighton, at his place of abode, or at such other place as he may direct. And notice is also hereby given, that printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 14th day of November 1865.

W. H. Simpson, Solicitor, 132, Cannon Row, Westminster.

Hampstead, Holloway, and Kingsland Railway

(Incorporation of Company, Construction of Railway, Working Arrangements with London and North-Western and North London Railway Companies, Amendment of Acts.)

APPLICATION will be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company"), and to confer upon the Company the following powers, some of them, viz.—

To make and maintain the railway hereinafter described (all in the county of Middlesex) with all proper stations, works, and conveniences connected therewith respectively; that is to say, a

Railway No. 1.—A railway wholly in the parish of Saint Mary Islington, commencing by a junction with the North London Railway, ten yards or thereabouts, westward from the centre of the west side of the bridge carrying King Henry's Walk over that railway, measured along the said railway, and terminating on the east side of the Holloway road, 130 links, or thereabouts, measured along the east side of the said road from the south-east corner, where the said Holloway road joins the Windsor road.

Railway No. 2.—A railway commencing in the parish of Saint Mary Islington, at the heretofore described termination of Railway No. 1, and terminating in the parish of Saint John's, Hampstead, by a junction with the Hampstead Junction Railway at a point 320 links, or thereabouts, eastward of the up-platform of the Hampstead Heath Station of that railway, which said intended railway No. 2 will pass through, or into, or be situate within the parishes of St. Mary Islington, St. Pancras, and St. John's Hampstead.

To purchase, by compulsions, or otherwise, of lands, houses, and other property, for the purposes of the said intended railways and works, or either of them, and to vary or extinguish all existing rights of privileges, in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works; and to confer other rights and privileges, and also to cross, alter, divert, and stop up the highways, turnpikes, and other roads, railways, and tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere, for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways and works, and to levy tolls, rates, and charges for in respect of the use of the said intended railways and works, to grant

exemptions from such tolls, rates, and charges, and other rights and privileges relating thereto; to make lateral deviations in constructing the intended railways from the lines thereof to the extent and within the limits defined on the plans hereinafter mentioned; to acquire and use, or to enable the Company on the one hand, and the North London and London and North-Western Railway Companies on either of them, on the other hand, to make and carry into effect arrangements and agreements for the maintenance, use, and working by the said North London and London and North-Western Railway Companies, or either of such Companies, of the said intended railways and works, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising therefrom, and to enable the said Companies, or either of them, to apply any portion of their income and capital to the purposes of any such arrangements or agreements; and also to

To enable the Company, or any other Company, or persons lawfully using the said intended railways and works, or any of them, to run over and use with their own engines, carriages, waggons, and servants, so much of the North London Railway as is situate between the point of junction thereof with the Railway No. 1, and the Kingsland Station of that railway, including that station, and so much of the Hampstead Junction Railway as is situate between the junction thereof with the Railway No. 2, and the Hampstead Heath Station of that railway, including that station, and all stations, works, sidings, watering-places, and other conveniences connected therewith, on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the said intended Act, or to

To incorporate with the said Act, the Lands Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, Amendment Act, 1860, as the Companies Clauses Consolidation Act, 1845, the Companies Clauses Consolidation Act, 1863, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Consolidation Act, 1863, or some part or parts of such Acts respectively.

To alter, extend, amend, and enlarge, or to repeal the powers and provisions of the 9th and 10th Victoria cap. 396, and all other Acts relating to the North London Railway Company, and the 9th and 10th Victoria cap. 209, and all other Acts relating to the London and North-Western Railway Company, or

Duplicate plans and sections describing the line or situation of the said intended railways and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessors, or reputed lessors, and occupiers of such lands and houses; and also a copy of this notice, as published in the London Gazette, together with a published map with the line of the intended railways delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes, in or through which the said railways and works will pass, or be situate, and also a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say) in case of the parish of St. Mary Islington, with the clerk of the ves-

parish of Coulsdon, in the said county, by a junction with the South-Eastern Railway main line at the north end of the bridge which carries that main line over a public road, leading from Smitham Bottom to Coulsdon, known as Marl Pit-lane, sit in, asws, I ni, asfio sid ts, asawie - Which said intended railways (Nos. 2 and 3) will be made to pass from and through, and into the several parishes, townships, and local and parochial, or other places following, to wit, of them, that is to say, Coulsdon, Sanderstead, Morden, Caterham, otherwise Caterham, and Brighton, Wellingham, and Woodmanstone, and Coulsdon, all in the county of Surrey, and I do hereby empower the Company to purchase and take by compulsion of law, or agreement, lands, houses, and hereditaments, for the purposes of the said intended railways and works, and also to purchase and take by compulsion or agreement, for the purpose of constructing the said intended railways, or some or one of them, the lands following, that is to say, certain lands in the parishes of Coulsdon, and Chipstead, or otherwise Chipstead, in the county of Surrey, bounded on the eastern side by the South-Eastern Railway, on the western side by the London and Brighton turnpike road, on the northern side by a public road, leading from Smitham Bottom to Coulsdon, known as Marl Pit-lane, and on the southern side by a road leading from the London and Brighton turnpike road at a point opposite the Station public house, in the parish of Chipstead, or otherwise Chipstead, over the main line of the South-Eastern Railway, and to enable the Company to form communications between the said last-mentioned lands, or any portions thereof, by means of arches, or openings, and of a road, or roads, intersecting or dividing road between the said lands, wist A — I. ON yswidit

To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, and ways, tramways, canals, streams, or rivers, navigations, and other works, with or without adjoining the aforesaid parishes and extra-parochial, and 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 make lateral deviations from the line of the works authorised by the intended Act, to the extent defined upon the plans thereunto referred to, as may be prescribed by the said intended Act, and to deviate from the line of any of the works aforesaid on the sections to be deposited as hereinafter mentioned, beyond the limits allowed by the Railway Clauses Consolidation Act, 1845, as now in force.

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, as may be thought fit.

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 or either of them, by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any or either of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

To enable the Company and the London, Chatham, and Dover Railway Company to enter into, and carry into effect, contracts, agreements, and

arrangements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of any rolling or working 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 fixing, collecting, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from or in respect of that traffic, and to authorise the appointment of a joint committee for carrying into effect any such contract or agreement as aforesaid.

To empower the London, Chatham, and Dover Railway Company to run over, work, and use for their traffic, and for the traffic of the Crystal Palace and South London Junction Railway, the intended railways, or some or one of them, or such portion, or portions thereof respectively, as may be prescribed by the intended Act, upon conditions and upon terms pecuniary or otherwise to be defined by the intended Act, or to be (failing agreement) determined by arbitration or otherwise, and such powers will comprise the use of all stations, accommodation, sidings, watering places, works, and conveniences, on or connected with such intended railways, or portions of railway, and to levy tolls, rates, and charges for traffic conveyed by them thereon.

To vary or extinguish all existing rights and privileges inconsistent with, 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.

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 local and personal Acts of Parliament following, or some of them, viz:—6 Wm. 4, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic. (session 2), cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic. caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; 22 and 23 Vic., 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., cap. 343; 3 and 4 Wm. 4, cap. 46; 7 Wm. 4 and 1 Vic., caps. 3, 50, and 120; 1 and 2 Vic., cap. 4; 2 and 3 Vic., cap. 19; 3 and 4 Vic., caps. 127 and 128; 5 and 6 Vic., cap. 102; and 8 and 9 Vic., cap. 80, and any other Acts relating to the Company; 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 151; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., caps. 54, and 90; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 54, 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 93, 94, 96, 129, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347, and any other Acts relating to the London, Chatham and Dover Railway Company; 5 and 6 Wm. 4, cap. 10; 6 and 7 Wm. 4, cap. 121; 7 Wm. 4 and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129;

6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 69, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 68, 78, 151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 191, 192, 204, 208, 218 and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, 314, and 325; 28 and 29 Vic., caps. 50, 66, and 273, and any other Acts relating to the London, Brighton, and South Coast Railway Company.

And notice is hereby further given, that plans and sections showing the direction, line, and levels of the said intended railways and works, and describing the lands which may be taken for the purposes thereof, and for the purpose of the said intended Act, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place, in or through which the said railways and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated the 15th day of November, 1865.

Henry Toogood, 16, Parliament-street, Westminster.

Ryde Station.

(Incorporation of Company for construction of Railway and Station at Ryde—Agreements with Isle of Wight Railway Company—Power to erect Abattoir at Ryde—Amendment of Isle of Wight Waterworks Act, 1861—Amendment of Acts.)

APPPLICATION will be made to Parliament next session for an Act to incorporate a Company (hereinafter called "The Company"), and to confer upon the Company the following, or some of the following powers:—

To make and maintain the following railways, wholly situate in the Isle of Wight, in the county of Southampton, with all proper stations, works, approaches, and conveniences connected therewith.

A railway commencing in the parish of Newchurch, in the town of Ryde, by a junction with

the Isle of Wight Railway, at a point opposite the north-east corner of the platform of the Ryde station of that railway, on the south side of St. John's Road, and terminating in the parish of Newchurch, in the garden or grounds of the building called the Castle, belonging to Henry Robert Pearson, at a point distant 30 feet from the north-east angle of the said Castle, on the south side of the Esplanade at Ryde.

2. A railway commencing in the said parish of Newchurch, by a junction with the last-mentioned railway at its termination, as hereinbefore described, and terminating at a point on the sea shore, 2,500 feet or thereabouts, measured in a northerly direction along the Victoria Pier, from the door of the refreshment-room at the south end of the Victoria Pier, at Ryde aforesaid.

To erect and maintain a central station at Ryde in connection with the said intended railways upon lands situate upon or adjoining the centre line of the said intended railways, as delineated upon the plans herein referred to the property of Henry Robert Pearson, which said intended railways, station, and works will pass from, through, or into, or be situate within the parishes, townships, extra parochial and other places following, or some of them, viz., Newchurch, St. Helens, Monckton Meads, and Ryde.

To purchase, by compulsion or otherwise, lands, houses, and other property for the purposes of the said intended railways, station, and works, or some of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, station, and works, and to confer other rights and privileges, and also to cross, alter, divert, and stop up the highways, turnpike, and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways, station and works, and to levy tolls, rates, and charges for, or in respect of, the use of the said intended railways, station, and works; to grant exemption from such tolls, rates, and charges, and other rights and privileges relating thereto. To make lateral deviations in constructing the intended railways from the lines thereof to the extent and within the limits defined on the plans hereinafter mentioned.

To enable the Company on the one hand, and the Isle of Wight Railway Company on the other hand, to make and carry into effect arrangements and agreements for the maintenance, use, and working by the said Isle of Wight Railway Company of the said intended railways, station, and works, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken or arising therefrom, and to enable the said Company to apply any portion of their income and capital to the purposes of any such arrangements or agreements.

To purchase by compulsion or agreement, lands situate in the parish of St. Helens aforesaid, known by the name of the quarry piece, being part of the St. John's Estate, containing about four acres, two roods, and twenty-four perches, and to erect an Abbatoir thereon, and to levy tolls, rates, charges, and duties in respect of the use thereof.

To amend or repeal, so far as relates to the said railways, station, and abbatoir, so much of the Isle of Wight Waterworks Act, 1861, as prohibits

the supply of water by the Company within the limits of the town of Ryde as defined by "The Ryde Improvement Act, 1854," or within a distance of half a mile from any of these limits.

To incorporate with the said Act "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railway Clauses Consolidation Act, 1845;" and "The Railway Clauses Act, 1863;" or some part or parts of such Acts respectively.

To alter, amend, extend, enlarge, or repeal all or any of the provisions of the Acts of Parliament following, and of any other Acts relating to the Isle of Wight Railway Company; "The Isle of Wight (Eastern Section) Railway Act, 1860;" "The Isle of Wight Railway Extension Act, 1863;" "The Isle of Wight Railways Extension Act, 1865;" and "The Ryde Improvement Act, 1854."

Duplicate plans and sections, describing the line or situation of the said intended railways, station, and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and houses, and also a copy of this notice, as published in the London Gazette, together with a published map with the line of the intended railways delineated thereon will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Southampton, at his office at Winchester, and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said railways, station, and works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 15th day of November, 1865.

Joha Henry Kays, Solicitor, 2, New Inn, Strand.

Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.

Belgravia and South Kensington New Road.

(From Eaton-square to Brompton-road.)

APPPLICATION is intended to be made to Parliament in the ensuing Session, for an Act to incorporate a Company, with power to make and maintain a street or road commencing in the parish of St. George, Hanover-square, at the east end of Westbourne-place, and the south end of Eaton-terrace, crossing Doyley-street, Earl-street, Charles-street, Ellis-street, Sloane-street, New-street, Stanley-street, Walton-street, Michael's-grove, Brompton-crescent, and Fulham-road, and terminating in the parish of Saint Mary Abbott, Kensington, in the Brompton-road, at a point facing the southern boundary of the Roman Catholic Chapel of the Oratorians, and which said street or road will be situate entirely in the said two parishes, and in the county of Middlesex.

And it is proposed by the said Act:

To authorise the Company to purchase lands, houses, and other property compulsorily, not only for the said street, but for improvements connected therewith, and to cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, footpaths, drains, sewers, pipes, streams, and watercourses, so far as may be necessary for the purposes of the said street, or road, and improvements.

And the Act will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

Duplicate plans and sections describing the line, situation, and levels of the proposed street or road, and the lands, houses, and other property in or through which it will be made, or which are intended to be taken under the powers 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, 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 Middlesex, at the Sessions-house, Clerkenwell-green, with the Clerk of the Peace for the city and liberties of Westminster, at the Sessions-house, Westminster, with the vestry clerk of the parish of St. Luke Chelsea, at the Vestry-hall, King's-road, Chelsea, with the vestry clerk of the parish of St. George, Hanover-square, at the Vestry-hall, Mount-street, Berkeley-square, and with the vestry clerk of St. Mary, Abbot, Kensington, at the Vestry-hall, High-street, Kensington.

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 December next.

Dated this 17th of November, 1865.

S. C. Frankish, 23, Parliament-street,
Solicitor and Parliamentary Agent.

Tamar, Kit Hill, and Callington Railway.

(Power to lay down Broad Gauge; Working, &c., Agreements with Great Western, Bristol and Exeter, South Devon, and Saltash and Callington Railway Companies; Increase of Capital; Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the Tamar, Kit Hill, and Callington Railway Company (hereinafter called "the Company"), to lay down and maintain an additional line or additional lines of rails throughout the whole length of their railway, or some part or parts thereof, so as to establish thereon the broad gauge instead of or in addition to the narrow gauge, and to have and exercise all requisite powers for executing such works as may be necessary or convenient for effecting the object aforesaid, or otherwise, in relation thereto.

And it is proposed by the intended Act to authorise the Company on the one hand, and the Great Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, and the Saltash and Callington Railway Company, or any one or more of them, on the other hand, to make and carry into effect agreements with respect to the matters aforesaid,

and also with respect to all or any of the purposes hereinafter mentioned; that is to say: the construction, maintenance, working, and use by the said Companies, or any of them, parties to the agreement, of the undertaking of the Company, or any part thereof, and the stations, works, and conveniences connected therewith, the terms, pecuniary and otherwise, of the exercise of such powers, or any of them, the interchange, transfer, transmission, and conveyance of traffic from, to, and over the undertaking and works of the Company, and the railways and works of the other Companies, or any of them, parties to the agreement, and the fixing, division, and apportionment amongst the said Companies, or any of them, parties to the agreement, of the tolls, rates, duties, charges, and receipts, in respect of all or any such traffic as aforesaid, and otherwise with respect to the undertaking, works, and traffic of the Company, and of the said other Companies, or any of them, and to provide for the carrying of all or any such agreements into effect, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorize the Company, and each and every of the said other Companies, respectively, to appropriate to the purposes of the undertaking of the Company, or of the intended Act, any funds belonging to them, or which they have power to raise, and to raise money by the creation of new, ordinary, guaranteed, or preference shares or stock, in their own undertaking, and by mortgage or otherwise, and to authorize the taking and levying by the said Companies respectively, or any of them, of tolls, rates, duties, and charges, and to alter and increase existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the purposes of the Act being fully effected; and to grant other rights and privileges.

And it is proposed by the intended Act to amend or repeal some of the provisions of the several local and personal Acts of Parliament following, or some of them; that is to say: "The Tamar, Kit Hill, and Callington Railway Act, 1864;" "The Saltash and Callington Railway Act, 1865;" and the local and personal Acts 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company, 6 and 7 Will. IV., cap. 36, and all other Acts relating to the Bristol and Exeter Railway 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., cap. 122; 20 and 21, Vict., cap. 8; 23 and 24 Vict., cap. 10; 28 and 29 Vict., cap. 255; and any other Act or Acts relating to or affecting the South Devon 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 15th November, 1865.

John Gurney, 25, Walbrook,
E.C.,
Edward Nicolls, Callington,
Cornwall,

} Solicitors.

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

In Parliament.—Session, 1866.

Salisbury and Yeovil Railway.

(New Junction Line to join the Somerset and Dorset Railway, in Horsington (Somersetshire); Additional Lands in Templecombe; Provisions affecting the London and South-Western and the Somerset and Dorset Railway Companies; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to empower the Salisbury and Yeovil Railway Company (hereinafter called "The Company") to effect the objects, or some of the objects following, viz.:—

To make and maintain a railway (with stations, sidings, and other works and conveniences, all in the parishes of Templecombe and Horsington, and county of Somerset, commencing in the said parish of Templecombe, by a junction with the Salisbury and Yeovil Railway, at a point 20 yards or thereabouts eastward of the eastern end of the Templecombe passenger station on that railway, and terminating in the said parish of Horsington by a junction with the Somerset and Dorset Railway, 35 yards or thereabouts south of the mile-post on that railway marked "34 miles;" and to construct, maintain, and work signal-posts, signal-boxes, and switches, as well on the Somerset and Dorset Railways as on the railways of the Company.

To cross, stop up, alter, or divert, temporarily or permanently, roads, ways, footpaths, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, and watercourses in Templecombe and Horsington parishes aforesaid.

To purchase, by compulsion or agreement, lands, houses, and property on and near the line of the intended railway, and also additional lands, houses, and property situate at or near Templecombe parish aforesaid.

To levy tolls, rates, and duties, upon or in respect of the intended railway and works, and to vary those which the Company and the other Companies named in this notice are authorised to levy, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

And provisions will be made in the Bill for the purposes, or some of the purposes following, viz.:—

To extend and apply to the intended railway and works, and to the Company's expenditure thereon, or to part of such expenditure, the subsisting lease of the undertaking of the Company to the London and South-Western Railway Company (hereinafter called "The South-Western Company"), and any subsisting agreements or arrangements between the Company and the South-Western Company, and the powers of those two Companies of making and accepting leases and agreements, or arrangements, sales, transfers, and amalgamations of or with respect to the Company's undertaking, and (if deemed expedient) to vary such lease, agreements, or arrangements and powers, and the rents and other moneys payable under such lease and agreements or arrangements.

To sanction and give effect to agreements between the Company, the South-Western Company, and the Somerset and Dorset Railway Company, or any two of them, for or with respect to the construction, maintenance, ownership, management, and use of the intended railway and works of the junction thereof with the Somerset and Dorset Railway, and of the adjoining portions of the Somerset and Dorset Railway, the acquisition of lands for the intended railway and works, the conduct of the traffic, the fixing and appro-

priation of the tolls and charges for the traffic, and the payment and allowance of rent, tolls, charges, rebates, and drawbacks, and for or with respect to any of the other objects of the Bill and any incidental matters.

To authorise the South-Western Company and the Somerset and Dorset Railway Company, or either of them, to contribute to the intended railway and works, or other the undertaking of the Company, by way of subscription or loan, or to guarantee the Company's debts or dividends, or their share capital, or to pay to the Company rent or interest on their expenditure, or part of their expenditure under the Bill.

To empower the Company, the South-Western Company, and the Somerset and Dorset Railway Company, respectively, to apply for the purposes of the Bill or any such extended lease, agreement, arrangement, purchase, sale, transfer, or amalgamation as aforesaid, their corporate funds and revenue and moneys they are now authorised to raise, and to raise more money for those purposes by borrowing and by the creation of new shares and stock (preferential or otherwise), with or without special privileges, and to create debenture stock, and to grant annuities and rent-charges.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend the following (local and personal) Acts of Parliament, viz., 17 and 18 Vic., cap. 215; 18 and 19 Vic., cap. 62; 19 and 20 Vic., cap. 120; 20 and 21 Vic., cap. 121; 21 and 22 Vic., caps. 77 and 89; and 27 and 28 Vic., cap. 88, relating to the Company; 4 and 5 Wm. 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 83, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 122, 177, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; 24 and 25 Vic., caps. 111, 120, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, and 165; 26 and 27 Vic., caps. 90, 109, and 192; 27 and 28 Vic., caps. 87, 166, 174, and 227; 28 and 29 Vic., caps. 89, 102, 103, 104, 268, and 304, relating to the South-Western Company; 15 Vic., cap. 63; 18 and 19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 139; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; 25 and 26 Vic., cap. 225; 27 and 28 Vic., caps. 181 and 223, relating to the Somerset and Dorset Railway Company.

On or before the 30th day of this present November plans and sections of the intended railway, and plans of the said additional lands, with books of reference to such plans respectively, a published map with the line of the intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of 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, sec-

tions, and books of reference as relates to each of the said parishes of Templecombe and Horsington, with a similar copy of this notice, will be deposited for public inspection with the parish clerk of such parish, 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 7th day of November, 1865.

*Hodding, Townsend, and Co., 3, Princes-street, Storey's Gate, Westminster,
Solicitors for the Bill.*

In-Parliament.—Session. 1866.

London, Chatham, and Dover Railway.

(Various Powers).

(Improvement of Queenborough Pier—New Road and Alteration of Roads and Ways, and Stoppage of Roads, Ways, and Footpaths in Queenborough, Ewell, and River, in Kent—New Road and Deviation Railway in Battersea (and repeal of provisions affecting them)—Additional Lands in London, Middlesex, Kent, and Surrey, in connection with the undertakings of the Company, the Sevenoaks, Maidstone, and Tunbridge Railway Company, and the Sittingbourne and Sheerness Railway Company—Extension of Time for completing and taking Lands for certain Railways in London, Kent, and Surrey—Abandonment of Farnborough Extension Railway, and part of Railway No. 3 (Battersea Works)—Provisions affecting Level Crossing at Penge, Bridge over Medway, Compensation to Passengers and Tenants, Inhabited House Duty, and the London, Brighton, and South Coast Railway Company—Purchase or Amalgamation of Undertakings of Sittingbourne and Sheerness Railway Company—Provisions affecting, and Arrangements with and Money Powers for the Company, the Sevenoaks, Maidstone, and Tunbridge, the London and South-Western, the Great Northern, and the Metropolitan Railway Companies, and the Corporation of London, and the Metropolitan Board of Works—Repeal of Provisions as to taking and conveying Lands, and Construction of Certain Works in London, Middlesex, and Surrey—Postponement and Variation of Certain Preferential Capitals and Shares, and Variation or Extinction of Redemption Funds—Amendment of Acts.)

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

To empower the London, Chatham, and Dover Railway Company (hereinafter called "The Company") to make and maintain the following works, to wit:

(A) A widening and improvement of the Queenborough Pier throughout its whole length (all in the parish of Queenborough, in the county of Kent, and the shore of the Swale).

(B) An alteration of the levels of the public road passing over the Sittingbourne and Sheerness Railway, at the South end of the Queenborough Station, and an alteration and enlargement of the bridge, carrying it over that railway (which works will be wholly in the said parish of Queenborough, and will commence at a point on the said road 350 yards, or thereabouts, to the westward of the said bridge, and will terminate at or near the centre of the said bridge.)

(C) An alteration of the levels of the same

road from a point at or near the centre of the said bridge to a point on that road 350 yards, or thereabouts, to the eastward of the said bridge; and also an alteration and enlargement of the portion of the said bridge between its centre and its eastern end (which works will be in the said parish of Queenborough).

(D) A new road, all in the parish of Ewell in Kent, commencing at a point between the churchyard of Ewell Church and the Company's railway, from and out of the existing road or way which crosses the Company's Railway on the level there, and terminating by a junction with the road from Ewell to Kearsney Abbey, at a point on the north-east side of that railway and near the bridge carrying the last-mentioned road under that railway.

(E) A diversion of the footpath crossing the Company's railway at the Ewell Station (which diversion will be in the parishes of Ewell and River, or one of them, and will commence at a point where that footpath passes through the Company's north-eastern fence, and will terminate at, or in, the public road, passing by a bridge under the said railway at the Ewell Station, at a point 60 yards, or thereabouts, north-east of that bridge.

(F) A new road (wholly in the parish of Battersea, otherwise St. Mary, Battersea, in Surrey), commencing at the Queen's-road, at a point five chains, or thereabouts, south of the bridge carrying the railways of the Company and the London, Brighton, and South Coast Railway Company over that road, and running thence in a northerly direction, and at right angles with the Queen's-road for a distance of three chains, or thereabouts, and there terminating.

(G) (The Battersea Deviation). A railway (wholly in the parish of Battersea, otherwise St. Mary, Battersea, in Surrey), commencing at a point six chains and a half, or thereabouts, westward (measuring along the line of railway No. 3 (Battersea Works), authorised by the London, Chatham, and Dover Railway (New Lines) Act, 1864, of the centre of the bridge carrying that railway over the Queen's-road, and terminating at a point 21 chains and a half, or thereabouts (measuring as aforesaid) in a south-easterly direction from the altered bridge through which that railway No. 3 passes under the London and South-Western Railway.

To authorise the Company to exercise the following powers, viz.:

(a) To deviate laterally from the lines of the intended works to any extent within the limits of deviation shown on the plans to be deposited as hereinafter mentioned, and also to deviate vertically from the levels shown on the sections to be deposited with those plans to such extent as may be authorised by the said intended Act, and (if thought fit) beyond the limits of vertical deviation authorised by the Railways' Clauses Consolidation Act, 1845.

(b) To cross, stop up, alter, or divert, for the purposes of the intended Act, and either temporarily or permanently, streets, courts, alleys, squares, and other places, roads, ways, rivers, navigations, canals, aqueducts, bridges, railways, tramways, telegraphs, sewers, drains, and watercourses, within or adjoining any of the parishes, townships or places, hereinbefore or hereinafter named, and to appropriate and use the same and the subsoil or under-surface thereof.

(c) To purchase and take by compulsion or otherwise for the purposes of the intended

works, and other the purposes of the intended Act, lands, houses, and property in the before-named parishes, townships, and places.

To empower the Company to levy tolls, rates, and charges upon or in respect of the Queenborough Pier, as altered under the intended Act, to alter the tolls, rates, and charges which the Company and other Companies named in this notice are now authorised to levy, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges respectively.

To stop up and to extinguish all rights of way and other rights in and over the said level crossing over the Company's railway at Ewell, and also in and over the two footpaths in the said parish of Ewell, crossing the Company's railway between the commencement and termination before described of the said intended new road (D), and also in and over that part of the footpath in the said parishes of Ewell and River crossing the Company's railway at the Ewell Station for which the said diversion (B) will be substituted, and to vest in the Company the soil and site of the road or way, footpaths and levels crossings so stopped up.

To authorise the Company, for station accommodation, approaches, and improvement of approaches, and other purposes of or connected with their existing or authorised undertakings, or other Companies' undertakings, now vested in them by lease or otherwise, to purchase and take by compulsion, or by agreement, and use lands and houses in the following places, to wit:

(A) In the parishes of St. Martin Ludgate St. Bride's, and St. Ann's Blackfriars, all in the City of London.

(B) In the parish of St. George Hanover square, in the county of Middlesex.

(C) In the parishes of Camberwell, otherwise St. Giles Camberwell, Christchurch, Battersea, otherwise St. Mary, Battersea and Lambeth, otherwise St. Mary Lambeth, Newington, otherwise St. Mary Newington, and St. George the Martyr Southwark, all in the county of Surrey.

(D) In the parishes of Bromley, Ewell, River, Milton, otherwise Milton next Sittingbourne, and Queenborough, all in the county of Kent.

To empower the Company and the Sevenoaks, Maidstone, and Tunbridge Wells Railway Company, or either of them, for station accommodation, approaches, and other purposes, to purchase and take by compulsion or by agreement, lands and houses, in the parish of Sevenoaks, Kent.

To extend the respective periods limited by the London, Chatham, and Dover Railway (New Lines) Act, 1864, for the completion of, and for the compulsory purchase of lands and houses for the whole of the railway No. 13 (City Works) by that Act authorised.

To extend the respective periods limited by the London, Chatham, and Dover Railway Act, 1863, for the completion of, and for the compulsory purchase of lands and houses for—

(a) The whole of the Peckham line by that Act authorised.

(b) The portion of the Greenwich line by that Act authorised between a point 60 yards, or thereabouts, from the crossing by that line of Lewisham road, and 65 yards, or thereabouts, from the crossing by that line of Blackheath hill (as shown on the plans deposited for the purposes of that Act), and the authorised termination of that line near Croom's Hill grove.

To empower the Company to abandon and relinquish the construction of the portion of the aforesaid railway No. 3 (Battersea Works),

which will be rendered unnecessary by the construction of the intended Battersea Deviation.

To repeal any provisions of the London, Chatham, and Dover Railway (New Lines) Act, 1864, and of any other Act mentioned in this notice which would restrict the construction of the intended Battersea Deviation, or the acquisition of lands for it.

To empower the Company to abandon and relinquish the construction of so much of the Farnborough Extension Railway (authorised by the West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854) as has not been constructed nor been authorised to be abandoned; and to relieve the Company from all obligations to construct the same, and from all penalties and liabilities for in respect of the non-completion thereof, and from all contracts made and notices given for taking lands or houses for the purposes thereof, and to repeal or amend the provisions relating to the matters aforesaid contained in the West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854, and the London, Chatham, and Dover Railway (Works) Act, 1861, and in any other Acts.

To repeal or amend section 49 of the London, Chatham, and Dover Railway (New Lines) Act, 1864, prohibiting the Company from taking or using certain lands without the consent of the corporation of the City of London, and section 66 of the London, Chatham, and Dover Railway (Additional Powers) Act, 1862, relating to a viaduct bridge or arch across the new street in Christchurch.

To prohibit foot passengers from crossing the Company's railway at the south side of Penge Station, in the parish of Beckenham, in the county of Kent, on the level, and to compel them to use the bridge erected by the Company there, and to impose penalties for using the level crossing.

To repeal, alter, or amend sections 28, 29, 30, 31, 32, 33, 34, and 35 of the East Kent Railway Act, 1853, relating to the bridge carrying the Company's railway over the Medway at Rochester.

To extend the provisions of section 137 of the London, Chatham, and Dover Railway (New Lines) Act, 1864 (limiting compensation for injury to certain passengers), to passengers by Government trains, and to other passengers carried at low fares.

To exempt offices, refreshment rooms, and other buildings, in the Company's stations from the inhabited house duty, and from assessment to that duty.

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.

To repeal the sixth condition in the eighty-fifth section of the London, Chatham, and Dover Railway Act, 1863 (relative to covering the Victoria Station Extension and other matters connected with that railway).

To repeal or amend the eleventh section of the London, Chatham, and Dover Railway Act, 1833, relating to the acquisition of certain lands and the conveyance thereof to the London, Brighton, and South Coast Railway Company.

To authorise the Sittingbourne and Sheerness Railway Company (hereinafter called "The Sheerness Company") to sell and transfer, and to authorise the Company to purchase and take, all, or any, or any part, of the bridge and pier undertakings, and the road, bridge, pier, tolls, lands, property, and effects of the Sheerness Company, and any estate or interest in their railway undertaking and works not now vested in

the Company, and all powers, rights, and privileges of the Sheerness Company in relation thereto, upon such terms and for such consideration whatsoever as are or may be agreed upon between the two Companies.

To authorise the amalgamation of the undertakings, railway, roads, bridge, pier, and works, lands, property, and effects, powers, rights, and privileges, proprietary, and capital of the Sheerness Company with those of the Company, upon such terms and for such consideration whatsoever as are or may be agreed upon between the two Companies.

To empower the Sheerness Company and any proprietors or creditors of the Sheerness Company to accept upon or for the purposes of any such transfer or amalgamation, or any agreement relating thereto, annuities, rent-charges, stocks, shares, or securities of the Company.

To vary the tolls, rates, and charges now authorised to be taken by the Sheerness Company on or in respect of their undertakings and works, or some of them, and to confer exemptions from the payment thereof.

To dissolve the Sheerness Company.

To extend and apply to the part of the lands, houses, and property to be acquired under the intended Act, the Dover and South Western Company's Act, 1865, and the heads of agreement confirmed by that Act, and to declare the same part of the lands for the purchase of which the London and South Western Railway Company are to provide monies.

To sanction and give effect to contracts and arrangements between the Company and the London and South Western Railway Company, the Great Northern Railway Company, and the Metropolitan Railway Company, or any two of them, and also between the Company and the Sheerness Company, and also between the Company and the Corporation of the City of London, and the Metropolitan Board of Works, or any two of them, for, or with respect to, any of the objects of the intended Act, and the appropriation, ownership, and use of any lands acquired under the powers thereof, and to vary, or in part rescind, any subsisting agreements or arrangements between the Company and either of the before-named companies, inconsistent with the objects of the intended Act.

To authorise the Company, the Sevenoaks, Maidstone, and Tunbridge Wells Railway Company, the London and South Western Railway Company, the Great Northern Railway Company, and the Metropolitan Railway Company, respectively, or any of them, for any of the purposes of the intended Act, or of any contract or arrangement sanctioned by it, or of any contract or arrangement subsisting between any two of the said Companies, and (as regards the Company) also for any purposes of or connected with their existing or authorised undertakings, to apply their respective corporate funds and revenue, and any monies they respectively are now authorised to raise, and also to raise more money, by the creation of new shares and stock (preferential or otherwise) in their respective capitals, funds, and undertakings, and with or without special privileges, and by borrowing, on mortgage or otherwise, and to grant annuities and rent-charges; and also to make further provision as to the arrangement, rank, priorities, rights, and privileges of the Company's shares, stocks, funds, and debts.

To authorise the Company to create debenture stock.

To postpone the capitals or sums by the London Chatham, and Dover Railway (Various Powers) Act, 1861, and the London, Chatham, and Dover Railway (Various Powers) Act, 1865, authorised to be raised for the discharge of arrears of guaranteed interest or dividend on the Dover Extension shares, and the Redemption Funds required by those Acts, and the shares or stock representing those capitals or sums, and to place the same and the dividends thereon below and after all or some of the other preferential capitals and shares of the Company, and the dividends thereon, and to vary or extinguish the Redemption Funds, and to repeal or amend the provisions of those Acts relating to the matters aforesaid, and to make other arrangements with reference thereto.

To authorise the Corporation of the City of London and the Metropolitan Board of Works, for the purposes of the intended Act, or of any contract arrangement sanctioned by it, to apply their corporate funds and revenues (including the London coal and wine duties), and to raise money on the credit of such funds and revenues.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To amend the following Acts, viz.:—(Local Acts) 15 and 16 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 96, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347, relating to the Company; 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 151; and 22 and 23 Vic., cap. 90 relating to the Sittingbourne and Sheerness Railway Company; "The Holborn Valley Improvement Act, 1864;" "The Whitechapel and Holborn Improvement Act, 1865;" 26 and 27 Vic., cap. 46, and the other Acts relating to the London coal and wine duties; "The Metropolitan Meat and Poultry Market (Western Approach) Act, 1862;" "The Metropolitan Market Acts, 1857 and 1865;" and "The London City Improvements Act, 1847;" "The Thames Embankment Act, 1862;" and "The Metropolis Improvement Act, 1863;" and (Local Acts) 16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 19 and 20 Vic., caps. 102 and 109; 20 and 21 Vic., cap. 105; 22 and 23 Vic., cap. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 133 and 233; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; 27 and 28 Vic., caps. 260, 291, and 315; 28 and 29 Vic., caps. 101 and 117, relating to the Metropolitan Railway Company; 22 and 23 Vic., cap. 45; 25 and 26 Vic., cap. 166; and 28 and 29 Vic., cap. 199, relating to the Sevenoaks, Maidstone, and Tunbridge Wells Railway Company; 4 and 5 Wm. 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21

and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; and 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic., caps. 90, 109, 192, and 208; 27 and 28 Vic., caps. 87, 166, 174, and 227; and 28 and 29 Vic., caps. 89, 102, 103, 104, 268, and 304, relating to the London and South Western Railway Company; and 9 and 10 Vic., caps. 71, 88, and 352; 10 and 11 Vic., caps. 143, 146, 148, 248, 272, 286, and 287; 11 and 12 Vic., cap. 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 15 and 16 Vic., cap. 153; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 35, 70, 133, 143, and 175; 25 and 26 Vic., caps. 1, 46, 58, 86, 124, 190, and 200; 26 and 27 Vic., caps. 147, 191, and 233; 27 and 28 Vic., caps. 102, 142, and 143; and 28 and 29 Vic., caps. 105, 182, 216, 327, 330, and 331, relating to the Great Northern Railway Company.

On or before the 30th day of November, 1865, the following documents will be deposited for public inspection, and each deposit will include a copy of this notice as published in the London Gazette, viz.:—

(a) Plans and sections of the proposed works, with a book of reference to the plans, and also plans of the additional lands and houses intended to be compulsorily taken with a book of reference thereto, will be deposited at the offices of the respective Clerks of the Peace for Middlesex, at the Sessions House in Clerkenwell; for Surrey, at North-street, in Lambeth; for Kent, at Maidstone, in that county; for the City of London, at the Sessions House, in the Old Bailey.

(b) A copy of so much of the said plans, sections, and books of reference as relates to each parish or place in or through which the proposed railways and works are intended to be made, or in which any additional lands or houses intended to be compulsorily taken are situate, will be deposited as follows (to wit) for each of the parishes of Camberwell, otherwise St. Giles Camberwell; St. George's Hanover-square; Lambeth, otherwise St. Mary Lambeth; Newington, otherwise St. Mary Newington; and St. George the Martyr, Southwark, with the vestry clerk of the parish at his office; for the parish of Battersea, otherwise St. Mary Battersea, with the clerk of the District Board of Works for the district of Wandsworth, at his office at Battersea-rise, Wandsworth; for the parish of Christ Church, with the clerk of the District Board of Works for the district of St. Saviour's, at his office, at Emmerson-street, Southwark; 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 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 15th day of November, 1865.

W. E. Johnson, Secretary; London, Chatham, and Dover Railway Company.

In Parliament.—Session 1866.

Hounslow and Metropolitan Railway.

(Incorporation of Company; Power to make Railways from the Acton and Brentford Railway to Hounslow; Compulsory Purchase of Lands; Tolls; Running Powers over Acton and Brentford and other Railways and use of Stations; Traffic Arrangements; Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill, and to pass an Act to incorporate a Company for making and maintaining the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, that is to say:—

A Railway commencing in the parish of Hanwell, in the county of Middlesex, by a junction with the line of railway authorised by "The Acton and Brentford Railway Act, 1865," in a field numbered 1 in that parish on the plans referred to in that Act, as deposited with the Clerk of the Peace for the county of Middlesex in respect of that railway, and terminating in the parish of Heston, in the said county, in a field in the occupation of Richard May, and which field is bounded on the west by the road called Vicarage Farm-lane, and on the south by the turnpike road leading from Hounslow to Colnbrook, and such proposed railway will pass from, through, or into the following parishes, townships, or extra-parochial places following, or some of them, that is to say:—Hanwell, New Brentford, Isleworth, Spring Grove, Hounslow, and Heston, all in the said county of Middlesex.

A Railway (No. 2) wholly in the said parish of Isleworth, commencing by a junction with the last described proposed railway in a field at or near a point 300 yards or thereabouts measured in an easterly direction from the road known as Sion-lane, opposite the carriage entrance gate to Wyke Farm, and 500 yards or thereabouts measured in a westerly direction from the centre of the Great Western and Brentford Railway, opposite the post denoting $2\frac{1}{2}$ miles from Southall, and terminating by a junction with the Great Western and Brentford Railway at or near a point 50 yards or thereabouts north of the post denoting $2\frac{1}{2}$ miles from Southall.

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

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

To purchase by compulsion or otherwise any lands and houses for the purposes of the said proposed railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said 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; to confer exemptions from the payment of such tolls, rates, and duties; and to

confer, vary, or extinguish other rights and privileges.

For effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the Great Western, the Great Western and Brentford, and the Acton and Brentford Railway Companies, and for ensuring all requisite or desirable facilities for those purposes; and in default of agreement, for referring to arbitration, or to the Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and 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 are now authorised to take; to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Great Western 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 railways of the Company and the railways of the Great Western Railway, or any railway leased to or worked by them, and the fixing and division between the said Companies of the receipts arising from such traffic.

To authorise the Company, their officers and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic the Acton and Brentford Railway, and the Great Western and Brentford Railway; and also to use the booking-offices, sidings, works, and conveniences connected with those railways respectively, upon such terms and payments, and upon such conditions as shall be mutually agreed upon, or as in case of dispute, or in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions of the following Acts, viz.:—5 and 6 Will. 4, cap. 107; the Great Western Railway (West Midland Amalgamation) Act, 1863; the Great Western Railway (South Wales Amalgamation) Act, 1863; and all other Acts relating to the Great Western Railway Company; of the following Acts relating to the Great Western and Brentford Railway Company, viz., 18 and 19 Vic., cap. 191; 20 and 21 Vic., cap. 13; 22 Vic., cap. 13; the Acton and Brentford Railway Act, 1865; and any other Act relating to those Companies, or either of them.

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

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

And notice is hereby further given that printed copies of the proposed Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons. Dated this 15th day of November, 1865.

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

Medway Docks.

(Incorporation of Company—Construction of Docks, River-wall, Road, and other works in the parishes of Frindsbury and Strood—Construction of Railways to connect the Docks with the Lines of the South-Eastern and London, Chatham, and Dover Railway Companies—Arrangements with those Companies—Compulsory Purchase of Land, and establishment of Market, &c.—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 maintain the works hereinafter described, or some of them, viz.:—

First—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, 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):—certain lands in the parish of Frindsbury, in the county of Kent, forming part of the lands known as Frindsbury Salts or Saltings, bounded on the north or north-east by White Wall Creek, on the east by low water line of ordinary spring tides on the western shore of the River Medway, on the west by the mound or embankment forming the western boundary of the said Salts or Saltings, and on the south by an imaginary line running due west from a point on the western shore of the River Medway, 600 yards or thereabouts (measuring along the said shore) from and south of the southern side of White Wall Creek aforesaid, at its junction with the River Medway.

Secondly—A river wall, quay, or embankment wholly in the said parish of Frindsbury and county of Kent, on the western shore of the River Medway, commencing at or near the southern side or shore of White Wall Creek,

at its junction with the said river, and terminating at or near the southern or south-western end of the said mound or embankment forming the western boundary of Frindsbury Salts or Saltings aforesaid.

Thirdly—A railway (hereinafter called Railway No. 1) commencing in the parish of Strood, and county of Kent, by a junction with the London, Chatham, and Dover Railway at or near the point where that railway crosses over North-street, Strood, and terminating in the parish of Frindsbury, at a point on the footpath called or known as Canal Path, 290 yards, or thereabouts (measuring along the said footpath in a north-easterly direction); from the point where the said path crosses over the entrance lock to the docks of the South-Eastern Railway Company, at Strood, and which railway will be wholly made within the parishes of Strood and Frindsbury, both in the county of Kent, or one of them.

Fourthly—A railway (hereinafter called Railway No. 2) wholly within the parish of Frindsbury, commencing at a point to the eastward of, and three yards or thereabouts from, the down-line of rails of the South-Eastern Railway, at or near the south-eastern face of the Higham Tunnel, near the Strood Station of that railway, and terminating at or near the point hereinbefore described as the point of termination of Railway No. 1.

Fifthly—A railway (hereinafter called Railway No. 3) wholly within the said parish of Frindsbury, commencing at or near the point hereinbefore described as the point of termination of Railway No. 1, and terminating on the mound or embankment above-mentioned, forming the western boundary of Frindsbury Salts or Saltings aforesaid, at a point 20 yards or thereabouts from and to the northward of the point of commencement as hereinafter described of the intended road hereinafter also described.

Together with all necessary and convenient stations, sidings, junctions, approaches, works, and conveniences connected with the intended railways.

Sixthly—A road commencing in the said parish of Frindsbury on the mound or embankment above-mentioned, forming the western boundary of Frindsbury Salts or Saltings aforesaid, at a point due east from the north-eastern corner of Quarry-house farm-house, in the said parish, and terminating in the said parishes of Strood and Frindsbury, or one of them, by a junction with the road leading from the outer or lock entrance gate of the said dock belonging to the South-Eastern Railway Company at Strood aforesaid, to or towards Rochester Bridge at a point opposite to the door of the booking-office of the Strood Station of the South-Eastern Railway, which intended road will be made wholly within the said parishes of Frindsbury and Strood, or one of them.

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

To divert water from the River Medway, and from the White Wall Creek, 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 above-mentioned:

To purchase by compulsion or otherwise lands, houses, and hereditaments within the parishes 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, 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, wharves, 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, 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, works, and conveniences, wharves, shipping places, and quays, the pilotage of shipping, the appointment, regulation, and dismissal of dock masters, pilots, and other officers, the passage and navigation, anchoring, and lying of vessels, ships, and craft along or in the River Medway, at or near to the intended docks, the placing of dolphins, buoys, lights, beacons, chains, posts, and other conveniences in the River Medway, 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 Medway, 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 and other officers to be appointed under the Bill may exercise jurisdiction, and make, give, and enforce regulations and directions.

And it is also intended by the said Bill to empower the Company, and the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or any or either 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 Companies of the railways, docks, and works of the others or 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, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profit 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 enable the Company upon any of the lands to be purchased under the powers of the Bill to erect, establish, maintain, and regulate market-places and market-houses, with proper approaches, slaughter-houses, and other buildings and conveniences within or connected therewith, for the

sale of cattle and other animals, hay, straw, corn, grain, butchers' meat, poultry, fish, butter, cheese, vegetables, fruit, and other marketable commodities, and to provide houses and places for weighing carts and goods of all kinds, and to make bye-laws and regulations for the good government and regulation of such market-places and market-houses, slaughter-houses, and other buildings and conveniences, and of the persons frequenting or using the same, and to take tolls, stallages, rates, and duties for the use of the said market-places, market-houses, slaughter-houses, and other buildings and conveniences, and to grant exemptions from the payment of such tolls, stallages, rates, and duties.

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 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;" "The Harbours, Docks, and Piers Clauses Act, 1847;" and "The Markets and Fairs 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):

6 William IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., session 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 171, 305, and 399; 10 and 11 Vic., caps. 104, 230, and 241; 12 and 13 Vic., cap. 28; 13 and 14 Vic., cap. 31; 14 and 15 Vic., cap. 19; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 116; 20 and 21 Vic., caps. 143 and 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, 153, 166, and 220; 26 and 27 Vic., cap. 115; 27 and 28 Vic., caps. 98, 99, 192, and 311; and 28 and 29 Vic., cap. 343, relating to the South-Eastern Railway Company; and 16 and 17 Vic., cap. 132; 18 and 19 Vic., caps. 94 and 187; 20 and 21 Vic., cap. 76; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 81, 239, and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204, and 227; 27 and 28 Vic., caps. 93, 96, 129, 195, and 212; and 28 and 29 Vic., caps. 268, 269, and 347, relating to the London, Chatham, and Dover 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, river wall, quay, or embankment, road, railways, and other works, with a book of reference to such plans, and also plans of the lands 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 Kent, at his office at Maidstone, 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 of the intended dock or docks, river wall, quay, or em-

bankment, road, railways and other works as relate to each parish or extra-parochial place from, in, through or into which the same will be made, or pass, and a copy of so much of the plans of the lands to be taken compulsorily under the powers of the Bill as relates to each parish and extra-parochial place in which such lands will be situate, with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1865,
Wilkins and Blyth, 10, St. Swithin's-lane,
 E.C., Solicitors for the Bill.

In Parliament—Session 1866.—
 Parish of St. George, in the county of Gloucester.

(Alteration of Vestry, &c.; Amendment of Acts; Alteration of Provisions as to Election and Appointment of Churchwardens and Overseers of the Poor of the Parish.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal, amend, extend, and consolidate all or some of the provisions of the local, or local and personal, Acts of Parliament following, or some of them, that is to say, 24 Geo. 2nd, cap. 37; and 38 Geo. 3rd, cap. 69.

And it is proposed by the said intended Act to make new or different provisions as to the election and appointment of churchwardens and overseers of the poor for the parish of St. George, in the county of Gloucester, and to repeal and alter the several provisions with respect to the electing, returning, and appointing such churchwardens and overseers, or some of such provisions; and to vest the election or appointment of one of such churchwardens in the vicar, and of the other churchwarden and of such overseers in the inhabitants of the said parish in vestry assembled, the said overseers to be appointed to serve for the same time, and in the same manner, and in the same order and rotation, as is provided by the Act of Parliament 38 Geo. 3rd, cap. 69, and the other Acts in force for the regulation of parish vestries.

And it is also proposed by the said intended Act to make the vestry of the said parish of St. George an open vestry, under the provisions of the Acts in force for the regulation of parish vestries, and to repeal, alter, and amend such of the provisions of such Acts, as may be necessary for the purposes of the said intended Act; and to confer all rights and privileges necessary for the purposes of the intended Act, and to vary or extinguish all rights and privileges inconsistent with the purposes thereof.

And notice is hereby 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.
Hervey E. Murly, Bristol, Solicitor for the Bill.

Henry and William Toogood, 16, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.
North Surrey Railways.

(Incorporation of Company—Power to Construct Railways in Surrey and Middlesex—Compulsory purchase of Land—Tolls—Arrangements with other Companies—Running Powers over other Lines—Powers to other Companies to subscribe Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill and to pass an Act to incorporate a Company (in this notice called "The Company") and to empower the Company to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts respectively, together with all necessary and convenient or incidental works, stations, approaches, communications, and works connected therewith respectively, that is to say:—

A railway (No. 1), commencing in the parish of Richmond, in the county of Surrey, at or near the east side of the road or way leading to the Mews, situate at the back of the public-house called the Lass of Richmond Hill, in Queen's-road, Richmond, and terminating in the parish of Fulham, in the county of Middlesex, by a junction with Railway No. 3 of the Fulham Railway Company, authorised by the Fulham Railway Act, 1865, in a field numbered 151 in that parish, on the plans deposited with the Clerk of the Peace for the county of Middlesex, and referred to in that Act. And which intended Railway No. 1 will be situate in the following parishes, townships, extra-parochial and other places, or some of them—namely, Richmond, Sheen, Mortlake, Barnes, and Putney, in the county of Surrey, and Fulham, in the county of Middlesex.

A railway (No. 2) situate wholly in the said parish of Fulham, commencing by a junction with the intended Railway No. 1, at or near a point on the eastern bank of the river Thames, one furlong and three-quarters or thereabouts from the Crab Tree Public-house, in the parish of Fulham aforesaid, measuring in a southerly direction along the said eastern bank of the said river, and terminating by a junction with the said Railway No. 3 of the Fulham Railway Company, in a field numbered 119, in the said parish, on the deposited plans aforesaid.

A railway (No. 3) commencing in the parish of Fulham aforesaid, at or near the point hereinbefore described as the point of commencement of the intended railway (No. 2), and terminating in the parish of Kensington, in the county of Middlesex, by a junction with the authorised Metropolitan District Railway, in or near a piece of ground which lies adjacent to Raspberry-lane, in the last mentioned parish, on the northern side of that lane, and at five chains or thereabouts from the Earl's-court-road, measuring along the said lane, and which intended railway (No. 3) will be situate in the parishes of Fulham and Kensington aforesaid.

A railway (No. 4) commencing in the parish of Kingston, in the county of Surrey, by a junction with the authorised Kingston, Malden and Wimbledon Railway of the London and South-Western Railway Company, at or near the Kingston station of that Company, and terminating in the parish of Putney, in the county of Surrey, at or near the north-eastern corner of a field, which belongs to his Royal Highness the Duke of Cambridge, and abuts upon Wimbledon-common at a distance of two furlongs and a-half or thereabouts from the Bald-faced Stag Inn, in that parish, measuring in a north-easterly direction,

and which intended railway (No. 4) will be situate in the parishes of Kingston, Ham, and Putney, in the county of Surrey.

A railway (No. 5) commencing in the parish of Putney aforesaid, by a junction with the intended railway (No. 4) at or near the point hereinbefore described as the point of termination of that railway, and terminating in the parish of Fulham aforesaid, by a junction with the said authorised Railway No. 3 of the Fulham Railway Company, in a field numbered 119 in the said parish of Fulham, on the plans deposited with the Clerk of the Peace for the county of Middlesex, and referred to in the Fulham Railway Act, 1865, and which intended railway (No. 5) will be situate in the said parishes of Putney and Fulham.

A railway (No. 6) commencing in the parish of Putney aforesaid, at or near the point hereinbefore described as the point of termination of the intended Railway No. 4, and terminating in the parish of Battersea, in the county of Surrey, by a junction with the London and South-Western Railway, at or near the northern side of the bridge in that parish which carries the road called Wandsworth-road, or St. John's-hill, over the London and South-Western Railway, and which intended railway (No. 6) will be situate in the parishes of Putney, Wandsworth, and Battersea, all in the county of Surrey, or some of them.

A railway (No. 7) commencing on Wandsworth Common, in the parish of Wandsworth aforesaid, by a junction with the intended railway (No. 6) at or near a point lying 80 yards or thereabouts measured in a northerly direction from the north-eastern corner of the gardens belonging to the row of dwelling-houses called Heathfield-cottages, and terminating in the parish of Battersea, aforesaid by a junction with the West London and Crystal Palace Railway of the London, Brighton, and South Coast Railway Company, at or near a point seven chains or thereabouts, measured in a southerly direction along that railway from the south side of the bridge, carrying the Battersea-rise-road over that railway, and which intended Railway No. 7 will be situate in the parishes of Wandsworth and Battersea aforesaid.

A railway (No. 8) situate wholly in the parish of Fulham aforesaid, commencing by a junction with the intended railway (No. 5) at or near the point hereinbefore described as the point of termination of the intended railway (No. 2) and terminating by a junction with the intended railway (No. 3), in or near a piece of enclosed land situate six chains or thereabouts from the Fulham Almshouse, measuring in a southerly direction from the southernmost side of the said almshouse.

And it is also proposed by the said intended Act to take powers to effect all or some of the objects and purposes following, that is to say:—To make lateral deviations from the lines of the said intended railways and works, to the extent and within the limits described upon the plans hereafter mentioned, or as may be prescribed by and provided for in the said intended Act.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, canals, watercourses, streams, rivers, navigations, sewers and other works, within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To use and appropriate any road, street, or thoroughfare for the purposes of the said intended railways and works, and to divert or remove all

gas, water, and other pipes beneath or communicating with any of the streets, and to alter the level and position of the sewers and drains in and communicating with the said streets, and to temporarily stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the intended railways the under surface of any road, street, thoroughfare, or land.

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

To levy tolls, rates, and duties for or in respect of the said intended railways and works, or any or either of them, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorise the Fulham Railway Company, the London and South-Western Railway Company, the London, Brighton, and South Coast Railway Company, the Metropolitan Railway Company, the Metropolitan District Railways Company, the Hammersmith and City Railway Company, and the Great Western Railway Company (hereinafter called "The Seven Companies"), or some or one of them, and the Company from time to time to enter into agreements with respect to the following matters, to wit:—The construction, alteration, maintenance, and management by the seven Companies, some or one of them, and jointly with the Company, or otherwise, of the railways; the construction, alteration, maintenance, and management by the Company, separately or jointly with the seven Companies, or any of them, of the railways of the seven Companies, some or one of them, or part thereof respectively, the running over, use, and working by the seven 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 seven Companies, and the conveyance of traffic thereon; the supply of rolling stock, and of machinery, and of officers and servants, by the seven 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 the traffic, whether arising upon or from the undertaking of the Company, or upon or from one or more of the undertakings of the seven Companies, or both, or points beyond those undertakings respectively, and the appointment of joint committees for carrying into effect any such agreement.

To authorise or require the seven 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 seven Companies, some or one of them; and that the seven Companies, some 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 seven Companies, some or one of

them, and at the stations, works, and conveniences thereon, by the trains of the seven Companies respectively, and by through booking and invoicing through rates, and (as far as reasonably may be) through waggons and carriages; and that the seven 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.

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 seven Companies respectively.

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 undertaking of the Company, and also passing over or upon the undertakings of the seven Companies, or any of them; and to provide, if need be, for the appointment by the Company of proper officers and servants, for performing the duties and services and executing the powers aforesaid, and for the use by such officers and servants of station and other accommodation on the undertakings of the seven Companies, some or one of them.

To empower the seven Companies, or any of them, to take and hold shares in and subscribe to the intended undertaking, or any part thereof, and to guarantee, to or for the Company, interest, dividend, annual or other payments on shares and stock, and the principal and interest of any loan, and for those purposes and any of them, to raise money by the creation of new shares and stock in their respective undertakings, or any of them, with or without preference or priority in payment of interest or dividend or other special privileges, and by borrowing, and to enable them to appoint directors of the Company.

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.

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

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; that is to say—the Fulham Railway Act, 1865, the 4 and 5 Wm. IV., cap. 58, relating to, and all other Acts relating to, the London and South-Western Railway Company; 5 and 6 Wm. IV., cap. 10, relating to, and all other Acts relating to, the London, Brighton, and South Coast Railway Company; 17 and 18 Vict., cap. 221, relating to, and all other Acts relating to, the Metropolitan Railway Company; 27 and 28

Vic., cap. 322, relating to, and all other Acts relating to, the Metropolitan District Railways Company; 24 and 25 Vict., cap. 164, relating to, and all other acts relating to the Hammersmith and City Railway Company; and 5 and 6 Wm. IV., cap. 107, relating to, and all other Acts relating to, the Great Western Railway Company.

And notice is hereby further given, that duplicate plans and sections describing the lines, situation, and levels of the intended railways 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 Surrey, at his office at Lambeth, in that county, and with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in that county, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as may relate to each 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 for public inspection as follows:—

For the parishes of Putney, Wandsworth, and Battersea, with the clerk of the district board of works for the Wandsworth district at his office at Battersea-rise, Wandsworth;

For the parish of Fulham, with the clerk of the Fulham district board of works, at his office in Broadway, Hammersmith.

For the parish of Kensington, with the clerk of the vestry of that parish, at his office at the Vestry Hall, Kensington.

For each other parish, with the parish clerk thereof at his residence.

And for each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 16th day of November, 1865.

C. and H. Tahourdin, 1, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1866.

Newhaven Harbour and Docks.

(Corporation of Company; Construction of Harbour, Docks, Piers, and other Works; Powers to take Lands; Levying Tolls; Rates, and Dues; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "The Company,") and to enable them to make and maintain the following works within or adjacent to or abutting upon the parishes or places of Newhaven otherwise Meeching, Seaford, Blatchington, Bishopstone, and Piddinghoe, all in the county of Sussex, or some or one of them, and projecting into the sea at or near thereto:

1. A wet or floating dock or docks with suit

able piers, walls, gates, bridges, arches, quays, jetties, landing places, roads, approaches, wharves, warehouses, vaults, buildings, tramways, reservoirs, dams, basins, locks, sluices, culverts, works, and conveniences connected therewith, commencing at a point (A) in the said parish of Newhaven, otherwise Meeching, in the county of Sussex, at the south-west bank or shore of the River Ouse, at the termination of such bank or shore on the sea beach below the Barrow Head, thence following the face of the cliff in a westerly direction to a point (B) on the face of the cliff distant 5,700 feet, or thereabouts, from the said point A; thence extending in a southerly direction seawards to a point (C), distant 2,500 feet, or thereabouts, from the said point B; thence extending due east 5,000 feet, or thereabouts, to a point (D), nearly opposite to and distant about 3,200 feet from the point A firstly hereinbefore described.

2. A harbour or place of refuge, with all necessary works and approaches for ships or vessels, at or near the mouth of the River Ouse, at Newhaven, in the county of Sussex, which will be situated within the following limits, that is to say:—

Commencing at a point (E) on the sea beach, situate in the parish of Blatchington, in the county of Sussex, opposite the south-easterly corner of Blatchington Battery, and from thence following the line of coast westward to the eastern bank or shore of the River Ouse at its termination upon the sea beach; thence across such river to the western bank or shore thereof; thence extending along the face of the cliff in a direction due west to the said point B upon the face of the cliff; thence following an imaginary curved line running seawards in a south-easterly direction to a point (F), situate nearly opposite to and distant 8,500 feet, or thereabouts, in a straight line south-east by south of the said point A; thence following an imaginary curved line in a north-easterly direction to and terminating at the said point E, hereinbefore described.

3. A pier, jetty, or mole, with all necessary works and approaches, commencing at the point A herein described, and thence projecting into the sea southwards to and terminating at a point in the sea distant 3,600 feet, or thereabouts, in a straight line from the said point A.

4. A pier or breakwater, with all necessary works and approaches commencing at the point B hereinbefore described, and thence following an imaginary curved line seawards, in a south-easterly direction to and terminating at the point F hereinbefore described.

5. A pier or breakwater, with all necessary works and approaches, commencing at the point E, hereinbefore described, and thence following an imaginary curved line seawards in a south-westerly direction to and terminating at a point G, situate opposite to and distant 1,500 feet, or thereabouts, from and in a north-easterly direction of the point F hereinbefore described.

To enable the Company in the construction and maintenance of the said harbour, docks, piers, and works, or any of them, to alter, stop up, and divert roads, bridges, ferries, fords, rivers, streams, watercourses, drains, sewers, mains, pipes, tramways, and navigations within the before mentioned parishes or places, or any of them, or in or over the sea and tidal waters within the limits aforesaid, and to impound for the purposes of the said proposed docks and harbour the waters of the River Ouse aforesaid.

To purchase, by compulsion or agreement, lands, houses, and other property situate within

the said parishes or places, and to enclose and reclaim lands within and for the purposes of the said harbour, docks, piers, and works, or any or either of them, to vary or extinguish existing rights and privileges in and over such lands, houses, and property within the said parishes or places, and in and over the sea or tidal waters within the limits aforesaid and the said river, and to levy tolls, rates, dues, and charges for and in respect of the user of the said intended harbour, docks, piers, and works, or any or either of them, and to alter existing tolls, rates, dues, charges, and duties.

To alter, amend, extend, and enlarge, so far as may be necessary for the purposes aforesaid, all or some of the powers and provisions of the local and personal Acts following (that is to say):—

“The Newhaven Harbour and Ouse Lower Navigation Act, 1847,” and all other Acts relating thereto; the 24 George 3, cap. 21, and 38 George 4, cap. 14, relating to Newhaven Bridge; 5 and 6 William 4, cap. 10, and all other Acts relating to the London, Brighton, and South Coast Railway Company.

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

And notice is hereby further given, that duplicate plans and sections, describing the lines, situation, and levels of the said intended harbour, docks, piers, and works, and the lands, houses, and other property, and the sea or tidal water, in, through, or over which the same will be made, or which may be taken, used, or occupied under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relate to each of the parishes in or through which the said intended docks and works are respectively proposed to be made, and also a copy of this notice as published as aforesaid, will be deposited on or before the said 30th day of November, with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial lands with the clerk of some adjoining parish, at his place of abode.

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

Dated this 16th day of November, 1865.

Nokes, Carlisle, and Francis, No. 8, Finch-lane, London, Solicitors for the Bill.

Marriot and Jordan, No. 22, Parliament-street, Westminster, Parliamentary Agents.

Glyn Valley Railway.

(Construction of Railway; Purchase of Lands; Levying of Tolls; Powers to Subscribe to, and Working and other Agreements with Great Western Railway Company, Running Powers, &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 to be called “The Glyn Valley Railway

Company,” hereinafter called “The Company,” and to grant all necessary powers for carrying into effect the purposes following, or some of them, that is to say, to make and maintain the line of railway following, with all proper works, approaches, stations, and conveniences connected therewith, viz:—

A railway commencing by a junction with the up line of rails of the Shrewsbury and Chester section of the Great Western Railway at or near to the southern end or face of the bridge carrying the highway called the Hand-lane over the Shrewsbury and Chester section, near the passenger station thereon, in the parish of Chirk, in the county of Denbigh, and terminating in a field belonging to the Rev. William Lewis, occupied by Thomas Morris, situate at or near the New Inn, in the parish of Llansaintffraid Glyn Ceiriog, in the county of Denbigh, which said railway will pass through, or into the townships or places of Chirk, Crogen Wladis, Crogen iddon, Erwallo, Gilco-chwyn, Nantgwrld, Hafodgynfor, Talygarth, Lavar issa, Lavar ucha, Coed y glyn, Glynfechan, Pontfadog, and Glyn traian, and the several parishes, ecclesiastical districts, extra-parochial, or other places of Chirk, Llangollen, Pontfadog, and Llansaintffraid Glyn Ceiriog, all in the county of Denbigh.

To purchase, and take by compulsion, for the purpose aforesaid, or any of them, lands, houses, and other property, to vary or extinguish all existing rights and privileges connected therewith, or which would in any manner impede, or interfere with the construction, maintenance, or use of the said intended railway and works, or any of them, and to confer other rights and privileges, and also to cross, alter, divert, and stop up, such turnpike, highway, or other roads, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water courses, as it may be necessary or expedient to cross, alter, divert, or stop up, for the purpose of making and maintaining or using the said intended railway, or any of the works, approaches, stations, or conveniences connected therewith respectively.

To levy tolls, rates, and duties upon, or in respect of the said intended railway, and for the conveyance of passengers, animals, and goods thereon; to alter or vary the tolls now authorised to be taken by the Great Western Railway Company, and to confer exemptions from the payment of such several tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Great Western Railway Company to contribute towards the capital of the Company, and to hold shares, and to appoint directors therein, and to apply for such purposes the capital or funds which they are authorised to raise by any of the Acts relating to the Great Western Railway Company, or to raise for the purposes aforesaid, if necessary, further sums of money by shares or mortgage, and either with or without a preference attached to such shares, as the said Company may think fit, and to confirm any arrangements or agreements made or which may be made, between the Company and the Great Western Railway Company with reference to the matters aforesaid.

To empower the Great Western Railway Company to run over and use with engines, carriages, and waggon, the railway of the Company and all stations, watering places, and conveniences thereon, and in like manner to enable the Company to run into and over, and to use the Chirk station of the Great Western Railway Company, and the portions of the Great Western Railway lying between such station and the junction of

the proposed railway with the Great Western Railway, and all sidings, platforms, water places, and conveniences connected therewith respectively.

To empower the Company and the Great Western Railway Company, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the railway or works, proposed so to be authorised, or any part thereof, and the supply of rolling stock for the purpose; and with respect to the interchange of traffic passing over the respective railways of the two Companies, and the apportionment of the tolls and profits arising therefrom, and to enable the last-named Company to apply any portion of their income or capital to the purposes of any such arrangements or agreements, and to make such provision for the management and use of the said railway and works, and the appointment of joint committees and other arrangements for the purpose.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purpose of the said intended Act, the several Acts following or some of them, relating to, or directly or indirectly, affecting the Great Western Railway Company; that is to say:—(Local and personal) 5th and 6th Wm. IV., cap. 107; 6th Wm. IV., caps. 36, 38, 77, and 79; 1st Vic., caps. 91 and 92 (1837); and 24 and 26 (1838); 2nd Vic., cap. 27; 3rd Vic., cap. 47; 3rd and 4th Vic., cap. 105; 4th and 5th Vic., cap. 41; 5th Vic., session 2, cap. 28; 6th Vic., cap. 10; 7th Vic., cap. 3; 7th and 8th Vic., caps. 68 and 99; 8th and 9th Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9th Vic., cap. 14; 9th and 10th Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10th and 11th Vic., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11th and 12th Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Vic., cap. 55; 13th Vic., caps. 6 and 7; 13th and 14th Vic., caps. 24, 38, 110; 14th and 15th Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15th and 16th Vic., caps. 9, 125, 131, 140, 145, 146, 147, and 168; 16th and 17th Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, and 227; 17th and 18th Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18th Vic., caps. 11, 59, and 69; 18th and 19th Vic., caps. 98, 171, 175, 181, 183, and 191; 19th and 20th Vic., caps. 111, 126, and 137; 20th and 21st Vic., caps. 8, 14, 54, 96, 116, 119, and 158; 21st and 22nd Vic., caps. 90, 123, 126, 139, 142, and 146; 22nd Vic., cap. 13; 22nd and 23rd Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134, and 188; 23rd Vic., cap. 76; 23rd and 24th Vic., caps. 69, 72, 76, 82, 94, 127, and 128; 24th Vic., caps. 32 and 36; 24th and 25th Vic., 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 205, 212, 213, 215, 221, 227, and 240; 25th and 26th Vic., caps. 13, 56, 58, 71, 109, 110, 127, 143, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26th and 27th Vic., caps. 113, 128, 136, 151, and 196; 27th and 28th Vic., caps. 76 and 306; and 28th and 29th Vic., cap. 299, also 33rd George III., cap. 112; 35th George III., cap. 72; 39th George III., cap. 15; 1st and 2nd George IV., caps. 61 and 63; 6th George IV., cap. 168; 7th George IV., cap. 53; and 3rd Wm. IV., cap. 80, and any other Acts, relating to the Great Western Railway Company.

Duplicate plans and sections, describing the line and levels of the said intended railway 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, and also a published map, with the said intended railway delineated thereon, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November, 1865, be deposited for public inspection in the office of the Clerk of the Peace for the County of Denbigh, at Ruthin, and a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes or ecclesiastical districts aforesaid, 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 parish clerk of each such parish or district respectively, at the place of abode of such parish clerks.

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 the 10th day of November, 1865.
J. Longueville, Williams, Jones, and Williams,
Esq. of Oswestry, Solicitors for the Bill.

Gravesend and Farningham Railway.
(Incorporation of Company—Construction of Railways from Gravesend to the London, Chatham, and Dover Railway, at or near Farningham-road Station—Running Powers over Part of London, Chatham, and Dover Railway—Traffic Arrangements with London, Chatham, and Dover and South Eastern Railway Companies—Subscriptions by those 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 an Act for the following purposes, or some of them, that is to say:

To incorporate a company for the purpose of making and maintaining the following railways and works, with stations, approaches, works, and conveniences connected therewith, that is to say:

1. A railway to commence in the parish of Gravesend and county of Kent, at a point in a certain piece of garden ground, twenty yards, or thereabouts, from and to the south of a point in the centre of the turnpike road from Gravesend through Northfleet to London, distant 130 yards or thereabouts (measured along the said road) from and to the west of the intersection of Somerset-street, Gravesend, and the said turnpike road near St. James's Church, and terminating in the parish of Darenth, in the said county of Kent, by a junction with the London, Chatham, and Dover Railway, at or near the bridge which carries the road leading from Rabbits Farm, otherwise Rabbits Houses, to Gills, and which road is called or known as Rabbits-road, over the last-mentioned railway.

2. A railway commencing in the parish of Northfleet and county of Kent, by a junction with the firstly hereinbefore described intended railway, in the road leading from Northfleet to Perry-street, at a point 540 yards from the bridge which carries such road over the North Kent Branch of the South Eastern Railway Company (measured along the said road in a south-easterly direction, and terminating in the said parish of Gravesend), by a junction with the said North Kent Branch of the South Eastern Railway Company, at the point

at which Somerset-street, or the continuation of Somerset-street, Gravesend, passes over the said branch railway.

The said intended railways and other works will pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, viz.: Gravesend, Milton-next-Gravesend, Northfleet, Perry-street, Southfleet, Greenhithe, Swanscombe, Green-street-green, Darenth, South Darenth, Horton Kirby, Sutton-at-Hone, Stone near Dartford, or some of them, in the said county of Kent.

The Bill will contain the following powers, or some of them, that is to say:

To authorise deviations from the lines and levels of the works, as defined on the plans and sections hereinafter mentioned, and the stopping up, diversion, crossing under, over, or on the level of any turnpike roads, highways, railways, canals, navigations, and rivers, which may be interfered with by the railways and works.

To purchase lands and houses by compulsion for the purposes of the said railways and works, and to levy tolls, rates, and duties for the use of such railways and works, and to confer, vary, or extinguish exemptions from the payment of rates, tolls, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company, or any other company or persons lawfully using the said intended railways and works, or any of them, to run over and use with engines, carriages, waggons, and servants, so much of the London, Chatham, and Dover Railway as lies between the point of junction of railway firstly hereinbefore described, and the Farningham-road station of the said London, Chatham, and Dover Railway, together with the said station, and the works, sidings, watering places, and other conveniences connected with the said station and portion of railway respectively, on payment of such tolls, rates, rent, or other consideration as may be agreed, or as shall be provided by the said intended Act.

To enable the intended Company, and the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company to enter into and carry into effect contracts and arrangements with reference to the working by such two last-mentioned railway companies, or either of them, of the intended railways and works, or any part thereof, and the conveyance of the traffic thereon, the supply of working and rolling stock, the appointment of officers and servants, the collection and delivery of goods, the forwarding, interchange, transmission, regulation, and apportionment of the traffic, and of the receipts from the traffic on the railways of the companies parties to the contract, the levying, fixing, receipt, division, and apportionment of tolls, fares, and charges upon the intended railways, and upon the railways of the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company, or either of them, the management and repair of the intended railways and works, the payment of a fixed or contingent rent, the construction and use of the railway stations and works, or any of them, and the appointment of a joint committee.

To authorise the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company, or either of them, to contribute and subscribe for and hold shares in the capital of the intended Company, and to apply their existing authorised capitals for such purpose, or to raise further sums of money by new shares, with or without a preference or priority in payment of dividend over the ordinary capital of the respec-

tive Companies, and by mortgage or bond, of their undertaking, and to guarantee out of their revenues to the intended Company, or their shareholders, interest or dividend on the share or loan capital of the intended Company, or any part thereof, and to authorise the appointment by any subscribing railway company of directors of the intended Company.

To require the London, Chatham, and Dover Railway Company and the South Eastern Railway Company to book or invoice through, receive, and convey the traffic passing to, from, and over, or beyond the intended railways, from, to, over, or beyond the railways belonging to, or worked, or leased by the London, Chatham, and Dover Railway Company or the South Eastern Railway Company, and to make provisions for the speedy and convenient transmission of the traffic, and for the settlement of rates and of disputes by arbitration, or in such manner as may be prescribed by the Bill.

To alter, amend, enlarge, or repeal, so far as needful, the powers and provisions of the Acts 16 and 17 Vic., cap. 132, and the other Acts relating to the London, Chatham, and Dover Railway Company, and the powers and provisions of the Act 6 Wm. 4th, cap. 75, and the other Acts relating to the South Eastern Railway Company.

To incorporate with the Bill "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," and "The Railway Companies Arbitration Act, 1857," and "The Railways Clauses Act, 1863," or some part or parts of such Acts respectively.

On or before the 30th day of November instant duplicate 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, with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone; and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes, with a copy of the said notice, will be deposited with the parish clerk of each such parish, at his residence, and, in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 14th day of November, 1865.

Wilkins and Blyth, St. Swithin's-lane,
London, E.C.

Aldershot Gas Consumers.

(Incorporation of Company—Powers to maintain works and to manufacture and supply Gas in Aldershot and neighbourhood—Regulation and increase of Capital—Additional Lands, &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 Aldershot Gas Consumers' Company, Limited" (in this notice 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 articles of association thereof, and to vary or extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

To vest in the Company all lands belonging to the Company as it now exists, and also all other the property real and personal, undertaking, powers, rights, and privileges thereof.

To confer upon the Company powers of lighting with gas the parishes of Aldershot, Farnborough, and Cove, in the county of Southampton, or any or either of them.

To authorise the Company to hold lands and to maintain the existing works of the Company as it now exists, and to alter, enlarge, and improve the same, and to erect additional works on the lands or any part of the lands belonging to the Company as it now exists, situate in Aldershot aforesaid (that is to say), lands occupied by the Gas Works of the Company as it now exists, and bounded on the north by land of the Suburban Freehold Land Society, on the south by Malt House-lane, on the east by land of Mrs. Collins, and on the west by land of John Boulter.

To authorise the Company to purchase further lands, and from time to time to erect, make, and maintain buildings, gasometers, retorts, machinery, apparatus, approaches, roads, conveniences, and works.

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, coal, and tar and other residual and manufactured products and matters and things, and to carry on the business usually carried on by gas companies, 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, railways, bridges, and other public passages and places, within the parishes and places hereinbefore mentioned, and to break up, and interfere with such streets, roads, lanes, bridges, and other public passages and places, and also with any sewers, drains, and pipes, in, over, and 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 for public and private lighting, and of gas meters and fittings, and other gas apparatus, and to authorise, confirm, or regulate contracts with any local authority authorised to light the public streets.

To define, alter, authorise, and regulate the capital of the Company, and its distribution into shares, and the capitalisation or conversion into capital of monies 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 provisions with reference to the augmentation of the share and loan capital of the Company.

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

Dated this 9th day of November, 1865.

Richard Eee, Aldershot, Solicitor for the Bill.

Wilkins and Blyth, 10, St. Swithin's-lane, London, E.C., Parliamentary Agents.

Pagham Harbour.

(Incorporation of Company; Construction and Maintenance of Cut and Embankments; Reclamation of Lands in Pagham Harbour, in the county of Sussex; Compulsory Purchase of Land and Frontage, and other rights; Arrangements with Commissioners of Woods and Forests, and owners of adjoining Lands; Incorporation 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 :—

To incorporate a Company hereinafter called "The Company," and to authorise the Company to make and maintain the works following, or some of them, that is to say :—

1. A cut or canal, with all proper sluices, culvert, sluice-gates, locks, and tide-gates, commencing at a point in the parish of Pagham, and county of Sussex, on the north-east shore of Pagham Harbour, 36 yards south-east of the coast-guard hut near the mouth of the said harbour, and proceeding thence due east, and terminating in the sea-shore of the English Channel, at a point thereon in the said parish of Pagham, about 50 yards north-east, measured along high-water line from the signal flag-staff belonging to the coast-guard hut aforesaid, the whole of which cut will be situate in the parish of Pagham.
2. An embankment of sea-wall about eight chains in length, commencing out of an old sea-wall at a point about 30 yards north-east of the signal flag-staff aforesaid, in the said parish of Pagham, and proceeding thence due south across the mouth of Pagham Harbour, and terminating on a strip of land forming the south-eastern boundary of Pagham Harbour, called Selsea Beach or Wallend Beach, in the parish of Selsea and county of Sussex, about 11 chains from the end of the said strip of land, which said embankment or sea-wall will be situate in the said parishes of Pagham, and Selsea, or one of them, and on the bed and shore of Pagham Harbour.
3. An earthen embankment commencing at the termination of the embankment last described in the said parish of Selsea, and proceeding along the western side of the said strip of land, and terminating at a point in the said parish of Selsea, where the road or highway leading from Park Coppice to Selsea Church abuts on the sea-wall, which now forms the western boundary of Pagham Harbour, which said last-mentioned work will be made, and pass in and through the said parish of Selsea, and all in the county of Sussex.
4. All necessary docks, basins, cuts, locks, sluices, gates, bridges, roads, approaches,

quays, wharves, jetties, piers, wharf-walls, quay-walls, embankments, landing stages, and other works and conveniences connected with the said cut and embankments, or which may be necessary for draining Pagham Harbour, and reclaiming the same from the sea, or for any of the purposes of the Bill.

To confer upon the Company powers for all or some of the objects and purposes following, that is to say:

To improve, straiten, enlarge, deepen, alter, and divert the course of the low water channels of the streams which now flow in or through Pagham Harbour, or any part thereof, and execute all other works necessary for reclaiming the shores and bed of the said harbour now subject to be overflowed by the sea.

To deviate laterally from the lines of the intended cut and embankments and other works to the extent shown on the plans, to be deposited as hereinafter mentioned, and also to deviate from the levels of the said works as defined on the sections to be deposited as hereinafter mentioned.

To enclose, reclaim, warp, improve, drain and convert to agricultural purposes the waste lands and marshes, and lands over which the tide flows, situate in and near Pagham Harbour, and in the said parishes of Pagham and Selsea, and included within an area bounded by a line extending around Pagham Harbour aforesaid, and drawn around the said harbour at a distance of ten yards above, and to landwater of the highwater mark of ordinary spring tides, and to execute all necessary works for those purposes, and for the reclamation of the said lands, and to hold, sell or dispose of the lands so reclaimed, drained, and converted, and to provide that the said lands when so reclaimed shall form part of the said parishes of Pagham and Selsea, or some of one of them.

To acquire or purchase compulsorily any existing rights on the foreshore within the area aforesaid, or to make provision in the Bill for setting out and ascertaining the extent of the existing foreshore, and for vesting the same or some portion thereof in the Company or in the owners of the adjoining lands, subject to the payment to the Company of a gross or annual contribution, or to make such other arrangements as may be prescribed in the Bill with reference thereto.

To purchase by compulsion or make provision for compensating, or otherwise arranging with all persons or bodies exercising any rights in or across Pagham Harbour, or on the foreshore thereof, which will be interfered with by the said intended embankments, roads, and other works, or the exercise of any of the powers to be conferred on the Company.

To enable the Company and the owners of lands adjoining Pagham Harbour and of the bed and foreshore thereof and the Commissioners for Sewers from time to time to enter into and carry into effect any contract or agreement with respect to the maintenance and construction of any sluices or channels, or other works now existing, or to be made by the Company or such owners for the purpose of draining the adjoining lands.

To enable the Company to enter into and carry into effect any arrangement that may have been, or which prior to the passing of the Bill, or at any future time may be entered into with the Commissioners of Her Majesty's woods, forests, and land revenues, or any other department of Her Majesty's Government, in regard to the rights of the Crown, if any, in and over the lands proposed to be reclaimed, or any of them,

or in and over the foreshore of the sea beach and the harbour which will be interfered with by the construction of the proposed works, or the powers to be vested in the Company.

To confer upon all persons and corporations having limited powers, or who, but for the provisions of the said Bill, would be incorporated to convey, or exchange lands to the Company, full powers of conveying to and exchanging with the Company any lands or hereditaments necessary or desirable for the purposes of the Company, or of the Bill, or any interest therein, and of entering into and carrying into effect contracts or agreements with the Company with reference thereto, or to the reclamation and drainage of any such lands.

To dredge, scour and deepen, from time to time the bed and soil of the said streams, and also the bed, soil, and shore of the said Pagham Harbour, and of the sea, at or near the mouth of that harbour, and also to dredge, scour, and deepen all channels from time to time, forming a means of access to the intended embankment, harbour, and other works or any of them.

To make, provide, lay down, and maintain, in or adjoining the parishes aforesaid, and in connection with the several works hereinbefore described, or for the purposes of the undertaking, or of the Bill, or any or either of them, and in or near the bed, soil, and shore of the sea, and of Pagham Harbour, and of all such channels as last aforesaid, all necessary and suitable roads, ways, approaches, platforms, quays, bridges, wharfs, embankments, drains, entrances, basins, locks, gates, sluices, culverts, landing-places, slips, sheds, bonded and other warehouses, dolphins, buoys, chains, piles, pontoons, beacons, lightships, lighthouses, tug-boats, dredge-boats, moorings, tramways, and other like works, engines, and conveniences.

To make provision for the lighting, watching, management, use, regulation, and protection of the intended embankment, and other works and conveniences, and to confer upon the Company all powers usually conferred upon companies constituted for reclaiming lands from the sea in reference to any of the matters aforesaid, or that may be necessary, useful, or proper for the purposes of their undertaking.

To enable the Company for the purposes of the Bill to cross under, over, or on the level of, and to divert, alter, or stop up, or otherwise interfere with, whether temporarily or permanently, all such turnpike and other roads and highways, footways, wharfs, ferries, bridges, rivers, streams, brooks, aqueducts, sluices, watercourses, canals, navigations, sewers, pipes, and drains, in or adjoining the aforesaid parishes, and extra-parochial and other places, or any of them, as it may be necessary so to cross, divert, alter, or stop up, or interfere with by reason, or for the purposes of the said embankment, channel, roads, reclamation and other works, or any of them, or of the said Bill.

To enable the Company to purchase by compulsion, or otherwise to acquire lands, houses, and other property within the aforesaid parishes and places delineated on the plans to be deposited as hereinafter mentioned, and within the said area hereinbefore described, for the purposes of the said cut, embankments, channels, roads, reclamations, and other works, and of the Bill; and to acquire any right in or easement over the same, and to vest the whole or any part of such lands and bed and foreshore of Pagham Harbour in the Company; to vary, repeal, or extinguish all rights and privileges connected with such lands, houses, and other property so proposed to be purchased, taken, or used, or

which would in any wise impede or interfere with the construction, maintenance, and use of the intended works, or the reclamation of the lands proposed to be reclaimed, and to confer, vary, and extinguish other rights and privileges.

To vary or extinguish, exclude, or modify all rights of foreshore or frontage, and all ferry and wharfage, quay, rights of anchoring and beaching, and other rights, powers, privileges, franchises, and jurisdictions which impede or interfere, or are inconsistent with the objects and purposes of the Bill or any of them, and to confer other rights and privileges.

To create a Joint Stock Capital, and to raise money by shares, or by borrowing on mortgage and otherwise, for the purposes of the Company.

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

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 cut, embankments, and other second-class works, and of the lands, houses, and other property in or through which they will be made, and also showing the lands proposed to be reclaimed or taken, or which may be taken for the purposes or 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, 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, in that county; and on or before the 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended works will be made, or in which any lands, houses, or other property, or lands proposed to be taken or reclaimed are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1865.

Thomas M. Jenkins, 7, Westminster-chambers, Victoria-street, Westminster,
Solicitor for the Bill.

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

In Parliament.—Session 1866.

Wrexham, Mold, and Connahs Quay Railway.
(Additional Capital.)

(Powers to Raise Additional Capital.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

ensuing session for leave to bring in a Bill and to pass an Act for the following purposes, viz.:—

To enable the Wrexham, Mold, and Connahs Quay Railway Company (hereinafter called "The Company") to raise additional capital for the general purposes of their undertaking, by the creation and issue of new shares or stock, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or either 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 their 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 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 to be raised by any of the Acts relating to the Company, 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 alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts, relating to the Wrexham, Mold, and Connahs 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 any other Act or Acts relating to that Company.

And notice is hereby 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 17th day of November, 1865.

T. and C. Minshall, Oswestry;

J. D. Pugh, Wrexham;

Solicitors.

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

Callington and Central Cornwall Railway.

(Incorporation of Company; Construction of Railways from the Tamar, Kit Hill, and Callington Railway, to the Central Cornwall Railway; Working Arrangements with those Companies and with the Saltash and Callington, the Cornwall, the South Devon, and the London and South-Western Railway Companies; Running Powers; Power to the Tamar Company to subscribe.)

APPLICATION 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 railways following with all needful stations, works, approaches and conveniences connected therewith (that is to say):

1. A railway situate wholly in the county of Cornwall, commencing by a junction with the Tamar, Kit Hill, and Callington Railway (now in course of construction), in the parish of Stokeclimsland, in a field numbered 99 on the deposited plans referred to in "The Tamar, Kit Hill, and

Callington Railway Act, 1864," and terminating in the parish of Altarnun by a junction with the authorised Central Cornwall Railway in a field numbered 105 on the deposited plans referred to in "The Launceston, Bodmin, and Wadebridge Railway Act, 1864," and which intended railway and works will pass through or into the parishes of Stokeclimsland, Callington, South Hill, Linkinghorne, North Hill, Lewannick, and Altarnun, or some of them.

2. A railway situate wholly in the county of Cornwall, commencing in the parish of South Hill by a junction with Railway No. 1, at a point on Hingston Down, distant in a south-westerly direction 500 yards from the fork of the turnpike roads leading to Launceston and Stokeclimsland, at or near Kelly Bray, and terminating in the parish of Callington, by a junction with the Tamar Kit Hill, and Callington Railway, in a field numbered 5 on the deposited plans referred to in "The Tamar, Kit Hill, and Callington Railway Act, 1864," and about 46 chains from the termination of the said railway, and which intended railway and works will be situate in the parishes of South Hill and Callington.

And it is proposed by the said Act

To authorise the construction of the intended railway on a gauge to be specified in the Bill, and, if need be, to exclude the operation of the Act, 9th and 10th Victoria, chapter 57, for regulating the gauge of railways.

To empower the Company to purchase lands, buildings, and hereditaments, 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 water courses, 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 authorise the Tamar, Kit Hill, and Callington Railway Company to subscribe towards the capital of the Company, and to hold shares therein, and to appoint directors thereof.

To enable the Company to run over and use with engines and carriages of every description the Tamar, Kit Hill, and Callington Railway, the Central Cornwall Railway, the Saltash and Callington Railway, the Cornwall Railway, the South Devon Railway, and the London and South-Western Railway, or any of such railways, or any part thereof respectively, together with all stations, 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 any 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 any 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, the supply of rolling stock, machinery, officers, 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 work-

ing, 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 Tamar, Kit Hill, and Callington, the Central Cornwall, the Saltash and Callington, the Cornwall, the South Devon, and the London and South-Western Railway Companies, or any 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 and lessees, or reputed owners and 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 at the office of the Clerk of the Peace for the county of Cornwall, at his office, at St. Austell, 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 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 7th November, 1865.

S. C. Frankish, 23, Parliament-street, Westminster.

In Parliament.—Session 1866.

Harborne Railway.

(Incorporation of Company—Construction of Railways—Powers to run over and use parts of the Railways of the London and North-Western, Great Western, and Halesowen and Bromsgrove Branch Railway Companies—Powers to make Working, Traffic, and other Agreements with the London and North-Western, Great Western, and Halesowen and Bromsgrove Branch Railway Company—Amendment of Acts.)

NOTICE is hereby given, that Application is intended to be made in Parliament, in the ensuing session, for an Act for the following or some of the following, among other purposes, viz.:—

To incorporate a Company (hereinafter called "The Company,") with powers to construct and maintain the railways after-mentioned, with all proper works, approaches, stations, sidings, and conveniences connected therewith; and to confer upon the Company all necessary and proper powers for effecting the objects after-mentioned, that is to say:

A railway (herein called Railway No. 1) entirely situate in the parish of Birmingham, and county of Warwick, to commence by a junction with the Birmingham, Wolverhampton, and Stour Valley section of the London and North-Western Railway, at a point 440 yards or thereabouts measured

in a south-easterly direction along the line of the said railway from the bridge which carries the turnpike road leading from Birmingham to Dudley over the said London and North-Western Railway, and to terminate in a field belonging to Joseph Gillott, Esq., and in the occupation of John Cheshire, Esq., and which field is situate on the west side of and abuts on the Rotten Park Canal Reservoir, and is bounded on the north by the field in which the tunnel or feeder supplying that reservoir terminates at that reservoir.

A railway (herein called Railway No. 2) entirely situate in the parish of Birmingham, to commence by a junction with the Birmingham, Wolverhampton, and Dudley section of the Great Western Railway at or near the point where that railway passes under the Soho branch of the Birmingham Canal, and to terminate at the point hereinbefore described as the point of termination of Railway No. 1.

A railway (herein called Railway No. 3) to commence in the said parish of Birmingham, at the point hereinbefore described as the point of termination of Railway No. 1, and to terminate in the township and parish of Harborne, in the county of Stafford, in a field belonging to the Reverend Thomas Green Simcox, and in the occupation of William Priest, which field is situate on the north side of the road leading from Harts Green to Harborne Church; and at the junction of the last-mentioned road with the road leading from Harts Green aforesaid through the village of Harborne, to Birmingham; and which said intended railway will pass from, in, through, or into these several parishes, townships, and places following, that is to say:—Birmingham and Edgbaston, in the county of Warwick, and Harborne, in the county of Stafford.

A railway (herein called Railway No. 4) to commence at the point hereinbefore described as the point of termination of Railway No. 3, and to terminate in the township of Lappal and parish of Halesowen, in the county of Worcester, by a junction with the authorised line of the Halesowen and Bromsgrove Branch Railways Company, described as Railway No. 1 in the Halesowen and Bromsgrove Branch Railways Act, 1865, in a field belonging to the Right Honourable George William Lord Lyttelton, and in the occupation of Thomas Green, which field is numbered 57 for the parish of Halesowen in the plans deposited with the Clerk of the Peace for the county of Worcester, on or before the 30th day of November, 1864, and which said intended railway will pass from, in, through, or into the several parishes, townships, and places following, that is to say:—Harborne, in the county of Stafford; and Northfield, Halesowen, Warley Wigorn, Ridgacre, Lappal, and Hunnington, all in the county of Worcester.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railways, stations, and works, or some of them; and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, stations, and works; and to confer other rights and privileges; and also to cross, alter, divert, and stop up the highways, turnpike and other roads, railways,

tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere, for the purpose of making and maintaining, or for more conveniently making, maintaining or using the said intended railways, stations, and works, and to levy tolls, rates, and charges for and in respect of the use of the said intended railways, stations, and works, to grant exemption from such tolls, rates, charges, and other rights and privileges relating thereto.

To enable the Company, or any other company, or persons lawfully using the said intended railways and works, or any of them, to run over and use, with engines, carriages, waggons, and servants, so much of the line of the said London and North-Western Railway Company as lies between the point of junction of Railway No. 1 therewith, and their Birmingham passengers and goods stations, including those stations; and also so much of the line of the said Great Western Railway Company as lies between the point of junction of Railway No. 2 therewith, and their Birmingham passengers and goods stations, including those stations; and also so much of the Halesowen Branch Railway of the said Halesowen and Bromsgrove Branch Railways Company as lies between the point of junction of Railway No. 4 therewith, and their Halesowen stations, including such stations; and the works, sidings, watering places, and other conveniences connected with such stations and portions of railway respectively, on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the said intended Act.

To enable the Company, on the one hand, and the said London and North-Western, Great Western, and Halesowen and Bromsgrove Branch Railways Companies (hereinafter called "The Three Companies"), or any of them, on the other hand, to make and carry into effect arrangements and agreements for the maintenance, use, and working by the three Companies, or any or either of them, of the said intended railways and works, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising therefrom, and to enable the said Companies to apply any portion of their income and capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended railways, and the railways belonging to the said last-named Companies respectively, or any, or either of them, and for securing through booking and through invoicing from, to, and over the said railways respectively, or any of them, and for fixing or ascertaining and settling the tolls, rates, and charges to be levied or charged, or other terms and conditions to be imposed for, or in respect of, any of the purposes aforesaid. And to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the railways of the said last-mentioned companies, or any of them, as may be necessary, and to authorise the Company, and the said last-mentioned companies, or any or either of them, from time to time, to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or, in default of agreement, to confer all necessary powers for effecting the objects aforesaid, or any of them.

To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary, all or some

of the powers and provisions of the following Acts, local and personal, or some of them, that is to say, the 8th and 9th Vict., cap. 36, and all other Acts relating to or affecting the London and North-Western Railway Company, the 5th and 6th William IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway Company, and the Halesowen and Bromsgrove Branch Railways Act, 1865.

Duplicate plans and sections, showing the line of the said intended railways and works, and describing the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, and also a copy of this notice, as published in the London Gazette, together with a published map with the line of the intended railways delineated thereon, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon, with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester. And on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in or through which the said railways and works will pass or be situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 10th day of November, 1865.

Wilkins and Blyth, 10, St. Swithin's-lane,
London, E.C., Solicitors for the Bill.

In Parliament.—Session 1866.

Eastern Bengal Railway.

(Powers in regard to Steamboats; the acquisition and working of Mines, the Acquisition and Cultivation of Forest Lands; the Addition of Foot and Carriage ways to Railway Bridges; Traffic Arrangements; the Establishment of Provident Institutions; the Providing of necessary Works, and the application of Moneys for the purposes of the Act; Confirmation of past expenditure; Amendment of Act and Deed of Settlement.)

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

To confer upon the Eastern Bengal Railway Company (herein called "The Company") in the most full and ample manner powers to build, purchase, hire, work, repair, maintain, use, and let steam and other ships and vessels, and craft of every or any description and machinery for the same, and to carry passengers, animals, coals, minerals, materials, and goods therein and thereby from, and to all or any parts of the undertaking of the Company for the time being, to and from all or any parts or places on or near, or approachable by means of the rivers Ganges, Burhampooter, and Megna, or any of them, or any river or stream flowing into or out of those rivers, and to demand, take, and levy, tolls, rates, duties, and charges in respect of the

use or employment of such steam and other ships and vessels and craft, and it is also intended to authorise the Company to repair any such ships, vessels, craft, and machinery as aforesaid, belonging to any person or corporation other than the Company.

To authorise the Company from time to time to purchase, take, or otherwise acquire grants, leases, and other interests, easements, and privileges permanent or temporary, as the directors may see fit, of or in coal mines, iron mines, quarries of stone, and lime, clay, and other mines and minerals, and in any lands or other property in which the Company or their officers may be advised that coal, iron, stone, lime, clay and other minerals may be found, and to open, work, use, and otherwise develop all or any such mines, quarries, and other mines and minerals for their own use and benefit, or for selling and disposing of all or any of such minerals as may be gotten thereby, and to enable the Company to purchase and deal in all or any such minerals.

To authorise the Company from time to time to purchase, take on lease, or otherwise acquire lands on which there may be timber or underwood adapted for any of the purposes of the Company, or which may be fitted for the growth of any such timber or underwood, or any right or easement in such lands, and to grow timber or underwood on any such lands for the purposes of the Company, or for sale, or for such other purposes as may be deemed fit.

To authorise the Company to provide footways and carriage ways to their railway bridges (present and future) or elsewhere in connection with their undertaking wherever in the opinion of the Company and the Government of India such works would be of public advantage.

To enable the Company to enter into and carry into effect arrangements for the reception, management, transmission, and delivery of traffic of all descriptions at, to, and from the undertaking of the Company, and to enter into contracts with steam and other Companies or corporations in respect of any steam or other vessels and craft relating to the navigation or traffic, on any of the rivers or streams aforesaid.

To enable the Company to establish provident institutions and Savings banks for the benefit of their officers, servants, and workmen in India, and to receive by way of deposit from them or their apprentices, or any members of their families money at interest, and to provide that such deposits and interest shall be a charge upon the undertaking of the Company next after moneys borrowed or to be borrowed by them, and to enable the Company to make rules, regulations, and bye-laws in regard to such provident institutions and Savings banks and for the effective regulation thereof, and with respect to the receipt, withdrawal, and payment of deposits.

And it is intended for all or any of the purposes of the proposed Act to authorise the Company to erect, provide, maintain, and repair such works, buildings, machinery, plant and other conveniences and appliances as may be necessary.

To enlarge the objects and purposes of the Company generally, so that they may be enabled to avail themselves of all such means, and do all such things as may be necessary, or may be deemed expedient for completing, maintaining, and developing their undertaking.

To authorise the Company to apply any monies now in their hands or under their control, or which they are or may be authorised to raise by shares and by borrowing, to all or any of the purposes of the intended Act, and to sanction and confirm any expenditure already made and here-

after to be made, and all Acts done and to be done by the Company, their directors, officers, and servants in relation to all or any of such purposes.

And it is intended by the proposed Act to alter and vary such of the powers, rules, and regulations of the Company, and such rights and privileges as may interfere with the objects and purposes of the proposed Act, and to alter, amend, vary, and extend, or to repeal the provisions of "The Eastern Bengal Railway Act, 1857," and the deed of settlement of the Company, bearing date the 1st day of February, 1858, or some of them, and to incorporate with or make applicable to the purposes of the intended Act, all or some of those provisions, altered and modified, as may be deemed necessary.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1865.

Dated this 15th day of November, 1865.

Upton, Johnson, and Upton, 20, Austin-friars, City, E.C., Solicitors for the intended Act.

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

Metropolitan Railway.—(Additional Powers).
(Alteration and Improvements of parts of the Notting-hill and Brompton Extension; and Alteration of Provisions of Act relating to certain Works for that Extension; Additional Lands for purposes or in connection with the Metropolitan Railway and its authorised Extensions; Repeal of certain restrictive Provisions applicable to the portion of the Railway under the Marylebone and Euston-roads; Stoppage of certain Streets, &c.; Further Agreements with Great Western and other Railway Companies; Confirmation of an Agreement with Corporation of the City of London; Arrangements with and Powers to Lease Metropolitan and Saint John's-wood Railway; Agreements with Metropolitan District Railway Company and Metropolitan Railway Warehousing Company, Limited; Extension of Time for Completing Railways, Extensions, Additional Lines, and Works; Additional Capital; Further Provisions for Regulation of Traffic; Provision as to Claims for Compensation for Underpinning Buildings; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session ensuing by the Metropolitan Railway Company (in this notice called "The Company") for leave to bring in a Bill to confer all or any of the following powers or make provision for all or any of the following purposes (that is to say):

To alter and improve the authorised works of the Notting-hill and Brompton Extension Railway by the substitution of an open cutting for the tunnel shown on the plans and sections deposited in respect of that Extension with the clerk of the peace for the county of Middlesex in November, 1863, and referred to in "The Metropolitan Railway (Notting-hill and Brompton Extension) Act, 1864," as commencing at a point about thirteen yards to the north of Peel-street and terminating on the south side of Sheffield-terrace, all in the parish of St. Mary Abbott, Kensington, in the county of Middlesex, and to make between those points of commencement and termination the railway in an open cutting, and to purchase lands and houses compulsorily for the purposes of the railway as so intended to be constructed:

To declare that the 32nd and 33rd sections of the said "Metropolitan Railway (Notting-hill and Brompton Extension) Act, 1864," or any other sections of that Act, or of any Act incorporated therewith, shall not be construed to prevent the Company from constructing and maintaining openings, side arches with openings, or other open works, on the south side of the line of the Notting-hill and Brompton Extension between the points referred to in the said 32nd section:

To deviate, alter, and improve the works of the said Notting-hill and Brompton Extension Railway as authorised and required to be made by the said "Metropolitan Railway (Notting-hill and Brompton Extension) Act, 1864," in the said parish of Saint Mary Abbott, Kensington, between the west side of Gloucester-road and the east side of Prince Albert-road, as shown on the plans referred to in the said Act, and to repeal or alter the 35th and 36th sections of the said Act, and to purchase lands and houses compulsorily for the purposes of the railway as so deviated and altered:

To alter and repeal in part the 43rd section of the said "Metropolitan Railway (Notting-hill and Brompton Extension) Act, 1864," and to provide that such section shall not extend to the portion of the said Extension Railway in the parish of St. Mary Abbott, Kensington, lying between Hornton-mews and High-street, Kensington, and to authorise the Company to construct the authorised line, as shown on the said deposited plans and sections, by open cutting, and not in a tunnel or covered way, as required by the said 43rd section:

To authorise the Company to purchase by compulsion or agreement, all or any of the lands and houses hereinafter described, and to take and hold the same for the purposes of and in connection with their undertaking (that is to say):

In the parish of Paddington, in the county of Middlesex:

Lands and houses in Praed-street, and South Wharf-road, at and near the junction of such road and street;

In the parish of Saint Marylebone, in the county of Middlesex:

Lands and houses abutting upon and near the Marylebone-road, formerly the New-road, on each side thereof and bounded by or abutting upon, in or near Wyndham-street and John-street North, on the one side, and Gloucester-mews North, on the other side;

Also lands and houses abutting upon or near the Marylebone-road, and on both sides thereof, and bounded on the west by Upper Baker-street and York-place, and on the east by Pleasant-row and part of the lands attached to the Marylebone Workhouse, and which lands and houses are in this notice referred to as "The Baker-street Station Lands;"

Also lands and houses abutting upon or near the Marylebone-road, and on each side thereof bounded by Devonshire-place North, and High-street on the west, and by Devonshire-place on the eastern part of such lands and houses as are south of the Marylebone-road;

In the parishes of Saint Marylebone and Saint Pancras, or one of them:

Lands and houses abutting upon or near the Marylebone-road and Euston-road, and on both sides thereof respectively, and bounded by Osnaburg-street and Upper Norton-street on the west, and by Diana-place and Southampton-street on the east

In the parish of Saint Pancras, in the county of Middlesex:

Lands and houses abutting upon or near the Euston-road, formerly the New-road, and on each side thereof, and in, adjoining, or near Warren-street on the south, and forming parts of the lands and houses between Upper Fitzroy-street and Bath-place on the west, and the Hampstead-road and Tottenham-court-road on the east;

Also lands and houses abutting upon or near the Euston-road, and on each side thereof, and situate between Southampton-mews on the north, Gower-place on the south, George-street and Gower-street north on the west, and Euston-square on the east, and which lands and houses are in this notice called the "Gower-street Station lands";

Also lands and houses abutting upon or near the Euston-road and on each side thereof, and abutting upon or near the western side of Charlton-street, between Charlton-street and Winstead-street, and between Mabledon-place on the east, and Stone's-row on the west;

Also lands and houses on the northern side of the Euston-road, between Winstead-street and the triangular piece of ground in front of the King's-cross station of the Great Northern Railway Company, and lying between such station and the Euston-road;

In the parish of Saint James, Clerkenwell, in the county of Middlesex:

Lands and houses abutting upon, in, near, or between Wharton-street, Baker-street, King's-cross-road, and Granville-street, and including part of Granville-square;

In the parish of Saint Andrew, Holborn above Bars, and in the liberties of Hatton-garden, Saffron-hill, Ely-place, and Ely-rents, or one of them, in the county of Middlesex:

Lands and houses in, abutting upon, or near Hatton-yard, on both sides thereof, and in, abutting upon, or between Great Saffron-hill, Cross-street, and Hatton-walk;

In the parish of Saint Giles, Cripplegate, in the city of London:

Lands and houses in Red-Cross-street, at or near the entrance of Three Tun-court, and in and abutting upon Three Tun-court, on both sides thereof;

In the parish of Saint Giles, Cripplegate: Lands and houses abutting upon, or near, or lying between the Crescent, Jewin-street, Red-Cross-street, Paul's-alley, and Alfred-place;

In the parish of Saint Botolph, Without, Bishopsgate, in the city of London:

Lands and houses abutting upon or near Blomfield-street, Bell-square, and New Bridge-street-mews;

In the parish of Saint Sepulchre, Middlesex, and Saint Sepulchre in the city of London, or one of them:

Lands and houses situate on the northern side of West-street, and in, abutting upon, or near, and situate between West-street, and the New Market in Smithfield, the Metropolitan Railway, and the Faringdon-road;

In the parish of Saint Botolph, Without, Bishopsgate, in the city of London:

Lands and houses abutting upon Bishopsgate-street, Without, and adjoining the property numbered 81 in the said parish of Saint Botolph, on the plans deposited with the Clerk of the Peace for the county of Middlesex, and referred to in the Metropolitan Railway (Tower Hill Extension) Act, 1864;

In the parish of Saint Botolph, Without, Aldgate, in the city of London:

Lands and houses in, abutting upon, or near White-street, also lands and houses in, abutting upon, or near Ebenezer-square, also lands and houses on the north-western side of New-street, and also lands and houses between Aldgate High-street, and lying between the north-eastern limits of deviation shown on the deposited plans referred to in "The Metropolitan Railway (Tower Hill Extension) Act, 1864," and Seven Step-alley, a portion of Bull-yard and Crown-place, also lands and houses on each side of Aldgate High-street, and lying between Bull-yard and Aldgate High-street, including therein Three Nuns-yard, and also between Aldgate High-street and Three King's Court, and Chequer's-yard;

In the parish of Holy Trinity, Minories, in the county of Middlesex:

Lands and houses on the south-side of Church-street, and on the eastern and western sides of the authorised limits of deviation, as shown on the plans referred to in "The Metropolitan Railway (Tower Hill Extension) Act, 1864;"

In the parishes of Saint Andrew, Holborn; Saint Andrew, Holborn above Bars; Saint Sepulchre, Middlesex; Saint Sepulchre, London; Liberty of Saffron-hill, Hatton-garden; Ely-rents, and Ely-place, or any of them, in the city of London and county of Middlesex, or one of them:

Lands and houses, west of Faringdon-road, and Faringdon-street, lying between Charles-street on the north, Stonecutter-street towards the south, Shree-lane, Ely-place, and Bleeding Hart-yard towards the west;

Also to authorise the Company to purchase, by compulsion or agreement, other lands and houses in the several parishes before-mentioned, or any of them, in, abutting upon, or near any of the streets, courts, and places before particularised, or adjoining, or near the railways or authorised railways, extensions, and works of the Company in the county of Middlesex and city of London, or either of them;

To authorise the Company to stop up Little Moorfields, between Fere-street and Short-street, in the parishes of Saint Stephen, Coleman-street, and Saint Giles Cripplegate, or either of them, in the city of London; and to appropriate and use the lands thereof, also to authorise the Company to stop up and appropriate, and use the soil of the following streets, courts, ways, and passages, or any of them: Hatton-yard, in the said parish of Saint Andrew, Holborn, above Bars; Three Tun-court, in the parish of Saint Giles, Cripplegate; Bell-square, in the parish of Saint Botolph, Without, Bishopsgate; Amelia-place, in Tun-court, Three Tuns-yard; Turner's place, Turner's-square, Chequer-yard-passage; and Saville buildings, in the parish of Saint Botolph, Without, Aldgate, or any part or parts of such streets, squares, courts, ways, and passages, respectively;

In addition to any existing powers of the Company, in proposed powers to be conferred on the Company, to authorise the Company to stop up and appropriate any court, alley, square, way, passage, or place on any part of the railways, and works of the Company, if and when the Company have purchased all the lands and houses to which it forms an access, and through which any public right of way to any place beyond the same lands and houses does not exist;

To authorise the Company to construct, provide, and enlarge such stations, sidings, venti-

lating shafts, openings, roads, approaches, communications, works, houses, buildings, workshops, openspaces, works, and conveniences, as they may think proper, on any lands belonging to the Company, or to be purchased or taken under the powers of the Bill, and to appropriate and use any lands for any such purposes, and for any purposes authorised or required to be done by any of the Acts relating to the Metropolitan Railway; and to purchase, compulsorily, the lands and houses to be described upon the plans hereinafter mentioned, and any right, interest or easement in or over such lands and houses; and to vary and extinguish all rights and privileges in, over, or connected with any such lands and houses:

To authorise the taking of the lands and houses before described, called the Baker-street Station Lands and the Gower-street Station Lands; and any other lands and houses to be authorised to be taken by the Bill, notwithstanding the provisions contained in sections 26, 27, 29, and 30 of "The Metropolitan Railway Act, 1860," and to exempt the railway and works from those provisions, and to enable the Company to construct such works, and take such lands for such purposes as they think proper, and to repeal such sections or any of them:

To extend the several and respective periods limited by the Metropolitan Railway Acts hereinafter mentioned, or any of them, for the completion of any of the railways, additional lines of rails, widening and enlargements, or works authorised or required to be made by such Acts, or any of them, the powers for constructing which are still in force, and to defer to the extended periods respectively so to be granted, the obligations attaching to the construction of any railway, additional lines of rails, widening or enlargement of any railway, or any works, and the penalties attaching to the Company in case of default:

To enable the Company, for all or any of the purposes of the intended Bill, and for the general purposes of their undertaking, to raise further capital in shares or stock, with or without a guarantee or other preference or priority in payment of interest or dividends over the ordinary shares or stock of the Company, and with or without other special privileges, and by borrowing on mortgage, bond, or otherwise, or by any or either of such means:

To give effect to and if necessary confirm a certain agreement, dated the 26th June, 1862, and made between the Mayor and commonalty and citizens of the city of London and the Company for the sale and transfer to the Company of certain lands and hereditaments, situate at or near West-street, in the parish of Saint Sepulchre, in the city of London, and to make special provision with respect to such lands, as well as to confer the compulsory powers for acquiring the same:

To enable the Company and the Great Western, Midland, and Great Northern Railway Companies, or any of them, to enter into and carry into effect further contracts and arrangements with reference to the traffic of those Companies, or any of them, over the Metropolitan Railway and the Finsbury Extension thereof, or over any part of such railway and extension, or over the other extensions of the Metropolitan Railway, or any of them, and the conveyance of traffic thereon, the accommodation at stations and warehouses, the building of stations and warehouses, the use of lands and works, and their appropriation to any of those Companies, the conduct of the traffic, and the division of the receipt from the traffic on the railways of the said Companies, the fixed and contingent and other rents and pay-

ments to be made, the levying, fixing, receipt, division, and apportionment of tolls, fares, and charges:

To confirm any agreements or agreement with the Metropolitan and Saint John's Wood Railway Company as to the working and maintenance of that railway and its extension by the Company or otherwise; and to authorise the Company to lease, and the Metropolitan and Saint John's Wood Railway Company to grant a lease of the undertaking of the Metropolitan and Saint John's Wood Railway Company, and to enable the Company and the Metropolitan and Saint John's Wood Railway Company to make and enter into agreements or arrangements with respect to such lease or agreement; and to lease accordingly, and also to make and enter into agreements with respect to the construction or maintenance, management, use, working, conduct, and regulation of the railways or works, or parts thereof, which the Metropolitan and Saint John's Wood Railway Company are now authorised to execute, or which they may by any Act of the next session be authorised to execute; and of the traffic passing thereon, and with respect to the tolls and charges received for or on account of the conveyance and handling of such traffic; and with respect to the apportionment of such tolls and charges, and to enable the Company to exercise all or any of the powers of the Metropolitan and Saint John's Wood Railway Company with reference to their own undertaking and the undertaking of any other Company or Companies, and to authorise the Company to purchase, and the Metropolitan and Saint John's Wood Railway Company to sell their undertaking, or any part thereof, to the Company:

To authorize agreements between the Company and the Metropolitan Railway Warehousing Company (Limited), and with any other Company or parties with reference to the building by or in connection with the railways, stations, or lands of the Company, of warehouses for such Warehousing Company or other Companies or parties, the joint contribution of money, the rents and payments to be made, and otherwise:

To exempt the Company and warehouses and buildings on and immediately connected with their railway and stations from the provisions of the Metropolitan Building Acts, or to make other provisions with reference thereto:

To enable the Company on the one hand and the Metropolitan District Railway Company on the other hand from time to time to enter into arrangements and agreements with respect to the construction, purchase of lands for, working, use, management, and maintenance, of the railways of both Companies, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies and the division and appropriation of the revenue arising from that traffic and to authorize the appointment of joint committees or joint board for carrying into effect any such arrangement or agreement as aforesaid and to confirm any arrangement or agreement already made or which prior to the passing of the Bill may be made touching any of the matters aforesaid:

To limit the time within which claims for compensation in respect of persons alleged to be or to have been injuriously affected or injured by reason of any collision or accident on the Company's railways or stations, or in any carriage

belonging to the Company, or by their servants, shall be made upon the Company, and also claims for compensation for injury to any property alleged to be injuriously affected by the railway or the construction thereof:

To extend and apply to the works, lands, and purposes of the Bill all or some of the powers of the Metropolitan Railway Company with respect to leasing and holding lands, alterations of works, appropriation of undersurface of streets, settling claims for compensation, and otherwise:

To extend and apply to any railways belonging to, worked, or leased by the Company, the provisions of the Metropolitan Railway Acts with reference to trains for the labouring class, and the provisions and arrangements consequent on such trains:

To grant more efficient powers to the Company for regulation of the traffic upon their railway and at the stations of the Company, and to provide remedies and impose penalties for acts causing obstructions, annoyance, and danger to passengers for damage done to the property of the Company for evasion of fares and for the apprehension and detention of offenders, and for imposing penalties on persons offending against the bye-laws of the Company, and giving false names or addresses, and generally for securing the good government and regulation of the traffic on and at the Company's Railway and stations:

To make provision as to the underpinning of buildings affected by the works of the Company, and to grant certain powers to the Company with reference thereto, and relieve the Company from certain obligations:

To alter, amend, and enlarge the powers and provisions of the several Metropolitan Railway Acts following or some of them, viz. (local and personal Acts): 16 and 17 Vict., cap. 186; 17 and 18 Vict., cap. 221; 19 and 20 Vict., caps. 102 and 109; 20 and 21 Vict., cap. 125; 22 and 23 Vict., cap. 97; 23 Vict., cap. 58; 23 and 24 Vict., cap. 168; 24 and 25 Vict., caps. 133 and 233; 25 and 26 Vict., cap. 58; 26 and 27 Vict., cap. 165; 27 and 28 Vict., caps. 260, 291, and 315; 28 and 29 Vict., cap. 117; and any other Acts relating to the Metropolitan Railway Company: "The Great Western Railway (West Midland) Amalgamation Act, 1863;" "The Great Western Railway (South Wales) Amalgamation Act, 1863; and any other Acts relating to the Great Western Railway Company; also "The Metropolitan District Railways Act, 1864;" and "The Metropolitan District Railways Act Amendment Act, 1865;" also the Act (local and personal) 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company; and the Act 9 and 10 Vict., cap. 71, and any other Acts relating to the Great Northern Railway Company; "The Metropolitan and Saint John's Wood Railway Act 1864," and "The Metropolitan and Saint John's Wood Railway (Extension to Hampstead) Act, 1865:"

To alter rates, tolls, and duties authorized to be taken by the said Acts:

To authorize the stopping up, diversion, or alteration of streets, roads, courts, squares, and passages, and the appropriation of any street, road, court, square, or passage stopped up and the appropriation or use of the undersurface of any street, road, court, square, or passage, shown upon the plans to be deposited, as hereinafter mentioned, within the limits of deviation thereon defined:

To vary, extinguish, repeal, or alter all rights, privileges, and provisions, whether conferred by, or contained in, the Metropolitan Railway Acts hereinbefore mentioned, or any of them, or otherwise which relate to the lands and houses to be taken under the powers of the Bill, or any part

thereof, or which relate to any of the works or objects of the Bill:

On or before the 30th day of November instant, maps, plans, and sections describing the direction, lines, and levels of the intended new and altered works, and the lands, houses, and property to be taken for the purposes thereof, and plans of the lands, houses, and property which may be taken compulsorily under the powers of the Bill, with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, and with the clerk of the peace for the city of London, at his office, at the Old Bailey; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes or places aforesaid, in or through which the said works will be made, or lands or houses to be taken are situate, with a copy of the said notice will be deposited, as follows:

As regards the parishes of Saint Mary Abbott, Kensington, Paddington, Saint Pancras, and Saint James, Clerkenwell, with the vestry clerk of each of such parishes, at their respective offices, at the vestry halls, in such respective parishes, as regards the parish of Saint Marylebone, at his office, at the Court House, Marylebone-lane; and as regards the parishes in the city of London, with the respective parish clerks of such parishes, at their respective residences; as regards the parish of Saint Sepulchre, Middlesex, of Saint Andrew, Holborn above Bars, and the Liberties of Saffron-hill, Hatton Garden, Ely Rents, and Ely-place, with the Clerk of the District Board of Works for the Holborn district, at his office in Little Gray's-inn-lane; and as regards the parish of Holy Trinity, Minories, with the Clerk of the District Board of Works for the Whitechapel district, at his office, in Great Alie-street, Whitechapel.

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, Solicitors for the Bill.

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

In Parliament.—Session 1866.

Channel Railway Piers and Ferry Company.
(Incorporation of Company for constructing Railway Pier at Dover and Newhaven, with short lines of Railway to connect Pier at Dover with South-Eastern and London, Chatham, and Dover Railways, and at Newhaven with the London, Brighton, and South Coast Railway; Powers to London, Chatham, and Dover and South-Eastern and London, Brighton, and South Coast 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 incorporation of a Company (herein referred to as "The Company") for the construction of piers and other works at Dover and Newhaven, whereby railway trucks may be placed on board vessels, and conveyed across the Channel.

The works proposed to be authorized are the following, or some of them, that is to say:—

A pier at Dover, to be situate between the

West Pier and the Admiralty Pier, and to commence at a point upon the sloping sea wall about 175 feet eastward from the north-east corner of the Lord Warden Hotel, measuring, in a line with the northern face of the said hotel, then extending seaward in a south-easterly direction, for a distance of about 650 feet.

A railway or tramway to commence by a junction with the existing railway of the London, Chatham, and Dover Railway Company at or near a point measuring 290 feet north of the north-east corner of, and in a line with, the eastern end of the South-Eastern Railway Station buildings, and to terminate at the commencement of the proposed pier.

The said pier, railway or tramway will be wholly situate in the parish of Saint Mary the Virgin, in the borough of Dover, in the county of Kent.

A pier at Newhaven Harbour, in the river Ouse, such pier to be made along the east side of the said river, and to commence from the south end of the quay belonging to the London, Brighton, and South Coast Railway Company, and to extend thence southward in a line with the western face of the said quay, for a distance of about 1,000 feet.

To widen and deepen the said river so far as may be necessary for securing access to the proposed pier.

All the said works at Newhaven will be situate in the parish of Newhaven, in the county of Sussex.

The Bill will confer upon the Company all such powers at Dover in and over the river Ouse and the harbour of Newhaven as will be necessary for the protection of the proposed piers and the use thereof, and it will enable the Company to make and maintain all needful works, approaches, and conveniences in connection with the before-mentioned works, and to lay down tramways along the said piers, and also to construct, purchase, or hire steam vessels to be used in connection with, and for carrying out the purposes for which the piers and other works are sought to be made.

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, and alter roads, drains, sewers, pipes, streams, and watercourses, so far as may be necessary in constructing or maintaining any of the said intended works; to purchase lands, houses, and other property compulsorily for the purposes of the said works, to levy tolls, rates, and charges in respect thereof, and of the said steam vessels, and to exercise other rights and privileges.

To enable the Company on the one hand, and the London, Chatham, and Dover, South-Eastern, and London, Brighton, and South Coast 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 proposed works, or any part or parts thereof respectively.

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," and "The Harbours, Docks and Piers Clauses Act, 1847," and it will, if necessary, amend and enlarge the powers and

provisions of the several Acts relating to the before-mentioned respective Railway Companies, and of any Acts now in force relating to Dover or Newhaven Harbour, or the river Ouse.

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 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 the county of Kent, at his office at Maidstone, and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 10th day of November, 1865.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

East London Railway.

(Additional Powers.)

(New Junctions; Additional Lands; Arrangements with other Companies; Amendment of Acts; and other purposes.)

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

To authorise the East London Railway Company (hereinafter called "the Company") to make and maintain the following railways, or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say),

Railway No. 1 (Great Eastern Up-Junction), situate wholly in the parish of Saint Mathew, Bethnal Green, in the county of Middlesex, commencing by a junction with the line of the Great Eastern Railway, authorised by and thirdly described in "The Great Eastern Railway (Metropolitan Station and Railways Act), 1864," at or near where that line crosses West-place, between Cambridge-road and Clare-street, and terminating by a junction with the railway No. 1, authorised by "The East London Railway Act, 1865," at or near where the said authorised railway No. 1 crosses the Bethnal Green-road, between Wolverley-street and North Conduit-street, as shown on the deposited plan of the said East London Railway.

Railway No. 2 (Brick-lane Junction) situate wholly in the parish of Saint Mathew, Bethnal Green, in the county of Middlesex, commencing by a junction with railway No. 1, authorised by "The East London Railway Act, 1865," at or near where the said authorised railway No. 1 crosses Teal-street, near its junction with Mape-

street (as delineated on the deposited plans of the said East London Railway), and terminating by a junction with railway No. 2, authorised by the said "East London Railway Act, 1865," south of, and near to the west end of, Clarence-street, which better remained as was.

And it is also proposed by the said intended Act to empower the Company to purchase lands, houses, and other property, by compulsion or agreement, for the purposes aforesaid, and also, for purposes connected with their undertaking, the lands, houses, property, buildings, and hereditaments hereinafter mentioned and described, or some of them, that is to say:

Land, houses, property, and hereditaments situate in the parish of Saint Matthew, Bethnal Green, in the county of Middlesex, abutting on the north and west sides of Saint Jude-street; also, land, houses, property, and hereditaments on the east side of the railway No. 1, authorised by "The East London Act, 1865," in the parish of Saint Paul, Deptford, in the county of Surrey, lying between the Black Ditch and Torr's Animal Charcoal Factory, and abutting on the west side of Trundle's lane; also, land, houses, property, and hereditaments in the said parish of Saint Paul, Deptford, in the county of Surrey, situate at or near the termination of the railway No. 1, authorised by "The East London Railway Act, 1865," and on the east side of and adjoining the London, Brighton, and South Coast Railway; also land, houses, property, and hereditaments in the said parish of Saint Paul, Deptford, in the county of Surrey, near to the termination of railway No. 4, authorised by the said "East London Railway Act, 1865," and lying on the east side of and adjoining the South London line of the London, Brighton, and South Coast Railway. Also land, houses, property, and hereditaments in the said parish of Saint Paul, Deptford, in the county of Surrey, lying to the south-west and adjoining the railway No. 3, authorised by "The East London Railway Act, 1865," and to the north-west of and adjoining Cold-Blew lane.

And it is further proposed by the said intended Act to vary and extinguish all existing rights and privileges in any matter connected with any lands, houses, and property so proposed to be acquired, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them; and to confer other rights and privileges, and also to authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers, sewers, drains, mains, pipes, and telegraphs, in or adjoining to the aforesaid parishes, and other places as may be necessary in consequence of the construction, and for the purposes of the said intended railways and works, or any or either of them. And to empower the said Company to deviate from the levels shown on the sections of the said railways to be deposited, as hereinafter mentioned, to a greater extent than is authorised by "The Railways Clauses Consolidation Act, 1845."

And it is also proposed by the intended Act to authorise the levying of tolls, rates, and charges for the use of the proposed railways and works, or any or either of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to empower the Company to exercise all other usual and necessary powers in respect thereof.

And to empower the Company to apply to all or any of the purposes of the intended Act any

capital or funds now belonging to them, or hereafter to belong to them, or under the control of their directors, so long as the same may be required for the purposes aforesaid. And it is also proposed by the said intended Act to empower the Company on the one hand, and the Great Eastern Railway Company, the North London Railway Company, the London and North Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, the London and Blackwall Railway Company, the Great Western Railway Company, the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London, Chatham, and Dover Railway Company, and the London and South Western Railway Company, or any or either of them, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working, use, maintenance, management, and direction of the railways of the Company, or any of them, or any part or parts thereof, and of the railways of the said other Companies, or any or either of them, or any part or parts thereof respectively, and the terms and conditions thereof, and with reference to the transmission and forwarding of traffic upon and over the railways of the Company, and of the said Companies respectively, or any or either of them, on any part or parts thereof respectively, and to the interchange of traffic between their respective railways, and to the fixing and ascertaining division and apportionment between the Companies parties to any such arrangements or agreements of the tolls, rates, and charges arising from such traffic, and to confirm any agreement already made, or hereafter to be made, by or on behalf of the Company, and the said other Companies, or any or either of them, in relation to any of the matters aforesaid.

And it is proposed by the said intended Act, so far as may be necessary, to alter, amend, extend, or enlarge, or to repeal, all or some of the powers and provisions of the East London Railway Act, 1865, and of the local and personal Acts following, or some of them (that is to say), the 25th and 26th Vict., cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 9th and 10th Vict., cap. 396, and the 16th and 17th Vict., cap. 97, and all other Acts relating to the North London Railway Company; the 9th and 10th Vict., cap. 234, and all other Acts relating to the London and North Western Railway Company; the 17th and 18th Vict., cap. 221, and all other Acts relating to the Metropolitan Railway Company; the 7th and 8th Vict., cap. 18, and all other Acts relating to the Midland Railway Company; the 9th and 10th Vict., cap. 72, and all other Acts relating to the Great Northern Railway Company; the 6th and 7th Will. IV., cap. 125, 2nd and 3rd Vict., cap. 95, 14th and 15th Vict., cap. 28, and 17 and 18 Vict., cap. 201, and all other Acts relating to the London and Blackwall Railway Company; 5th and 6th Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; the 9th and 10th Vict., cap. 283, and all other Acts relating to the London, Brighton, and South Coast Railway Company; the 6th Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company; the 16th and 17th Vict., cap. 132, the 22nd and 23rd Vict., cap. 54, and all other Acts relating to the London, Chatham, and Dover Railway Company; the 4th and 5th Will. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company.

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

year plans, and sections of the intended railways and works, and plans of the lands, houses, property, and hereditaments proposed to be taken, and a book of reference thereto, as published map showing the general course of the intended railways, and a copy of this notice, as published in the "London Gazette," will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Surrey, at his office in 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 parishes in or through which the intended railways and works are proposed to be made, and the said lands, houses, property, and hereditaments are situated will be deposited as follows, that is to say, as regards the parish of Saint Matthew, Bethnal Green, in the county of Middlesex, with the vestry clerk of that parish at his office, in the said parish; and as regards the parish of Saint Paul, Deptford, in the county of Surrey, with the clerk of the district board of parishes of the Greenwich district, at his office in Greenwich, and 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 15th day of November, 1865.
John Wilson, Bristol, and Carmel, 1, Court House Buildings, E.C., Solicitors to the Bill.

London, Colbrook, and Windsor Railway (Incorporation of Company).
 (Power to make Railways from the authorised Acton and Brentford Railway, and also from the loop line of the London and South-Western Railway in the parish of Isleworth, to the Windsor Branch of the London and South-Western Railway, in the parish of Datchet, and the Windsor Branch of the Great Western Railway, in the parish of Upton. Compulsory Purchase of Lands, Tolls, Power to the London and South-Western and the Great Western Railway Companies, to subscribe, Working, and other Arrangements with certain 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 an Act for the following purposes, or some of them (that is to say):

To incorporate a company, hereinafter referred to as "The Company," and to confer upon the Company the following, or some of the following, among other powers (that is to say):

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

A railway, hereinafter called Railway No. 1, commencing in the parish of Hanwell, in the county of Middlesex, by a junction with the authorised line of the Acton and Brentford Railway in a field numbered 4, in the said parish of Hanwell, on the deposited parliamentary plan (with the Clerk of the Peace for the county of Middlesex) of that railway, and terminating in the parish of Heston, in the said county of Middlesex, on the east side of the road leading from the turnpike gate at Hounslow to Lampton, at or near a point distant 22 chains from the toll-house adjoining the said turnpike gate measured along the said road, which said intended Railway No. 1 will pass from, in, through, or into the several

parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Hanwell, New Brentford, Isleworth, Heston, Lampton, and Hounslow, all in the said county of Middlesex.

A railway, hereinafter called Railway No. 2, commencing in the parish of Isleworth, in the county of Middlesex, by a junction with the loop line of the London and South-Western Railway at, or near the south-west end of the bridge which carries the said loop line over the road leading from Spring Grove to Isleworth, and which said bridge is situated on the south-west side of the Spring Grove and Isleworth station on the said loop line, and immediately adjoining thereto, and terminating in the parish of Heston, by a junction with Railway No. 1, at the point hereinafter described as the termination of the said Railway No. 1; which said Railway No. 2 will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Isleworth, Hounslow, Lampton, and Heston, all in the said county of Middlesex.

A railway, hereinafter called Railway No. 3, commencing by a junction with the said proposed Railways Nos. 1 and 2, on one of them, in the parish of Heston aforesaid, at the point thereinbefore described as the termination of the said proposed Railways Nos. 1 and 2, and terminating in the parish of Datchet, or otherwise Datchet St. Mary, in the county of Buckingham, by a junction with the Windsor Branch of the London and South-Western Railway at, or near a point 7 chains east of the post on that railway denoting 24½ miles from the Waterloo Station, London, on the said London and South-Western Railway, which said proposed Railway No. 3 will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Isleworth, Hounslow, Lampton, Heston, Sutton, Cranford, Harlington, or otherwise Harlington St. Peter and St. Paul, Sipson, Harmondsworth, East Bedford, or otherwise East Bedford St. Mary, West Bedford, Hatton, Stanwell, Staines, Longford, Colbrook, and Poyle, all in the county of Middlesex, and Colbrook, Horton, or otherwise Horton St. Michael, Ivery Datchet, or otherwise Datchet St. Mary, Eton, or otherwise Eton St. Mary and St. Nicholas, Langley, Langley Marsh (St. Mary), Stoke Poges, Stoke, Upton-cum-Chalvey, Upton St. Lawrence, Wexham, Upton, and Farnham Royal, all in the county of Buckingham.

A railway, hereinafter called Railway No. 4, commencing by a junction with the said proposed Railway No. 3, in the parish of Datchet, or otherwise Datchet St. Mary, in the county of Buckingham, on the west side of the road leading from Datchet to Upton, at or near the junction of the said road with the road leading to Redding Court, and terminating by a junction with the Windsor branch of the Great Western Railway, at or near the post on that railway denoting 19½ miles from the Raddington Station, London, of the said Great Western Railway, in the parish of Upton, or otherwise Upton-cum-Chalvey, or otherwise Upton St. Lawrence, all in the county of Buckingham, which said proposed Railway No. 4 will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Datchet, or otherwise Datchet St. Mary, Eton, or otherwise Eton St. Mary and St. Nicholas, Upton, or otherwise Upton-cum-Chalvey, or otherwise Upton St. Lawrence, all in the said county of Buckingham.

A railway, hereinafter called Railway No. 5, commencing by a junction with the said proposed

Railway No. 4, in the parish of Upton, otherwise Upton-cum-Chalvey, otherwise Upton St. Lawrence, on the west side of the road leading from Slough station to Eton, at or near a point 12 chains north of the junction of the said road with the road leading from Datchet to Eton, and terminating by a junction with the Windsor branch of the Great Western Railway at or near the post on that railway denoting 19½ miles from the Paddington Station, London, of the said Great Western Railway, in the parish of Eton, otherwise Eton St. Mary and St. Nicholas, all in the county of Buckingham, which said proposed railway No. 5 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): Eton, otherwise Eton St. Mary and St. Nicholas, Upton, otherwise Upton-cum-Chalvey, otherwise Upton St. Lawrence, all in the said county of Buckingham.

To empower the Company to purchase and take by compulsion, or otherwise, for the purposes aforesaid, or any of them, lands, houses, and other property, hereditaments, and premises, and to vary, repeal, or extinguish all existing rights and privileges connected with the lands, houses, and other property, hereditaments, and premises to be so purchased and taken, or which would in any manner impede or interfere with the construction, maintenance, or the use of the said intended railways, lands, and works connected therewith, or any of them, and to confer, vary, and extinguish other rights and privileges, and also to cross, stop up, alter, or divert, whether temporarily or permanently, any highways, turnpike or other roads, footpaths, railways, tramways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, watercourses, drains, and pipes, so far as it may be necessary or expedient for the purposes of making and maintaining the said railways, or any of them, or any of the works, approaches, sidings, stations, or conveniences connected therewith respectively.

To levy tolls, rates, and duties in respect of the said intended railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates and duties;

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

To enable the Company on the one hand, and the London and South-Western and the Great Western, and the Acton and Brentford Railway Companies (hereinafter referred to as "The three Companies"), or any one or either of them on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and main-

tenance by the said three Companies, or any or either of them, of the said intended railways and works, or any part thereof, or the supply and maintenance of engines, carriages, and rolling stock, and machinery, and of officers and servants for the conduct of the traffic on the said intended railways, or any or either of them, the payments to be made, the conditions to be performed with respect to such working, use, management, and maintenance, and the collection, appropriation, apportionment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the said Bill, to alter, amend, or repeal the provisions, or some of them, of the several Acts of Parliament relating to the following Companies, viz.:—The London and South-Western Railway Company, the Great Western Railway Company, and the Acton and Brentford Railway Company.

Duplicate plans and sections showing the line, situation, and levels of the said intended railways and works, and the land in or through which the same are intended to be made together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on, or before the 30th day of November, instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at Clerkenwell, in the said county; and with the Clerk of the Peace for the county of Buckingham, at his office, at Aylesbury; and that on or before the 30th November instant a copy of the said plans, sections, and a book of reference so far as relates to each parish, division of parish, or extra-parochial place, in or through which the said intended railways and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of such parish, at his residence, and in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the said 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.

J. B. Batten, 32, Great George-street, Westminster, Solicitor for the Bill.

Downs Docks and Canterbury Junction Railway.
(Construction of Railway from Beakesbourne, on the London, Chatham, and Dover Railway to Sandwich, and from Sandwich to the River Stour—Powers to Downs Docks Company—Working arrangements with the London, Chatham, and Dover, and South Eastern Railways—Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session for leave to bring in a Bill for the following, or some of the following, among other purposes, viz., to authorise the Downs Docks Company, in this notice called "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:—

1. A railway commencing at or near the post indicating the distance of 33½ miles on the London, Chatham, and Dover Railway, in the parishes of Adisham and Littlebourne, or one of them in the county of Kent, and passing from, in, through, or into the several parishes, townships, or places, of Beakesbourne Well, Adisham, Littlebourne,

Ickham, Wingham, Wingham Well, Goodnestone, Staple, Eastry, Ash, Woodnesborough, Worth or Word, Saint Bartholomew, St. Mary the Virgin, St. Peter the Apostle, and St. Clement, Sandwich, and terminating by a junction with the South Eastern Railway, from Minster to Deal, at or near to the crossing of the St. Bartholomew-road, over the South Eastern Railway, in the parish of St. Peter, Sandwich, also in the county of Kent.

2. A railway commencing at a point on the South Eastern Railway (Minster to Deal), about 250 yards south east of the South Eastern end of the platform of the Sandwich station, and terminating on the Public Wharf of the River Stour, at a point opposite Fisher's Gate, all in the parish of St. Clements, Sandwich, 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 cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, 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 alter existing tolls, rates, and charges, and to confer on the Company other rights and privileges.

To enable the Company on the one hand, and the South Eastern Railway Company and the London, Chatham, and Dover Railway Company, or either of them, on the other hand, from time to time to enter into agreements with respect to the construction, working, use, management, and maintenance of the said intended railways or 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, 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 a joint committee 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 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 Wm. 4th, cap. 75, and of the several other Acts relating to the South Eastern Railway Company, and also of the Act 16 and 17 Vic., cap. 132, and of the several other Acts relating to the London, Chatham, and Dover Railway Company.

To authorise the Company to apply to the purposes of the intended Bill the funds which the Company are now authorised to raise, and to raise further money for those purposes by borrowing, and by the creation of new shares and stock in the Company, and, if they think fit, to attach to all or

any of such new shares or stock, a preference or priority of interests or dividend, and other special privileges, and to alter the distribution into shares of the existing capital.

Duplicate plans and sections describing the lines, situations, 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 houses and other property, also a published map, with the lines of railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Kent, at his office in Maidstone; and, on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made or in which any lands, houses, or other property are intended to be taken; and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto.

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

Dated this 15th day of November, 1865.

Sutton and Ommanney, 80, Coleman-street, London, Solicitors for the Bill.

In Parliament.—Session 1866.

Edgware, Highgate, and London Railway.
(Extension to Barnet; Powers to Great Northern Railway Company.)

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

To enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence by a junction with the authorised line of the Edgware, Highgate, and London Railway, in the parish of Finchley, at or near where the said Edgware, Highgate, and London Railway crosses under the turnpike road leading from Finchley to Barnet, and which said road is numbered 34 upon the deposited plans of the said Edgware, Highgate, and London Railway, referred to in the Edgware, Highgate, and London Railway Act, 1862; to pass thence through or into the following parishes and places, or some of them, that is to say:—Finchley, in the county of Middlesex, and Chipping Barnet, in the county of Hertford; and to terminate in the said last-mentioned parish, in a field belonging to the Corporation of the Sons of the Clergy, and leased to and in the occupation of Mr. Charles Bryant, and which said field immediately adjoins and is to the westward of the field where Barnet Pleasure Fair is held, and which said last-mentioned field abuts upon the road leading from Whetstone to Barnet. And it is also proposed by the said

Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to deviate from the line 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, drains, pipes, sewers, 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 purpose of the said intended railway and works; to levy tolls, rates, and charges, in respect thereof, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise, to the purposes of the said railway and works, and for the same purposes, as well as for the general purposes, of their authorised undertakings, 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 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 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, construction, and maintenance, 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 Edgware, Highgate, and London Railway Act, 1862;" "The Edgware, Highgate, and London Railway Act, 1864;" and "The Edgware, Highgate, and (London) Junction Railway Act, 1865;" also of the 9th and 10th Vict., cap. 71; the 27th and 28th Vict., cap. 202; and of the several 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 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 direc-

tion, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and with the Clerk of the Peace for the county of Hertford, at his office at St. 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 respective parish clerks of those parishes, at their respective 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 1st day of November, 1865.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Booth Charities.

(Trinity Church, Salford.)

(Pulling Down and Rebuilding the Church of the Sacred Trinity in Salford—Powers to the Trustees of the Booth Charities to apply their property and Funds thereto, and to Raise Money for that purpose—Amendment or Repeal of "The Booth Charities Act, 1846," and other provisions affecting those Charities.)

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

To alter, amend, extend, or enlarge, or to repeal the powers and provisions, or some of the powers, and provisions of the Act passed in the ninth and tenth years of the reign of Her present Majesty Queen Victoria, chapter 32, and of which the short title is "The Booth Charities Act, one thousand eight hundred and forty-six," and of any other Acts relating to those Charities.

To repeal or alter section 7, and such of the other provisions of the said Act as relate to the application of the rents, issues, and profits of the estates and premises for the time being subject to the trusts of the will of Humphrey Booth, the grandson, in that Act mentioned, or any part of those rents, issues, and profits, in or towards the repairs and maintenance, rebuilding, renovating, or restoring the Chapel of the Sacred Trinity, in Salford, and to make other provisions in lieu thereof.

To authorise the pulling down and removing of the present church of the Sacred Trinity at Salford, and the erection and building on the site of the said church, and of the churchyard, of a new church.

To enable, and if need be to require, the Trustees of the Booth Charities to apply the property and funds of the said Charities, and the income, rents, issues, and profits thereof, or some part thereof, in or towards the payment of the expense of such pulling down and rebuilding the said church.

To enable, and if need be to require, the said Trustees to raise money for the purposes aforesaid, and for any of the purposes of the Bill, by mortgage or lease, of all or any of the property, lands, and revenues belonging to them, and by mortgage, or bond, secured on the credit of the rents, issues,

and profits thereof, or of any part thereof, or in such other manner as the Bill may provide or Parliament prescribe, and to confer upon them powers of borrowing and re-borrowing from time to time upon all or any of the securities above mentioned.

To define and regulate the property of the said charities, and the application thereof, and of the income arising therefrom.

To confirm and make provision for the carrying into effect of any order of the Court of Chancery, or any scheme which may be settled by that court with reference to any of the matters aforesaid, and with reference to the future administration of the said Booth Charities, and the property of the said trustees, and the application of the income thereof.

To provide for the payment of the costs, charges, and expenses of, and incidental to, the said intended application to Parliament out of the property, funds, and income of the said trustees.

The Bill will vary and extinguish all existing rights, privileges, franchises, and exemptions which would in any manner interfere with the objects and purposes of the Bill, and will confer all powers, rights, and privileges, which may be necessary for carrying the same into effect.

Printed copies of the intended Bill will, if the same commence in the House of Commons, 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.

Alderson Turner, 19, Southampton-buildings, Chancery-lane, London, Solicitor for the Bill.

Simson and Wakeford, 22, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

Brecon Waterworks and Drainage.

(Construction of Works; Provisions for Water Supply, Sewerage, and Drainage; Powers to, and Provisions affecting Brecon Markets Company and Brecon Municipal Corporation or Local Board; Powers for those Bodies to Raise Money and New and Altered Rates; Incorporation of a New Company; Powers to Persons under disability to Charge Lands for Supply of Sewage, &c.; Repeal or Amendment of part of Brecon Market Act, 1862, and Alteration of Priorities, &c., of Debenture Holders and Shareholders; Arrangements with several Railway Companies.)

APPPLICATION is intended to be made to Parliament next session for an Act to effect the objects, or some of the objects following, namely:—

1. To supply with water for private use, for business, and for public purposes, and to drain and provide with sewers the borough of Brecon, (including the extra-parochial places or districts of the Castle and Christ's College).

2. To make and maintain the water works or some of the water works following, namely:

(A.) A cut, conduit, or line of pipes commencing in the river Yscir, where it skirts a field in the parish of Battle and county of Brecon called Tan-y-Graig, being part of Coed-y-Genu Farm belonging to the representatives of the late Colonel Watkins, and in the occupation of Mrs. Jane Powell, and passing from, in, through, or into the parishes of Battle, Aberyscir, and Saint John the Evangelist, and the hamlet of Fennifach (all in

the county of Brecon) or some of them, and terminating at the northern end of the reservoir basin or filter bed (B) next hereinafter described.

(B.) A reservoir, depositing basin, or filter-bed with approaches, embankments, and other works and conveniences in or upon the south-eastern end of a field in the said parish of Saint John the Evangelist, being No. 333 on the tithe commutation map of the said parish belonging to the Marquis Camden, and now or late occupied by John Evans, Esquire.

(C.) A cut, conduit, or line of pipes all in the said parish of Saint John the Evangelist, commencing in or near the southern end of the said reservoir, basin, or filter-bed (B), and terminating on the parish highway leading from Brecon to Battle at or near the manor pound by the Court Farm buildings.

3. To collect and divert into the intended reservoirs and works and therein impound and thence distribute the waters of the river, brook, or stream called the Yscir, and of any other brooks or streams shown on the plans hereinafter mentioned, and of any other springs on or near the proposed water works.

4. To make and maintain the drainage works, or some of the drainage works following (all in the parish of Saint John the Evangelist and chapelry of Saint Mary, in the county of Brecon, or one of them), viz:—

(D.) A sewer (commencing in the said parish in the north-east angle of the paddock now let with Saint John's Mount and terminating in the said chapelry in the tank or reservoir (E) next hereinafter described and being wholly in the said parish and chapelry.

(E.) A tank or reservoir for sewage (to be situate wholly in the said chapelry), in the timber-yard or piece of waste ground now or late occupied in part by Messieurs Griffiths and Son, at a point 120 feet or thereabouts north, westward of the north-western boundary wall of the gas works of the Brecon Gas Company, Limited.

(F.) A sewer (wholly in the said parish), commencing in Money-court and terminating in the sewer (D), at or near to the gate leading into the garden in Kensington, the property of William Wynter, Esquire, and now occupied by David Williams.

(G.) A sewer (all in the said parish and chapelry), commencing by a junction with the sewer (D), first hereinbefore described at or near the boys' schoolroom, in Pendre, and terminating by a junction with the sewer (H), next hereinafter described at or near the junction of Horn-lane with Castle-street.

(H.) A sewer (all in the said parish and chapelry), commencing at the northern end of the struet at or near the entrance to the brewery of the Brecon Old Brewery Company, and terminating by a junction with the sewer (D), where that sewer crosses Ship-street, near the Boar's Head Inn.

(I.) A sewer (all in the said parish and chapelry), commencing in Mount-street, at the junction of the footpath to Nefod-bach with that street, and terminating by a junction with sewer (H), in the struet near to the Vicarage House of Saint John's parish.

(J.) A sewer (all in the said parish and chapelry), commencing by a junction with sewer (I), at the junction of Mount street, with the struet and terminating by a junction

with sewer (H), in or near the street called Lon-y-bawr.

- (K.) A sewer (wholly in the said chapelry), commencing in High-street, at or near the Green Dragon Inn, and terminating in the tank (E) hereinbefore described.
- (L.) A sewer (wholly in the said chapelry), commencing near to the south porch of the church or chapel of Saint Mary the Virgin, and terminating by a junction with the sewer (H), in or near Ship-street.
- (M.) A sewer (wholly in the said chapelry), commencing in Wheat-street, near the Bull Inn, and terminating by a junction with sewer (K), at or near the entrance to the Shire Hall.
- (N.) A sewer (wholly in the said chapelry) commencing in the Cattle Market Place of the Brecon Markets Company, and terminating by a junction with the sewer (K), at or near the Clarence Inn, in the Watton.
- (O.) A sewer (wholly in the said chapelry) commencing in the Watton, at or near to the south-east corner of the Brecon Barracks, and terminating in the Watton by a junction with the sewer (K), at or near the entrance to the premises of the Brecon Boat Company.
- (P.) A conduit, line of pipes, and storm over flow all in the said chapelry commencing in the tank (E), hereinbefore described and terminating in a field called "The Island Field," belonging to Lord Tredegar, and occupied by Messieurs Griffiths and Son.
- (Q.) A conduit or line of pipes for distribution of sewage (wholly in the said chapelry) commencing in the said tank (E), hereinbefore described and terminating at or near the Stone Bridge No. 3, over the canal of the Brecon and Abergavenny Canal Company (together with taps and other works for distribution in or connected with this conduit or line of pipes).

5. To make and maintain in the parishes, townships, and places aforesaid in connection with the proposed water works and drainage works respectively, approaches, embankments, wells, tanks, filtering-beds, dams, sluices, outfalls, channels, drains, pipes, pumping stations, engines, works, and conveniences for collecting, storing, and distributing the water and sewage, and for desiccating and otherwise preparing the sewage.

6. To lay down and maintain pipes, drains, culverts, and other works in, under, or across, and for any of the purposes of the intended Act, to cross, break up, alter, divert, or stop up, either temporarily or permanently roads, highways, streets, squares, alleys, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, and water courses in the said borough, parishes, townships, and places.

7. To purchase by compulsion and otherwise, and also to take on lease and take grants of easements over lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes of the intended Act, and to authorise all parties under disability (including all parties who by the 7th section of "The Lands Clauses Consolidation Act, 1845," are empowered to sell and convey or release lands) to contract with the body or bodies executing the intended Act for a supply of sewage, and the distribution thereof, and any incidental objects for any term or period, and to charge any lands and property in which such parties are interested with any

annual or other sums payable under any such contract.

8. To make provision for connecting any proper and available existing sewers and drains within the said borough of Brecon, with proposed drainage works, and for stopping up defective, dangerous, or unhealthy sewers and drains, and for vesting the control and management of all existing sewers and drains in the body or bodies executing the intended Act, and to compel all houses, manufactories, workshops, and business premises in the said borough to be provided with proper necessities and adequate drainage and to prohibit cesspools.

9. To vest in the body or bodies executing the intended Act the sewage collected in the works, with power to sell or lease and distribute it.

10. To authorise the Brecon Markets Company and a Company to be incorporated by the intended Act (hereinafter called "The New Company"), and the mayor, aldermen, and burgesses of the borough of Brecon (hereinafter called "The Corporation"), either as a Municipal Corporation or as a Local Board of Health, or in both capacities, or any two of the before-named bodies, jointly or severally, or any one of them alone, to execute all or any of the objects of the intended Act, and to exercise all or any of the powers thereof.

11. To apply for the objects of the intended Act or some of them (and whether or not such objects are executed by the Corporation) the yearly sum of two hundred and ten pounds, payable to the Corporation under "The Brecon Markets Act, 1862."

12. To authorise the Brecon Markets Company, the New Company, and the Corporation (in both or either of their aforesaid capacities), or any one or more of the aforesaid bodies, to provide and contribute funds for all or any of the objects of the intended Act, and whether or not executed by the contributing body or bodies.

13. To authorise the Brecon Markets Company for all or any of the purposes of the intended Act, to apply their corporate funds and revenues, and to raise more money by the creation of new shares and stock (preferential or otherwise), and with or without special privileges, and by borrowing on mortgage or otherwise, and to limit or reduce, vary and define the rights, interests, priorities, revenue, and securities of the holders of debentures, shares, stocks, and securities of the Brecon Markets Company, created or to be created, and to vary the application of the income of the Brecon Markets Company, under the Brecon Markets Act, 1862, and especially to amend section 47 of that Act, and to place the interest on the debentures or part thereof before the dividends on the capital or part thereof.

14. To authorise the Brecon Markets Company, the New Company, and the Corporation, or any of them, to levy rates for the use of the water, sewerage and drainage, or for or in respect of benefits thence accruing.

15. To authorise the Corporation (in both or either of their aforesaid capacities) for all or any of the purposes of the intended Act, to apply the borough fund, borough rate, general district rates, and other existing and authorised rates and revenues, and to vary such rates, and to levy new and additional rates within the borough, and to raise money on mortgages, bonds, and annuities on the security of the said fund, rates and revenues, or some of them.

16. To provide for the sale or lease to the Corporation, and the acquisition by them of all or any part of the undertaking under the intended Act, if not executed by them, or the control by them of

its execution and use, and the appointment by them of Committees for the purposes of the intended Act.

17. To sanction and give effect to contracts between the Brecon Markets Company, the New Company, and the Corporation (in both or either of their aforesaid capacities), or between any two of those bodies for or with respect to any of the purposes of the intended Act, and any incidental matters.

18. To restrict or extinguish the powers now vested in the Corporation as to water supply, sewerage, and drainage, and the raising and application of funds for those purposes, and to vary or extinguish any rights and privileges which would interfere with the execution of the intended Act, and to confer other rights and privileges.

19. To incorporate with the intended Act, "The Waterworks Clauses Acts, 1847 and 1863." The sections relating to sewers and house drains and drainage rates of "The Towns Improvement Clauses Act, 1847" (being the sections numbered from 22 to 46, both inclusive, and from 163 to 166, both inclusive), and the provisions or some of the provisions of the Public Health and Local Government Acts relating to water supply, sewers, drains, and sewage, and of "The Sewage Utilization Act, 1865," and to adapt and apply the same to the purposes of the intended Act, and to the body or bodies executing the intended Act.

20. To amend or repeal, wholly or in part, "The Brecon Markets Act, 1862," and especially section 65 of that Act, relating to slaughterhouses.

21. To sanction and give effect to agreements or arrangements between the Brecon Markets Company and any railway companies carrying traffic to Brecon, with respect to the tolls and charges to be taken by the contracting companies for any animals, articles, or things, the amount and collection of such tolls and charges, the making of compositions for, and grant of exemptions from, the same, and of rebates, deductions, and allowances in respect thereof, and any incidental matters; and also to sanction and give effect to agreements or arrangements between the body or bodies executing the intended Act, and the Brecon and Merthyr Tydfil Junction Railway Company, and the Neath and Brecon Railway Company, or either of them, with respect to the construction and use of any works by the contracting parties, or any of them; the acquisition of property for the same, the payment of the expenses thereof, and any incidental matters.

22. To amend the following Acts of Parliament, or some of them, viz.:—22 and 23 Vict., cap. 68; 23 and 24 Vict., cap. 17; 24 and 25 Vict., caps. 1227, and 233; 25 and 26 Vict., cap. 184; 26 and 27 Vict., caps. 80, 196, and 202; 27 and 28 Vict., caps. 265 and 304; and 28 and 29 Vict., caps. 285 and 324, relating to the Brecon and Merthyr Tydfil Junction Railway Company; 25 and 26 Vict., cap. 193; 26 and 27 Vict., cap. 130; and 27 and 28 Vict., cap. 316; relating to the Neath and Brecon Railway Company; 18 and 19 Vict., cap. 60; 19 and 20 Vict., cap. 95; 22 Vict., cap. 2; 24 and 25 Vict., cap. 162; and 27 and 28 Vict., cap. 18, relating to the Swansea Vale Railway Company; 22 and 23 Vict., cap. 63; 23 and 24 Vict., cap. 133; 24 and 25 Vict., cap. 65; 25 and 26 Vict., cap. 156; 26 and 27 Vict., caps. 2 and 80; 27 and 28 Vict., cap. 142; and 28 and 29 Vict., caps. 159 and 371, relating to the Mid Wales Railway Company.

On or before the 30th day of November, 1865, the following documents will be deposited for public inspection, and each deposit will include a

copy of this notice as published in the London Gazette, viz.:

(a.) Plans and sections of the proposed works with a book of reference to the plans, will be deposited at the office of the Clerk of the Peace for the county of Brecon, at Brecon.

(b.) 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 proposed works will be made, will be deposited in the case of each parish with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1865.

Cobb and Price, Solicitors, Brecon.

East London Railway.

(South Western Extension).

(New Railways in Surrey; Arrangements with other 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 enable the East London Railway Company (hereinafter called "The Company") to make and maintain the following railways, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:

Railway No. 1 (main line) commencing in the parish of Saint Mary, Lambeth, in the county of Surrey, on the east side of the London and South Western Railway, at or near the Vauxhall Station of that railway, and terminating in the parish of Saint Paul, Deptford, in the said county, by a junction with railway No. 3, authorised by "The East London Railway Act, 1865," at or near where that railway is intended to cross the Grand Surrey Canal, as shown on the deposited plans of the said East London Railway.

Railway No. 2 (South Western Junction) situate wholly in the parish of St. Mary, Lambeth aforesaid, commencing by a junction with the London and South Western Railway, at a point on that railway ninety yards or thereabouts south-west of the bridge carrying the said London and South-Western Railway over Miles-street, and terminating by a junction with the proposed railway, No. 1, in a garden abutting on the Fentiman-road, in the occupation of James Lys Seager, and near to the south end of the terrace in the South Lambeth-road, known as the Lawn.

Railway No. 3 (London, Chatham and Dover Junction), wholly in the parish of St. Giles, Camberwell, in the county of Surrey, commencing by a junction, with the railway No. 1, authorised by "The London, Chatham, and Dover Railway Act, 1863," in a garden forming part of the premises numbered 12 in Peckham-grove (running out of Southampton-street), and terminating by a junction with the proposed railway No. 1, at or near the eastern side of James'-grove, 59 yards or thereabouts north of the junction of the said James'-grove with North-street.

And which said intended railways will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places

following, or some of them (that is to say), St. Mary, Lambeth; St. Giles, Camberwell; and St. Paul, Deptford, all in the county of Surrey.

And it is also proposed by the said intended Act to empower the Company to purchase lands, houses, and other property, by compulsion or agreement, for the purposes thereof.

And it is further proposed by the said intended Act to vary and extinguish all existing rights and privileges in any manner connected with any lands, houses, and property so proposed to be acquired which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and also to authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations and rivers, sewers, drains, mains, pipes, and telegraphs, in or adjoining to the aforesaid parishes and other places as may be necessary, in consequence of the construction, and for the purposes of the said intended railways and works, or any or either of them. And to empower the said Company to deviate from the levels shown on the sections of the said railways to be deposited, as hereinafter mentioned, to a greater extent than is authorised by "The Railways Clauses Consolidation Act, 1845."

And it is also proposed by the intended Act to authorise the levying of tolls, rates, and charges for the use of the proposed railways and works, or any or either of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to empower the Company to exercise all other usual and necessary powers in respect thereof.

And it is also proposed by the said intended Act to empower the Company on the one hand, and the Great Eastern Railway Company, the North London Railway Company, the London and North-Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, the London and Blackwall Railway Company, the Great Western Railway Company, the London, Brighton, and South Coast Railway Company, and the South-Eastern Railway Company, the London, Chatham, and Dover Railway Company, and the London and South-Western Railway Company, or any or either of them, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working, use, maintenance, management, and direction of the railways of the Company, or any of them, or any part or parts thereof, and of the railways of the said other Companies, or any or either of them, or any part or parts thereof respectively, and the terms and conditions thereof, and with reference to the transmission and forwarding of traffic upon and over the railways of the Company, and of the said Companies respectively, or any or either of them, or any part or parts thereof respectively; and to the interchange of traffic between their respective railways, and to the fixing and ascertaining, division, and apportionment between the Companies parties, to any such arrangement or agreement, of the tolls, rates, and charges arising from such traffic, and to confirm any agreement already made or hereafter to be made by, or on behalf of, the Company, and the said other Companies, or any or either of them, in relation to any of the matters aforesaid.

And it is also proposed by the said intended

Act to enable the Company to apply to all or any of the purposes thereof, any capital or funds now belonging to them, or hereafter to belong to them, or under the control of their directors, and also to raise additional capital by the creation of new shares, and by borrowing on mortgage or otherwise, or by either of those means for all or any of the purposes of the intended Act. And provision will be made in the said Act for keeping such additional capital, and also all debts, receipts, dividends, expenses, and liabilities of the Company in respect of the railways and works by the intended Act to be authorised distinct from the capital and debts, receipts, dividends, expenses, and liabilities of the Company in respect of their present authorised railways and works, and for the receipt, and apportionment of the respective tolls, charges, and revenues.

And it is proposed by the said intended Act, so far as may be necessary, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of "The East London Railway Act, 1865," and of the several local and personal Acts following, or some of them (that is to say): the 25 and 26 Vict., cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 9 and 10 Vict., cap. 396; and the 16 and 17 Vict., cap. 97, and all other Acts relating to the North London Railway Company; the 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company; the 17 and 18 Vict., cap. 221, and all other Acts relating to the Metropolitan Railway Company; the 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; the 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; the 6 and 7 Will. IV., cap. 123; the 2 and 3 Vict., cap. 95; the 14 and 15 Vict., cap. 28; and 17 and 18 Vict., cap. 201, and all other Acts relating to the London and Blackwall Railway Company; the 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; the 9 and 10 Vic., cap. 283; and all other Acts relating to the London, Brighton, and South Coast Railway Company; the 6 Will. IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company; the 16 and 17 Vict., cap. 182; the 22 and 23 Vict., cap. 54; and all other Acts relating to the London, Chatham, and Dover Railway Company; the 4 and 5 Will. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November in the present year, plans and sections of the said intended railways and works, and a book of reference thereto, a published map showing the general course of the said intended railways, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Surrey, at his office in 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, will be deposited as follows, that is to say:—As regards the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at his office in the said parish; as regards the parish of St. Giles, Camberwell, with the vestry clerk of that parish, at his office in Camberwell; as regards the parish of St. Paul, Deptford, with the clerk of the district board of parishes of the Greenwich district, at his office in Greenwich; and 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 15th day of November, 1865.

Wilson, Bristows, and Carpmal, 1, Copthall-buildings, E.C., Solicitors to the Bill.

In Parliament.—Session 1866.

Holloway and Metropolitan Junction Railway. (Incorporation of Company for making Railways from Tottenham and Hampstead Junction Railway to Great Northern Railway; Junctions with those Railways; Powers over Undertakings of other Companies, and to other Companies; Amendment of Acts; and other purposes.)

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

A railway (No. 1) commencing in the parish of Saint Mary, Islington, in the county of Middlesex, by a junction with the authorised line of the Tottenham and Hampstead Junction Railway in or near the pasture-field numbered 144 upon the deposited plans referred to in "The Tottenham and Hampstead Junction Railway Act, 1862," and terminating at or near a point in the pasture-field, No. 145 upon the said deposited plans, 3 chains and 45 links or thereabouts from, and eastward of the point on the road known as the Holloway-road, where the fence separating the said pasture-field No. 144 from the said pasture-field No. 145 joins the fence on the eastern side of the said Holloway-road.

A railway (No. 2) commencing by a junction with railway No. 1 at the termination thereof hereinbefore described, and terminating by a junction with the Great Northern Railway at or near a point on the said railway 1 chain 25 links or thereabouts from and northwards of the western abutment of the northern entrance of the Copenhagen tunnel of the said Great Northern Railway.

The proposed railways No. 1 and No. 2 will respectively be wholly situate in the parish of Saint Mary, Islington, in the county of Middlesex.

And it is also proposed by the said Bill to confer upon the Company the following, or some of the following, among other powers:

To form junctions and communications where necessary with the rails of the Tottenham and Hampstead Junction and Great Northern Railways, and otherwise to interfere with those railways and the lands and works thereof, and to regulate such junctions and the use thereof; to make deviations from the line of the proposed railways to any extent within the limits to be defined upon the plans to be deposited as hereinafter mentioned, and also to make such alterations in the sections to be deposited along with the said plans as may be necessary or expedient.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, and thoroughfares, so far as may be necessary, in constructing or maintaining the said intended rail-

ways and works, and particularly the Holloway, Camden, and Caledonian roads, all situate in the said parish of St. Mary, Islington, and county of Middlesex.

To purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works, and to acquire any right or easement in, under, or over lands.

To use and appropriate any road, street, or thoroughfare for the purposes of the said intended railways and works, and to divert or remove all gas, water, and other pipes beneath or communicating with any of the streets, and to alter the level and position of the sewers and drains in and communicating with the said streets, and to temporarily stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the railways and works the under surface of any road, street, square, thoroughfare, or land.

To levy tolls, rates, and charges in respect of the railways, and to exercise other rights and privileges.

To enable the Company on the one hand, and the Tottenham and Hampstead Junction, Great Northern, and Metropolitan 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, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of traffic on 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, prior 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 Tottenham and Hampstead Junction Railway, namely, "The Tottenham and Hampstead Junction Railway Act, 1862," "The Tottenham and Hampstead Junction Railway Act, 1863," "The Tottenham and Hampstead Junction Railway Act, 1864," "The Tottenham and Hampstead Railway Act, 1865;" also of the following and of any other Acts relating to the Great Northern Railway Company, namely:—9 and 10 Vic., caps. 71, 88, and 352; 10 and 11 Vic., caps. 113, 125, 140, 143, 146, 148, 248, 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. 44, 45, and 114; 15 and 16 Vic., cap. 153; 16 and 17 Vic., cap. 69; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 23 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 35, 70, 133, 143, and 175; 25 and 26 Vic., caps. 1, 46, 58, 86, 124, 190, and 200; 26 and 27

Vic., caps. 147, 191, and 233; 27 and 28 Vic., caps. 49, 102, 124, 142, 143, 202, 212, 243, and 252; 28 and 29 Vic., caps. 105, 182, 216, 330, and 331; and also of the following and of any other Acts relating to the Metropolitan Railway Company, namely:—16 and 17 Vic., cap. 186, 17 and 18 Vic., cap. 221; 19 and 20 Vic., caps. 102 and 109; 20 and 21 Vic., cap. 125; 22 and 23 Vic., cap. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 133 and 238; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; 27 and 28 Vic., caps. 260, 291, and 315; 28 and 29 Vic., cap. 117.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and other property in, through, or under which they will be made, together with the 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 railways delineated thereon, so as to show its general course and direction, and a copy of this notice, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and on or before the same day a copy of the said plans, sections, and book of reference and notice, will be deposited with the Clerk of the Vestry of the parish of St. Mary, Islington, at his office, at the Vestry-hall, Upper-street, Islington, in the said county of Middlesex.

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.

Edward Hobart Barlee, 52, Old Broad-street, London, Solicitor for the Bill.

P. Burrowes Sharkey, Carlton-chambers, 12, Regent-street, London, Parliamentary Agent.

In Parliament.—Session 1866.

Metropolis Gas Act Amendment.

(Amendment of Metropolis Gas Act, and of Local and Personal Acts relating to the supply of Gas in the Metropolis and Suburbs; Reducing rate for future Supply; Purchase and Sale of Gas Works, and Erection of other Gas Works beyond a radius of five miles from Charing-cross; Levying Rates, and for other purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session, for leave to introduce a Bill, and to pass an Act for the following, or some of the following among other, purposes:—

1. To amend, alter, extend, enlarge, or repeal the powers and provisions, or some of them, of an Act passed in the 23rd and 24th years of the reign of Her present Majesty, chapter 125, intitled "An Act for better regulating the Supply of Gas to the Metropolis;" and also to amend, alter, extend, enlarge, or repeal the powers and provisions, or some of them, of the several local and personal Acts of Parliament following, or some of them, that is to say:—

50 George 3, chapter 163; 54 George 3, chapter 116; 56 George 3, chapter 87; 59 George 3, chapter 20; 4 George 4, chapter 119, relating to the Gas Light and Coke Company; 57 George 3, chapter 23; 22 and 23 Victoria, chapter 52, relating to the City of London Gas Light and Coke

Company; 1 and 2 George 4, chapter 74; 10 George 4, chapter 127; 10 and 11 Victoria, chapter 53; 13 and 14 Victoria, chapter 82; 15 and 16 Victoria, chapter 155; 19 and 20 Victoria, chapter 59, relating to the Commercial Gas Light and Coke Company; 5 and 6 Victoria, chapter 36, relating to the Equitable Gas Light Company; 14 and 15 Victoria, chapter 69, relating to the Great Central Gas Consumers Company; 10 George 4, chapter 118; 27 and 28 Victoria, chapter 162, relating to the Independent Gas Light and Coke Company; 15 and 16 Victoria, chapter 82; 20 and 21 Victoria, chapter 73, relating to the London Gas Light Company; 5 George 4, chapter 78; 27 and 28 Victoria, chapter 159, relating to the Phoenix Gas Light and Coke Company; 4 George 4, chapter 98; 17 and 18 Victoria, chapter 213; 18 and 19 Victoria, chapter 12, relating to the Ratcliff Gas Light and Coke Company; 15 and 16 Victoria, chapter 42; 17 and 18 Victoria, chapter 94; 18 and 19 Victoria, chapter 186; 26 and 27 Victoria, chapter 37, relating to the Surrey Consumers Gas Company; 5 and 6 Victoria, chapter 79; 28 and 29 Victoria, chapter 14, relating to the South Metropolitan Gas Light and Coke Company; 1 and 2 George 4, chapter 117; 4 George 4, chapter 95; 10 George 4, chapter 12; 17 and 18 Victoria, chapter 55, relating to the Imperial Gas Light and Coke Company, the Crystal Palace District Gas Companies Acts, 1858 and 1862, the Woolwich, Plumstead, and Charlton Consumers Gas Acts, 1855 and 1865, and the Wandsworth and Putney Gas Act, 1856, and of the several articles of association relating to the Western Gas Light Company (Limited), and any other Act or Acts of Parliament in the said several Acts of Parliament mentioned or referred to, or relating to the said companies, some or one of them, or any other company or companies for regulating the manufacture, supply, or consumption of gas within the limits of the metropolis, as defined in and by the Metropolis Local Management Act (18 and 19 Victoria, chapter 120), and within the city of London, and all other Acts which may impede or interfere with the objects and purposes of the intended Act.

2. To reduce and fix the price of Cannel gas supplied by any or either of the above-named companies to the several districts of the metropolis, and to the city of London, to a sum not exceeding four shillings and three pence per one thousand cubic feet, and of common gas to a sum not exceeding three shillings and sixpence per one thousand cubic feet.

3. To enable the Metropolitan Board of Works in their discretion, to buy up and purchase compulsorily or by agreement, the lands, sites, works, stations, mains, and plant of all or any one or more of the above-named companies supplying the metropolitan districts and the city of London with gas, or of any other company or companies, or person or persons, manufacturing and supplying gas, and to enter into a contract or contracts with other companies or individuals to use such lands, sites, works, stations, mains, and plant for manufacturing, storing, and supplying the metropolis and the city of London with gas at the above-mentioned rates; and to make any contract or contracts for the utilization of the residual products arising from the manufacture of gas, or otherwise relating thereto.

4. To enable the said Metropolitan Board of Works, for the purposes aforesaid, to raise and borrow money upon mortgage bonds or debentures, and to provide for payment of the money so borrowed, with interest not exceeding the sum of five pounds per centum per annum, and for such purpose or otherwise to levy and collect

rates, dues, duties, and charges, uniform or otherwise, and at one time or at several times, upon the property and inhabitants in the district or districts of the metropolis, or of the city of London, supplied by the company or companies whose lands, sites, works, mains, and plant it may be so intended to purchase or buy up; and to use and apply the moneys so raised and borrowed, and the proceeds of such rates, dues, duties, and charges, when so made, levied and collected, in and towards the purchase or purchases aforesaid, but so that the property and inhabitants of any one of the said districts or of the city of London, shall not be chargeable with any portion of the purchase of the lands, sites, works, mains, or plant of the others of them, or of any one of them; to alter any existing rates, dues, duties, and charges; to confer, vary, or extinguish any exemptions from payment of rates or duties; and to confer, vary, or extinguish other rights or privileges.

5. The Bill will contain a provision that the price to be paid by the said Metropolitan Board of Works, for the purchase of the lands, sites, works, mains, and plant of the above-named gas companies, or of any one or more of them, if and when such purchase shall be determined on, shall be fixed by the Board of Trade, whose decision shall be final.

6. To enable the said Metropolitan Board of Works, after having purchased the lands, sites, works, mains, and plant of all or any one or more of the above-named companies, in their discretion to sell and dispose of the same, or any part thereof, and to use and apply the proceeds of such sale in and towards the purchase of other lands and sites in the suburbs and vicinity of the metropolis, but not within a radius of five miles from Charing-cross, and upon such sites to erect and build other works, furnaces, retorts, meters, meter houses, gas holders, and plant, with all requisite buildings, apparatus, and conveniences for the manufacture and storing, and supplying of gas, and to connect such works with the mains and pipes already laid down in the district or districts and the city of London, intended to be supplied, or to lay down other mains and pipes as the said Metropolitan Board of Works may think fit.

7. To enable the vestries, district, and other parochial boards of any or either of the districts, and the city of London, supplied with gas by the above-named gas companies, or any or either of them, but subject to and in the absence of the exercise of the above-mentioned powers to be vested in the Metropolitan Board of Works by the intended Bill, to combine for the purpose of purchasing the lands, sites, works, mains, and plant of the Company or companies supplying their district with gas, and subject as aforesaid, to have and to exercise the same powers and privileges, as are by the said Bill intended to be vested in the said Metropolitan Board of Works.

8. To incorporate with the said intended Act the necessary provisions of all or some of the following Acts; that is to say:—"The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Gas Works Clauses Act, 1847," and the several Acts or articles of association of the above named gas companies.

And notice is hereby further given, that 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 15th day of November, 1865.

Walmisley Son, and Co., 5, Victoria-street,
Westminster Abbey.

Neath and Brecon Railway and other Companies.
(Amalgamation and Arrangements.)

(Amalgamation of the Neath and Brecon and other Railway Companies; Powers to London and North Western, Great Western, and Midland Railway Companies; Arrangements with other Companies; Tolls; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament next session for an Act to amalgamate or authorise and provide for the amalgamation of the Neath and Brecon Railway Company, the Central Railway Company, the Central Wales Extension Railway Company, the Knighton Railway Company, the Swansea Vale and Neath and Brecon Junction Railway Company, the Swansea Vale Railway Company, the Vale of Neath Railway Company, the Brecon and Merthyr Tydfil Junction Railway, the Mid Wales Railway Company, the Knighton and Eardisley Railway Company, the Cambrian Railways Company, and the Bishops Castle Railway Company, or any two or more of them, and to vest or authorise and provide for the vesting in the Amalgamated Company of the respective undertakings, railways, works, lands, buildings, tenements, hereditaments, and estate, real and personal, powers, rights, and privileges, and debts, obligations, and liabilities of the amalgamating Companies, or any of them, or any part thereof respectively, upon such terms and conditions as may be mutually agreed upon between those Companies, and specified in or authorised or prescribed, by the intended Act; and to enable the Amalgamated Company to complete all unfinished works authorised to be constructed by any or either of the Amalgamating Companies, and to dissolve or provide for the dissolution of those Companies.

And it is proposed by the intended Act to authorise the said Companies, or either of them, to make such arrangements with reference to their respective capital, stocks, shares, and mortgages as they may find necessary or convenient for carrying the purposes of the Act into execution, and to confer such advantages by guaranteeing dividends or interest, or attaching preference or priority of payment or other privileges to any one or more of the classes of shares or stock in the capital of all or either of them, or to any of the mortgages of the said Companies or either of them as they may think proper, and to authorise such companies, or either of them, or the amalgamated Company to create new, ordinary, guaranteed, or preference shares or stock, and to dispose of the same as they may think fit, and to raise further sums of money by all or any of the shares or stock to be so created, and by mortgage or otherwise, and to convert all or any part of the mortgage debt of the said Companies, or any or either of them into debenture stock, and to alter existing tolls, rates, duties, and charges, and to levy new tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the intended Act to alter or extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the objects of the Act being fully effected, and to confer other rights and privileges, and to authorise the Company and the other above-mentioned Companies respectively, to enter into such agreements or arrangements as they may think necessary or proper for effecting all or any of the objects aforesaid, and to confirm any such agreements or arrangements as may have been entered into prior to the passing of the intended Act.

To enable the Amalgamated Company to raise additional capital by the creation of shares and stock, and by borrowing, and to attach to any such shares or stock a preference or priority in the payment of interest and dividends.

And it is proposed by the said intended Act to authorise a lease of the several undertakings of the Companies so proposed to be amalgamated, or any part or parts thereof, and all or any of their railways, works, powers, rights, and privileges to the London and North Western Railway Company, the Great Western Railway Company, and the Midland Railway Company, or either of them, for such rent or several rents, and upon such terms, conditions, covenants, and agreements as may be mutually agreed upon between the Companies so proposed to be amalgamated on the one hand, and the other Companies or company party to the lease on the other hand; and to confer upon all such parties all powers that may be necessary for carrying the lease or leases into full and complete effect.

And it is proposed by the said intended Act to authorise the hereinbefore-mentioned Companies so proposed to be amalgamated, or some or one of them, and the London and North Western, Great Western, and the Midland Railway Companies, or any one or two of them, to make and enter into agreements and arrangements with the others, or any or some or one of the others of them, for or in respect of the use, working, and management of the railways of the said Companies respectively, or any of them, and the several branches, works, and conveniences belonging to the same railways respectively, or any or some or one of the same railways, branches, works, and conveniences respectively, by any or some or one of all the said other Companies, also for the conveyance and management, by any or some or one of all the said Companies, of the whole or any part of the traffic upon or of the said railways respectively, or any of them, or which shall arise or commence upon or pass to and from the said railways respectively, or any of them, or any part or parts thereof respectively; also for the division and apportionment of such traffic, or any part or parts thereof, between the Companies entering into such agreements or arrangements respectively; the supply of rolling stock for such purposes, the management, maintenance, and repair of the said railways, or any or either of them, or any part or parts thereof respectively; the cost and expenses of such working, management, maintenance, and repairs, the collection, delivery, and general conduct of such traffic; the fixing, collecting, taking, and levying of the tolls, rates, and charges in respect thereof, and the division and apportionment between the Companies making or entering into such agreements of the receipts arising from all or any such traffic as aforesaid, upon or of which shall arise or commence upon or pass to or from the said railways respectively, or any of them, or any part thereof respectively, or the rents or other considerations to be paid by any or either of the said Companies, to the others or other of them in respect of any such use, working, or management as aforesaid, or otherwise, or for some or one of the several purposes or objects aforesaid, and for confirming and sanctioning any agreement or agreements which at the time of the passing of the said Act shall have been or thereafter may be made or entered into between the said Companies, or any or either of them, with any or either of the others of them for all or any of the purposes or objects aforesaid.

And it is proposed by the said intended Act to repeal, alter, or amend all or some of the pro-

visions of the several local and personal Acts 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 Neath and Brecon Railway; 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; 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; 24 and 25 Vic., cap. 103; 27 and 28 Vic., cap. 161; 28 and 29 Vic., cap. 73, 241, and 323, relating to the Bishops Castle Railway Company; 22 and 23 Vic., cap. 63; 23 and 24 Vic., cap. 133; 24 and 25 Vic., cap. 65; 25 and 26 Vic., cap. 156; 26 and 27 Vic., cap. 2 and 80; 27 and 28 Vic., cap. 142; and 28 and 29 Vic., cap. 150 and 371, relating to the Mid Wales Railway Company; 22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., cap. 10 and 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., cap. 80, 202, and 196; 27 and 28 Vic., cap. 265, 275, 304, and 263, and 28 and 29 Vic., cap. 285 and 324, relating to the Brecon and Merthyr Tydfil Junction Railway Company; 9 and 10 Vic., cap. 31; and 25 and 26 Vic., cap. 167, and all other Acts relating to the Vale of Neath Railway Company; the Knighton Railway Act, 1858; 25 and 26 Vic., cap. 67; 27 and 28 Vic., cap. 199, relating to the Kington and Eardisley Railway Company; the Bishops Castle Railway Act, 1861; 28 and 29 Vic., cap. 173, 241, and 323, and all other Acts relating to the Bishops Castle Railway Company; 7 and 8 Vic., cap. 18 and 59; 8 and 9 Vic., cap. 38, 49, 56, 90, and 181, and all other Acts relating to the Midland Railway Company; 27 and 28 Vic., cap. 97, 147, 161, 262, and 263; and 28 and 29 Vic., cap. 277, 283, and 291, relating to the Cambrian Railways Company; the Act of the 9th and 10th Victoria, intituled "An Act to Consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies," and the several other Acts relating to or affecting the London and North Western Railway Company, the Act passed in the 5th and 6th years of William IV., intituled "An Act for making a Railway from Bristol to join the London and Birmingham Railway near London, to be called 'The Great Western Railway,' with Branches therefrom to the Towns of Bradford and Trowbridge, in the County of Wilts," and the several other Acts relating to or affecting the Great Western Railway Company.

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

Dated the 18th day of November, 1865.

Burntisland Harbour and Dock.
(Improvement of the Harbour of Burntisland; Construction of Wet Dock; Purchase of Lease of Existing Harbour; Arrangements with the Corporation of Burntisland, and other bodies; Incorporation of Company; Amendment of Acts, and other purposes.)

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

For acquiring, by purchase, lease, or otherwise,

and for working, using, extending, and improving the Harbour of Burntisland, in the parish and Royal Burgh of Burntisland and county of Fife, with the quays, jetties, wharves, shipping apparatus, and other works connected therewith, or some part thereof, in order to afford increased facilities and accommodation for the shipment of minerals and other purposes.

And provision will be made in the intended Act to authorise the Company to construct the following works, and exercise the following powers, or some of them, respectively, that is to say:—

To make and maintain upon the site of the existing Harbour of Burntisland and the lands adjoining, in the parish and Royal Burgh of Burntisland and county of Fife, a dock or floating basin communicating with the Firth of Forth, with locks, graving docks, entrances, gates, approaches, roads, quays, jetties, shipping places, staiths, landing slips, stairs, and stages, wharves, wharf-walls, embankments, warehouses, tramways, railways, railway approaches, sidings, turntables, cranes, drops, buoys, moorings, and other works and conveniences connected therewith; which intended dock will extend between a point in the said parish of Burntisland, upon the line of high-water mark of the Firth of Forth, 180 yards or thereabouts westward of the north end of the wall or pier called "Cromwell's Dyke," and a point in the said parish and Royal Burgh, at the north-western corner of the Railway Ferry Pier; and the said intended dock and relative works will be situated in the parish and Royal Burgh of Burntisland, or in both or one of them, and partly in the bed and soil of the Firth of Forth, adjacent thereto.

In constructing the works above described, to deviate laterally from the line or lines shown on the plan, to be deposited as after-mentioned, to the extent shown on such plan; and to deviate vertically from the levels delineated on the section, also to be deposited as after-mentioned, to such extent as may be provided by the intended Act.

To purchase compulsorily, or by agreement, or otherwise, lands and buildings in the parish and Royal Burgh before-mentioned; to raise money by the creation and issue of shares, and by borrowing on mortgage or bond; to cross, stop up, alter, or divert, temporarily or permanently, all or any roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, estuaries, waters, water-courses, mains, pipes, bridges, telegraphic wires, or apparatus, erections or works of any description, which it may be necessary or convenient so to cross, stop up, alter, or divert for the purposes of the undertaking, and to vary or extinguish all existing rights and privileges connected with any such property, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the said Act, and to confer other rights and privileges; and to levy tolls, rates, duties, charges, and profits for the use of the said harbour, dock, railway, and works; and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, or charges.

And it is also intended by the said Act to empower the Provost, Magistrates, and Town Council of the Royal Burgh of Burntisland, as owners of or commissioners for the said harbour, and all other parties for the time being interested therein, to sell and convey to the Company the existing harbour of Burntisland, and works and conveniences therewith connected, and also all powers and rights of levying dues and rates vested in the said provost, magistrates, and town council, or

other parties, in respect of their ownership or interest in the said harbour; or otherwise to empower them to grant to the Company such lease or leases of the said harbour and works, and conveniences, and to enter and carry out such arrangements or agreements with respect to the said harbour and works, and conveniences, as may be necessary for conferring upon the Company all the powers and facilities at present vested in the said provost, magistrates, and town council, or other parties foresaid.

And power will be taken in the said Act to enable the North British Railway Company by themselves or others on their behalf, to contribute towards the capital of the Company, and to hold shares in the undertaking to be authorised by the said Act; and to enable the said North British Railway Company to apply for such purposes the capital or funds which they are authorised to raise by any of their Acts; or to raise for the purposes aforesaid, if necessary, further sums of money by shares or mortgage, and either with or without a preference attached to such shares, as the said North British Railway Company may think fit; and to enable the said last mentioned Company to vote at meetings of the Company upon the shares in the said undertaking which may be held by them, and to nominate such number of the directors of the Company as may be agreed upon, or as may be fixed by the said Act.

Power will also be taken in the said Act to enable the Company to enter into and make arrangements and agreements with the North British Railway Company, with respect to the working and use, by the North British Railway Company, of the said harbour and dock and works connected therewith, or some of them, or some parts thereof, in so far as the Company may be entitled to use the same under the authority of the said Act, and the use, by the North British Railway Company, with their engines, carriages, waggons, plant, and machinery, and clerks, officers, and servants of the said harbour and dock and works connected therewith, or some of them, or some parts thereof, and the fixing, collecting, apportionment, and division of the tolls, rates, charges, and profits levied or derived from the said harbour and dock and works connected therewith, or some of them, or some or any parts thereof, upon such terms and conditions, and for such period or successive periods, or in perpetuity as may be agreed on, or as may be provided for in the said Act, and to enable the North British Railway Company to enter into agreements with the Company in relation to the aforesaid matters, or any of them; or otherwise to provide for and regulate the said several matters or some of them, by the said Act, and to empower the North British Railway Company to maintain and manage the said harbour and dock, and works connected therewith, or some parts thereof, and to work the traffic passing into, over, on, or to the same, and to provide the necessary apparatus and plant therefor, and to fix, collect, and apportion the tolls, dues, rates, and charges to be levied in respect of such traffic, and to provide for the appointment of a Joint-Committee of the Company, and the North British Railway Company, with all usual and necessary powers for the regulation, management, and control of the said proposed harbour, dock, and works, or some of them, or some parts thereof, and of the traffic passing into, on, over, or to the same. And to confirm any agreements between the Company and the North British Railway Company, and the provost, magistrates, and town council of Burntisland and other parties aforesaid, with reference to any such matter as aforesaid.

Power will also be taken by the said Act to vary and extinguish all such rights and privileges as may in any way interfere with the objects aforesaid, or any of them, and to confer any other rights and privileges. And it is proposed by the intended Act to incorporate therewith all or some of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Act, 1863," "The Railways Clauses Act, 1863," and "The Railway Companies Powers Act, 1864."

And it is proposed by the said intended Act to alter, amend, or repeal, so far as may be necessary for the purposes aforesaid, some of the powers and provisions of the local and personal Acts following, or some of them; that is to say:—Acts relating to the North British Railway Company, 14 and 15 Vict., cap. 55; and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 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, 252, 253, 308, and 309; as also 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 138; 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, 217, and 328; "The Slamannan and Borrowstounness Railway Act, 1846;" "The Monkland Railways Act, 1848;" and the several Acts therein recited, so far as not repealed thereby; "The Monkland Railways (Slamannan and Borrowstounness Deviation) Act, 1851;" "The Monkland Railways Branches Act, 1853;" "The Monkland Railways Branches Act, 1857;" and "The Monkland Railways Branches Act, 1860;" 28 and 29 Vict., cap. 201; and all other Acts, if any, relating to the North British Railway Company.

And notice is hereby further given, that a plan and section, in duplicate, of the intended harbour, dock, and works, and of the lands to be taken under the compulsory powers to be applied for in said Act; a book of reference to the said plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, will be deposited with the principal Sheriff-clerk of the county of Fife, at his offices at Cupar and Dunfermline respectively; and that so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish, with the schoolmaster, or if there be no schoolmaster, with the session-clerk of such parish, at his residence; and in the case of an extra-parochial place, with the schoolmaster, or if there be no

schoolmaster, with the session-clerk of some parish adjoining thereto, at his residence; and that so much of the said plan, section, and book of reference as relates to the said Royal burgh of Burntisland, will be deposited with the town clerk of the said burgh, at his office in Burntisland; 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; and that 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 11th day of November, 1865.

Thomas Paterson, W.S., Edinburgh, Solicitor for the Bill.

Dodds and Hendry, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.

Brighton Pneumatic Railways.

(Construction of Pneumatic Railways in Brighton and Hove; Incorporation of Company; Construction of a Bridle Ride in Brighton, and Powers to the Corporation of Brighton, the Brunswick-square Commissioners, and the West Hove Improvement Commissioners, in reference thereto; Amendment of Acts, &c.)

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

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the following railways, with all proper works, approaches, stations, and other conveniences, connected therewith, viz.:

No. 1. A railway (No. 1) commencing at a point on or under the passenger station of the London, Brighton, and South Coast Railway Company, in the town of Brighton, about 75 yards north of the south side of the first-class passenger booking-office, and about 14 yards east of the eastern edge of the departure platform of the Portsmouth line of that Railway Company at Brighton, and terminating on the north side of South-street, in Brighton, at a point about 41 yards east of the point of junction of West-street with South-street.

No. 2. A railway (No. 2) commencing by a junction with railway No. 1, at the point where railway No. 1 will commence, as hereinbefore described, and terminating by a junction with the main line of the London, Brighton, and South Coast Railway, at a point about 255 yards northward of the first-class passenger booking-office of the said Brighton station.

No. 3. A railway (No. 3) commencing on or under the King's-road, in Brighton, between the junctions of West-street and Middle-street with that road, at a point opposite to, and at a distance of 17 yards, or thereabouts, to the south of a dwelling-house and shop fronting that road, in the occupation of Mr. Henry Paul Truefitt, 56, King's-road, and terminating at or near the east side of a dwelling-house, No. 1, Mill's-terrace, in Cliftonville, in the parish of Hove, and at a point about 60 yards, or thereabouts, from the junction between an occupation road running on the eastern side of the said dwelling-house and the turnpike road leading from Brighton to Shoreham.

No. 4. A railway (No. 4) commencing by a junction with railway No. 3, at the said point of commencement of Railway No. 3, and terminating at Kemp Town, in Brighton, at a point about 40 yards south of the division between Nos. 1 and 2, Chichester-terrace. And in connection with and for the purposes of such railways, or some of them, or other the purposes of the Act, it is intended to construct and maintain the following works or some of them:

5. A subway for foot passengers, to commence at the termination of railway No. 1, as hereinbefore described, and terminate with the commencement of railways Nos. 3 and 4, as hereinbefore described.

6. A pumping apparatus at or near the termination of railway No. 1, as hereinbefore described.

7. A pumping apparatus at or near the entrance to a slaughter-yard and stables, on the north side of Sillwood-street, in Brighton, in the occupation of Mr. Joseph Sharp, opposite the entrance to the stables of the Norfolk Hotel, and a tube extending from such pumping apparatus in or under Sillwood-street, Western-street, and the King's-road, and terminating by a junction with railway No. 3, at a point about 50 yards east of the parish boundary, between the parishes of Brighton and Hove, and the acquisition of (amongst other lands and property) certain lands and property in Brighton, bounded on the north by Norfolk-square, on the south by the south side of Sillwood-street, on the east by the rear of houses fronting to Bedford-place, and on the west by the rear of houses fronting to Western-street; also certain other lands and property in Brighton, bounded by the north side of Sillwood-street on the north, by the rear of houses fronting to a place called Bedford-square on the east, by Western-street on the west, and forming an irregular line on the south, having an extreme depth southward from Sillwood-street of 88 yards or thereabouts.

8. A pumping apparatus at or near the north-west corner of the dwelling-house, No. 5, Laurel-row, Lavender-street, in Brighton, and a tube extending from such pumping apparatus in or under Lavender-street, Upper Saint James's-street, Grafton-street, and the Marine Parade, in Brighton, and terminating at or near a point on railway No. 4, 24 yards or thereabouts south of the south end of Atlingworth-street, in Brighton, and the acquisition of (amongst other lands and property) certain lands and property in Brighton, bounded on the north by Warwick-street, on the south by Laurel-row, on the west by Lavender-street, and on the east by an imaginary line to be drawn due south from Warwick-street to Laurel-row, parallel with and at a distance of about 70 yards to the east of Lavender-street.

9. A bridle road or ride, to be known as "The Brighton Ride," commencing at or near the parish boundary, between the parishes of Brighton and Hove, and on or near the proposed railway No. 3, where it is intended to cross that parish boundary, and terminating at or near the proposed termination of that railway, as hereinbefore described.

All which said railways, subway, pumping apparatuses, tubes, ride, and other works, will be situate wholly within the parishes of Bright-

ton, otherwise Brighthelmstone, and Hove, in the county of Sussex, or one of them:

To enable the Company to provide machinery, apparatuses, and all other means and appliances necessary for the construction, working, and uses of the proposed railways and other works.

To authorise the Company to appropriate or use the upper and under surface of any street, square, road, or lands traversed by or situate near the intended railways 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 railways, ride, and works when stopped up.

To enable the Company to purchase lands, houses, and other property compulsorily for the purposes of the Act, and to levy tolls, rates, and charges in respect of their undertaking; to alter tolls, rates, and charges; to grant exemption from tolls, rates, and charges, and to confer on the Company other rights and privileges.

To enable the Company to make bye-laws, rules, and regulations for enforcing a proper use of the Brighton ride, and for preventing the improper use thereof, and for preserving the use thereof exclusively for foot passengers and equestrians, and for imposing penalties upon all persons offending against such bye-laws, rules, and regulations, and generally for insuring that such ride shall be properly maintained, managed, and used for the advantage and convenience of the public, subject to the provision of the Act.

To enable the Company and the London, Brighton, and South Coast Railway Company from time to time to enter into and carry into effect agreements with respect to the working, use, management, and maintenance of the said intended railways, ride, and works, and the appropriation and use of joint or separate stations, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the railways and works, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; and to authorise the appointment of joint committees for carrying into effect any agreement which previously to the passing of the Act may be made, touching any of the matters aforesaid.

The Act 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," with 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 injuriously affected, the leasing and resale of property, the prevention of frauds upon the Company, and obstructions upon the railways, or otherwise.

To enable the mayor, aldermen, and burgesses of the borough of Brighton (hereinafter called "the Corporation"), and the commissioners for executing the local and personal Acts of the 11th year of King George IV., cap. 16., and of the 14th and 15th years of Her present Majesty, cap. 140 (hereinafter called "The Brunswick-square Commissioners"), and "The West Hove Improvement Commissioners," jointly or sepa-

rately, or in conjunction with the Company, to construct, maintain, repair, and manage, or to contribute to the cost of constructing, repairing, maintaining, and managing the Brighton ride, and exercise in regard thereto all the powers of the Company, or some of them, and to apply to such purpose any moneys for the time being in their hands or under their control.

And the Bill will amend and enlarge the powers and provisions of the following local and personal Acts, or some of them, viz., 11 Geo. 4, cap. 16, and 14 and 15 Vic., cap. 140, and any other Act relating to the Brunswick-square Commissioners; "The Hove Improvement Act, 1858;" 6 Geo. 4, cap. 179; 13 and 14 Vic., cap. 5; 14 and 15 Vic., cap. 140; 18 and 19 Vic., cap. 6; and the public general Acts, 12 and 13 Vic., cap. 102, and 18 and 19 Vic., cap. 31; and any other Act relating to the Corporation of Brighton.

And notice is hereby 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 Act, and a book of reference thereto, a published map showing the general course of the said intended railways, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes; 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 parishes in or through which the intended railways and works are proposed to be made, or in which such lands and houses are situate, will be deposited with the parish clerk of each such parish at his place of abode.

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

Dated this 11th day of November, 1865.

Gregory, Champion, and Eady, 18, Park-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1866.

Westminster Boulevard.

(Construction of New Street from the New Palace-yard, near the Clock Tower of the Houses of Parliament to Eaton-square, near St. Peter's Church; Stopping up and appropriation of various Streets and Thoroughfares).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill in order to confer upon a Company (now being established, and about to be registered under "The Companies Act, 1862," and consisting of several persons associated with Frederick Lewis Malgarini, Esq., of Crosby House, Bishopsgate-street, E.C.), all or some of the following among other powers:

To make and maintain in the parish of Saint Margaret, in the city of Westminster, and in the parish of Saint George, Hanover-square, the following, or some of the following, among other works:

A new road, to commence at the New Palace-yard, near the Clock Tower, in the parish of Saint Margaret, Westminster, at or near Bridge-street, to pass thence, through that parish, into the parish of Saint George, Hanover-square, and

to terminate in Eaton-square, at or near Saint Peter's Church.

To widen and divert the following streets, namely: Prince's-street, Queen's-street, and James-street, in the said parish of Saint Margaret's, Westminster, and Victoria-road and Upper and Lower Eaton-street, in the said parish of Saint George, Hanover-square.

In lieu of the roads and streets to be stopped up and appropriated to make and maintain, amongst others, the following new roads or streets, in the parish of Saint Margaret's, Westminster:

One to commence at or near Chapel-place, in the line of the new road, and to terminate at or near Strutton-ground, in Victoria-street.

Another to commence at or near Blue Anchor-yard, in the line of the new road, and to terminate opposite Messrs. Vickers and Company's new distillery in Victoria-street, or near to Artillery-row.

Another, to commence at or near the junction of Little James-street and York-street, and in the line of new road, and to terminate at or near Victoria House, Victoria-street.

Also another new road or street, in the parish of St. George, Hanover-square, to commence at or near Wallace's-yard, in the line of new road, and to terminate at or near the junction of Victoria-street with Vauxhall-bridge-road.

Also for power to make junctions and communications with any existing streets which may be joined, intersected, or interfered with, or be contiguous to the lines of the intended new streets and improvements, and to alter the lines or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the intended new streets and improvements, or otherwise.

To stop up, use, and appropriate, amongst other streets, courts, passages, and thoroughfares, in the said parish of St. Margaret's, Westminster, the following, namely:

Little George-street	Prince's-mews
Prince's-court	Little Queen-street
Great Queen-street	Lewisham-street
Dartmouth-row	Parker-street
Prince's-place	Tothill-street
Swan-yard	New-court
Fleece-yard	Cock-yard
Dartmouth-street	Carteret-street
Little Park-street	Park-street
Queen-square	Queen-street
Broadway	King's Head-court
New-yard	Devonshire-place
Queen-square-place	White Horse-yard
Chapel-place	New Tothill-street
Dacre-street	Cooper-street
Orchard-street	Great Chapel-street
St. Ermin's-hill	Little Chapel-street
Eliza-place	Palmer's-passage
Gardener's-lane	Church-court
New-court	Little George-street
Pump-court	York-street
Bell-yard	Snow's-rents
Rowcliffe's-buildings	Blue Anchor-yard
Blue Anchor-place	Hope-place
Smith's-rents	Smith's-place
Horse Shoe-alley	Ship-court
York-place	Buckingham-row
Brewer's-green	Brewer's-row
York-place	Loder's-place
Little James-street	William-street
Castle-lane	Union-place
Castle-court	Pine Apple-court
Castle-place	Caroline-place
Isabella-row and	Goodwin's-passage
New-road between	Castle-lane and

Victoria-street
Stafford-place South
Palace-street
Carlisle-place

Catherine-place
Buckingham-street
Stafford-place
Part of Ashley-place

In the said parish of St. George, Hanover-square, the following, namely :

Charlotte-street
Princess-row
Wallace's-place
Buckingham-place
Brewer-street-place
Allington-place
Albert-street
Ranelagh-street
Eaton-lane North
Rogers-court

Little Charlotte-street
Wallace's-yard
Catmore's-buildings
Brewer-street
Allington-street
Arabella-row
Victoria-square
Lower Grosvenor-place
Eaton-court
Eaton-row

And also in the parish of St. Margaret's, Westminster, and in the parish of St. George, Hanover-square, to appropriate the lands and buildings situated within the area bounded as follows, viz.: Ashley-place, Carlisle-place, and Victoria-street, on the north; Vauxhall-bridge-road on the west; Francis-street on the south; and Tothill-fields Prison on the east, excepting the church and ground of St. Andrew's; No. 3, Victoria-street, and the Convent of the Sisters of St. Paul.

To purchase lands, houses, and other property compulsorily, not only for the said new streets or roads, and alterations in existing street, but for improvements connected with the said new streets or roads, the said compulsory powers of purchase and dealing with existing streets and thoroughfares will be especially sought to be exercised within the area, or any part of the area, lying between Great George-street, Bird Cage-walk, and Victoria-road, on the North; [excluding the Wellington Barracks and Church, Buckingham Palace Hotel, and the Duchy of Cornwall Office,] and Victoria-street, and Vauxhall Bridge-road, and the Broad Sanctuary on the South; St. Margaret-street on the East; and Victoria-road on the West.

And it is proposed to make special provisions for the removal of the poorer classes on the above properties to respectable dwellings and model lodging houses, also to make application for exemption from increased rates or for the appropriation of the increased parochial rates which may accrue from the contemplated improvements over and above the present rates, in order that the said increase may, for a certain number of years, be applied towards the reduction of the rentals of tenants in the aforesaid model lodging-houses, or for other purposes.

To cross, divert, alter, and stop-up, whether temporarily or permanently, drains, sewers, and pipes, so far as may be necessary for any of the purposes of the Bill, and to confer other rights and privileges. 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 Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

Duplicate plans and sections, describing the line, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which are intended to be taken under the powers of the Bill, together with the 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 city of Westminster, at the Sessions House, Westminster, and with the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell-green; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the said parishes of St. Margaret's, Westminster, and St. George's, Hanover-square, will be deposited as follows:— in the case of the first-named parish with the Clerk of the Westminster District Board of Works, at his office, in Smith-street, Westminster, and in the case of the said parish of St. George, Hanover-square, with the vestry clerk of that parish, at his office, in the Board Room, Mount-street, Grosvenor-square.

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.

*Brooks and Du Bois, 7, Godliman-street,
Doctors'-commons, Solicitors to the Bill.*

In Parliament—Session 1866.

Tavistock and Gunnislake Railway.

(Incorporation of Company—Power to make Railway—Running Powers over South Devon and Tavistock and Tavistock and Launceston Railways—Arrangements with and Subscriptions by South Devon Railway Company and London and South Western Railway Company—Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company, and to enable such Company, hereinafter called "The Company," to effect the following or some of the following purposes (that is to say),—

To make and maintain, with all necessary and proper stations, sidings, works, approaches, roads, communications, and conveniences connected therewith, a railway, commencing in the parish of Tavistock, in the county of Devon, by a junction with the authorized line of the South Devon and Tavistock Railway, at a point about 45 yards south of the first bridge over a road south of Tavistock station called Pixton-lane, and terminating in the parish of Calstock, in the county of Cornwall, in a field in the occupation of Samuel Davey Nichols, belonging to James Weeks, held of the manor of Calstock, about 20 yards northwards from the north-west corner of a house in Croker's-row, occupied by Robert Piper, and owned by Emanuel Croker, also held of the manor of Calstock, and which intended railway and works will pass from, in, through or into, or be situate within the parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Tavistock and Whitchurch, in the county of Devon, and Calstock, in the county of Cornwall.

To use and appropriate any road, street, or thoroughfare for the purposes of the said intended railway and works, and to divert and remove all gas, water, and other pipes beneath or communicating with any of the streets, and to alter the level and position of the sewers and drains in and communicating with the said streets, and to temporarily stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the railway the under surface of any road, street, thoroughfare, or land.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads,

highways, sewers, pipes, railways, tramways, canals, watercourses, streams, rivers, navigation, and other works, within or adjoining the aforesaid parishes, townships and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

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

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

To empower the Company, either by agreement 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, and upon payments, terms, and conditions to be (failing agreement) determined compulsorily, by arbitration or otherwise, all or any part of the railways, stations, sidings, approaches, works, and conveniences of both or either of the South Devon and Tavistock Railway Company and the Tavistock and Launceston Railway Company, and to levy tolls and charges for traffic conveyed by them thereon, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to require and compel both or either of the said South Devon and Tavistock Railway Company and the Tavistock and Launceston Railway Company to afford and render all requisite facilities and services for those purposes. To require and compel both or either of the said South Devon and Tavistock Railway Company and the Tavistock and Launceston Railway Company to receive, book through, forward, accommodate, and deliver, on and from their respective railways, and at the stations, warehouses, and booking-offices, of all traffic of whatever description coming from or destined for the intended railway, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or by the intended Act, and, if need be, to alter the tolls and charges which are now authorised to be taken upon the said railways respectively, and to grant exemptions from the payment of such tolls and charges.

To authorise the South Devon Railway Company and the London and South-Western Railway Company, or either of them, to subscribe funds in aid of the proposed undertaking, and to take and hold shares or stock in the capital thereof, and to appoint directors of the proposed Company, and to authorise the said Company to enter into agreements with the said South Devon Railway Company and the said London and South-Western Railway Company, or either of them, with respect to the construction, maintenance, and use of the intended railway, and to provide rolling stock for the working thereof, and to work the same, and to provide mutual facilities for the reception, booking, invoicing, transmission, interchange, and conveyance or traffic at, from, and over their respective systems and otherwise in relation to such traffic, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act in reference to all or any of the matters aforesaid.

To incorporate with the intended Act the neces-

sary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

To amend, alter, enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, the following Acts (local and personal), or some of them—namely, 17 and 18 Vic., c. 189; and any other Act or Acts relating to or affecting the South Devon and Tavistock Railway Company, 25 and 26 Vic., c. 111; and any other Act or Acts relating to or affecting the Tavistock and Launceston Railway Company; 7 and 8 Vic., c. 68; and any other Act or Acts relating to or affecting the South Devon Railway Company, 4 and 5 Willm. 4, c. 88, and any other Act or Acts relating to or affecting the London and South-Western Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the proposed railway, and of the lands which may be taken under the compulsory powers of the Act, and a book of reference to such plans, with the names of the owners or reputed owners and lessees, and of the occupiers thereof, and a published map, with a line of the proposed railway delineated thereon, so as to show its general course and direction, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at St. Austell, in that county, and with the Clerk of the Peace of the county of Devon, at his office at Exeter, in the county of Devon; and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish immediately 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, and that on or before the 23rd day of December next. Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated November 13, 1865.

Culthrop, White, and Buckston, No. 8, Whitehall-place, Solicitors to the Bill.

In Parliament.—Session 1866.

Wantage and Great Western Junction Railway.

(Incorporation of Company for making Railway from Great Western Railway to Wantage; Powers to 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 Railways hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

A railway to commence at the back of the new down passenger platform at the Wantage-road station of the Great Western Railway and to terminate at Mill-street, Wantage, in the garden of the house owned and occupied by William Southby.

A railway to commence by a junction with the said other intended railway, close to the

Great Western Railway, in garden grounds belonging to the Great Western Railway Company; and for the most part occupied by the servants of that Company, and terminating by a Junction with the down line of the said Great Western Railway, at a point measuring about six chains from the south-westerly end of the before-mentioned platform.

The said railways will be wholly situate in the parish of Wantage, in the county of Berks.

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 effect a junction with the Great Western Railway, at any point within the limits of deviation, to be defined upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, drains, pipes, sewers, 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 to contribute towards the cost of constructing the intended railways 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 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, and to appoint directors of the Company.

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 railways, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Great Western Railway Company, namely, the 5 and 6 Wm. IV., cap. 107, the 26 and 27

Vic., caps. 113 and 198, the 27 and 28 Vic., cap. 306, and the 28 and 29 Vic., cap. 299.

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 Berks, at his office, at Abingdon, and on or before the same day a copy of the said plans, sections, book of reference, and notice, will be deposited with the parish clerk of Wantage, 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 11th day of November, 1865.

Gregory, Champion, and Eady, 18, Park-street, Westminster, Solicitors for the Bill.

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

In Parliament—Session 1866.

(Sidmouth and Budleigh Salterton Railway.—Extension to Exmouth; Increase 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 authorise the Sidmouth and Budleigh Salterton Railway Company, hereinafter called "The Company," to construct the railway and works and effect the objects following, or some of them, that is to say:—

To authorise the Company to make and maintain a railway commencing in the parish of East Budleigh, in the county of Devon, by a junction with the authorised line of the Sidmouth and Budleigh Salterton Railway at or near the termination thereof, as described in the Sidmouth and Budleigh Salterton Railway Act, 1863, and terminating in the parish of Withycombe Rawleigh, in the said county of Devon, by a junction with the Exeter and Exmouth Railway, at a point 300 yards, or thereabouts, when measured in a northerly direction from the northernmost end of the platform on the western side of the station at the Exmouth terminus of the said last mentioned railway, together with all necessary and proper sidings, stations, approaches, and other works and conveniences connected therewith, and which intended railway is intended to pass from, in, through, or into the following parishes, townships, extra-parochial and other places following, or some of them, that is to say, Tipton, Harpford, Newton Poppleford, Aylesbeare, Dotton, Manor of Dotton, Colyton Raleigh, Tidwell, Bicton, Otterton, Budleigh, Knoll Withycombe, East Budleigh, Budleigh Salterton, Little Knoll, Littleham and Exmouth, Exmouth, and Withycombe Rawleigh, all in the said county of Devon.

And by the said intended Bill the following powers, or some of them, will be taken, that is to say, to enable the said Company to apply a portion of their present authorised capital in and for the construction and maintenance of the said intended railway and works, or some part or parts thereof

to purchase by compulsion or otherwise, lands and houses for the purposes aforesaid, and all rights and interests therein or thereto belonging, 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 user of the said intended railway and other works respectively, or any of them, to cross, stop up, alter, or divert, either temporarily or permanently, all such turnpike and other roads, highways, streets, paths, railways, waggon ways, tramroads, bridges, aqueducts, canals, streams, rivers, and watercourses, within the aforesaid parishes, townships, and extra-parochial places, or any of them, as it may be necessary to cross, stop up, alter, or divert, for the purposes of the proposed works, or by reason of the construction of the said intended railway and other works, or any of them, to confer, vary, or extinguish other rights and privileges, and to levy tolls, rates, and duties for or in respect of the said intended railway and other works, or any or either of them, and to alter existing tolls, rates, and duties, and to confer, vary and extinguish such exemptions from the payment of tolls, rates, and duties as may be expedient.

And it is also intended by the said Act to authorise lateral deviations in the construction of the said intended railway and works respectively, to the extent or within the limits laid down on the plans to be deposited as hereinafter mentioned, and also to authorise the said Company to carry the said intended railway and other works and objects into effect, and for such purposes, and also for the general purposes of their undertaking, to raise additional capital or further sums of money, either by the creation of new shares or stock, or by the creation of shares or stock having a preference, priority or advantage over other shares or stock of the Company, and by mortgage or bond or otherwise as Parliament shall authorise.

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

And it is also proposed by the said intended Bill to authorise the Company and the Sidmouth Railway and Harbour Company, and the London and South-Western Railway Company, or either of those Companies, to enter into and carry into effect contracts and agreements for the conduct, regulation, interchange, and management of the traffic upon or over the said intended railway, and with respect to the working, maintenance, and user by the London and South-Western Railway Company, or the Sidmouth Railway and Harbour Company, or either of those Companies, of the intended railway and works, and the supply and maintenance of engines, carriages, rolling, and other stock and plant for the same; and with respect to the conduct, regulation, and management of the traffic upon or over the railways of the London and South-Western Railway Company and the Sidmouth Railway and Harbour Company, or either of those Companies; and with respect to the use by the Company of the London and South-Western Railway, and the Sidmouth Railway and Harbour, and the works and conveniences connected therewith respectively; and with respect to the fixing, levying, dividing, and apportioning the tolls and charges arising from all or any of such traffic as

aforesaid, and the tolls, charges, or other considerations to be paid for such user or otherwise; and with respect to the construction, maintenance, and use of joint or separate stations at or near the points where the railway of the Company will unite with the Exeter and Exmouth Railway, and to enable the said Company and the London and South-Western Railway Company, and the Sidmouth Railway and Harbour Company respectively, to levy tolls and charges on the railways of the other or others of them, and to exercise all such other powers as may be mutually desirable in reference to the purposes aforesaid, or any of them.

And it is also proposed by the said intended Bill, so far as may be necessary or expedient for the purposes aforesaid, to alter, vary, repeal, amend, or enlarge the powers and provisions of all or some of the various Acts directly or indirectly relating to or affecting the London and South-Western Railway Company, the Exeter and Exmouth Railway Company, the Exmouth Docks Company, the Sidmouth Railway and Harbour Company, and the Sidmouth and Budleigh-Salterton Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the intended railway and other works, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees respectively, and occupiers of the lands and houses intended to be taken, or which may be taken for the purposes of the proposed Act, and a published map, whereon will be defined the general course or direction of the intended railways, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Devon, at Exeter, in the said county; and on or before the same 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and so much of the said plans, sections, and book of reference as relates to any extra-parochial place, together with a copy of this notice as published in the London Gazette, will be deposited with the clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby lastly given, that on or before the 16th 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.

Kedgwin, H. Gough 19, Parliament-street, Westminster.

Wandsworth and Putney Gas.

(Amendment of Act—Extension of Limits of Supply—Increase of Capital—Powers of Borrowing, and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Wandsworth and Putney Gas Light and Coke Company (hereinafter called the Company) for an Act for the following purposes, or some of them, that is to say:—

To alter, amend, or repeal all or some of the provisions of the Wandsworth and Putney Gas Act, 1856:

To extend the limits within which the Company are empowered to supply gas to the entire parish of Putney, otherwise Puttenheath, the parish of Lower Tooting, otherwise Tooting Graveney, the hamlet of Upper Tooting, in the parish of Streatham, the parish of Wimbledon, the parish of Merton, and the parish of Mitcham, and to enable them to supply gas, for public and private purposes, within such extended limits, and for those purposes to lay down mains, pipes, and other works and apparatus, and to cross, divert, break up, alter, or stop up any streets, roads, highways, bridges, sewers, drains, rivers, streams, watercourses, paths, passages, and places within such extended limits.

To authorise the Company to construct, enlarge, maintain, alter, and improve such works in connection with their existing works as they may think fit, for the manufacture, storing, and supply of gas, or otherwise, for the purposes of their undertaking, in and upon certain land recently acquired by, and now in the occupation of, the Company, under the powers of the said Act, which land is situate in the parish of Wandsworth, and fronts on the west to North-street, Wandsworth, and is bounded on the south in part by land belonging to, and in the occupation of William Randall Wood, and in part by Bridgefield-road, Wandsworth, on the east by four cottages and gardens, formerly belonging to Miss Phillips, but now to Messrs. Hopkins and Williams, and in the respective occupation of John Giles, Henry Wheeler, Charles Godfrey, and Alexander Bennett; and on the north by a footpath leading from North-street, aforesaid, at or near the Railway Tavern, to a road called Warple-way, Wandsworth aforesaid; and also to confer upon the Company all necessary powers, rights, and privileges for the purpose, and to vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the carrying into effect, the objects and purposes of the said intended Act, and to confer other rights and privileges.

To exempt the said piece of land, the limits whereof are hereinbefore described, from the operation of the 74th, 75th, 76th, and 98th sections of the Act 25 and 26 Vic., cap. 102, and any other sections of the Metropolis Local Management Acts, or any other Acts whereby the erection of gas works and other buildings on the said piece of land, or any part thereof, may be prohibited, restricted, or interfered with.

To authorise the Company to levy rates and charges for the supply of gas, to vary the existing rates, rents, and charges of the Company, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to raise further capital by the creation and issue of new shares or stock, and to attach to such new shares or stock, or some of them, or some part thereof (if the Company think fit), certain guaranteed interest or dividend, and other special privileges; to alter the number and amount of the existing shares of the Company, and to classify and regulate the same.

To capitalise certain sums expended by the Company out of revenue.

To authorise the Company to borrow money on mortgages, bonds, or otherwise.

To authorise the Company to purchase or take on lease the mains, pipes, works, and other apparatus (or any portion thereof), within the existing or extended limits within which the Company are or may be empowered to sell gas, of any other Company or persons, or to sell or lease the

mains, pipes, works, or other apparatus, or any portion thereof, belonging to the Company, to any other Company, or persons.

To amend, alter, or vary the public Acts following: that is to say—18 and 19 Vic., cap. 120; 19 and 20 Vic., cap. 112; 21 and 22 Vic., cap. 104; 23 and 24 Vic., cap. 125; 24 and 25 Vic., cap. 79; 25 and 26 Vic., cap. 102; and 26 and 27 Vic., cap. 68; and the following local and personal Act, that is to say, the Wandsworth and Putney Gas Act, 1856.

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

Dated this 10th day of November, 1865.

Wilkins and Blyth, 10, St. Swithin's-lane, London, E.C.

In Parliament.—Session 1866.

Carmarthen and Cardigan Railway.

(Incorporation of separate Company for Kidwelly Branch and extension; exemption of Separate Company from general liabilities of Carmarthen and Cardigan 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 incorporate into a separate Company the holders of the Carmarthen and Cardigan (Kidwelly Branch) shares created under the powers of "The Carmarthen and Cardigan Railway (Kidwelly Branch) Act, 1864," and the Carmarthen and Cardigan Railway (Kidwelly Extension) Act, 1865" (27 Vict., cap. 13, and 28 and 29 Vict., c. 170), and to vest in the Company so to be incorporated all the powers, rights, and privileges (and especially the power of taking and holding lands and of levying tolls and other charges) conferred by the said Acts, for the making and maintaining the said branch and extension, and with relation to the same undertakings; and all the land, works, and other property acquired or executed by the Carmarthen and Cardigan Railway Company for the purposes of the same undertakings, and the benefit of all contracts entered into by the same Company with respect to the said undertakings, and to impose upon the intended Company all the duties, debts, and liabilities, penalties, and forfeitures incurred by or affecting the Carmarthen and Cardigan Railway Company with respect to the same branch and extension, and to repay the same Company all costs and expences incurred by them with respect to the said undertakings; and to relieve the proposed new Company from all the debts, charges, and liabilities of the Carmarthen and Cardigan Railway Company, other than those incurred by the same Company for or in relation to the said Kidwelly Branch and extension.

The Bill will vary or extinguish any rights or privileges which may interfere with its objects, and it will amend, for the purposes aforesaid, the provisions of the two before mentioned Acts, and of any other Acts relating to the Carmarthen and Cardigan 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 22nd day of November, 1865.

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

In Parliament.—Session 1866.

Birkenhead and Liverpool Junction Railway and Road.

(Incorporation of Company—Construction of Railways and Road—Compulsory Purchase of Lands—Tolls—Running Powers over the Liverpool Central Station Railway and parts of the Birkenhead Railway and the Garston and Liverpool Railway—Facilities over the Railways—Working Arrangements with Subscriptions by, and other Provisions affecting the Birkenhead Railway, the Liverpool Central Station Railway, the Garston and Liverpool Railway, the Great Northern Railway, the Manchester, Sheffield, and Lincolnshire Railway, the Midland Railway, the London and North-Western Railway, and the Great Western Railway—Amendment of Acts—And other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining the railways, road, bridge, and works hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company"), all necessary and proper powers for affecting the objects hereinafter mentioned, or some of them (that is to say):

To make and maintain a railway (No. 1) commencing in the parish of Bebington, in the county of Chester, by a junction with the Birkenhead Railway, at or near a point upon the said Birkenhead Railway, distant 220 yards, or thereabouts, southward of the centre of the bridge by which Bedford-road is carried over the said Birkenhead Railway, and terminating in the parish and borough of Liverpool and county of Lancaster, by a junction with the authorized line of the Liverpool Central Station Railway, at or near the point where the said authorized line is to pass under the northern side of Parliament-street, in Liverpool aforesaid, at or near the corner of St. James'-place and Parliament-street, together with a bridge over the River Mersey, in the line of the said intended railway, which said intended railway No. 1 will be made or pass from, in, through, over, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say), Tranmere, Bebington, New Ferry, Rock Ferry, Lower Bebington, Higher Bebington, Bromborough, and the foreshore, bank, bed, and channel of the River Mersey, in the county of Chester, and the foreshore, bank, bed, and channel of the River Mersey, the Dingle, Saint Michael's, Toxteth Park, and Liverpool, in the county of Lancaster.

A railway (No. 2) wholly in the parish of Bebington, in the county of Chester, commencing by a junction with the Birkenhead Railway, at or near a point upon the said Birkenhead Railway, distant about 110 feet northward from the centre of the bridge by which the said Birkenhead Railway is carried over the public road leading from Lower Bebington to Bromborough, and terminating by a junction with the intended railway No. 1, hereinbefore described, in a field belonging to Thomas Green, and in the occupation of Abraham Ellis, at or near a point where the eastern side of the said field abuts upon the bank or shore of the River Mersey, about the high water mark of ordinary spring tides, and distant about 810 yards southward from the south end of New Ferry-tetace.

A railway (No. 3) wholly situate in the extra-parochial place of Toxteth Park, in the county of Lancaster, commencing by a junction with the intended railway (No. 1) hereinbefore described, at or near a point in a field belonging to John Cropper and Edward Cropper, Esquires, and in their occupation, distant 205 yards or thereabouts in a southwardly direction from the centre of the western end of Dingle-lane, and about 70 yards westward from the eastern fence of the said field, and terminating by a junction with the Garston and Liverpool Railway at or near a point upon the said Garston and Liverpool Railway, distant about 650 yards southward from St. Michael's station.

To make a road for foot passengers, carriages, horses, and carts of every description, commencing in the parish of Bebington, in the county of Chester, by a junction with the turnpike road from Birkenhead to Chester, at or near a point upon the said road, distant about 100 yards southward from the toll-gate upon the said road at its junction with the road leading from Lower Bebington to New Ferry, thence crossing the River Mersey, upon, along the side of, or adjoining the bridge which will carry the intended railway No. 1 over that river, and terminating in the extra-parochial place of Toxteth Park, in the county palatine of Lancaster, in Dingle-lane, at or near a point distant about 160 yards from the western end of Dingle-lane aforesaid, which intended road will be made, or pass, from, in, through, over, or into, the parishes, townships, extra-parochial and other places following, or some of them (that is to say), Bebington, New Ferry, Rock Ferry, Lower Bebington, Higher Bebington, Tranmere, Bromborough, and the foreshore, bank, bed, and channel of the River Mersey, in the county of Chester, and the foreshore, bank, bed, and channel of the River Mersey, the Dingle, St. Michael's, Toxteth Park, and the Borough of Liverpool, in the county of Lancaster.

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

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways, road, 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 road, 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, bridge, and road, and works, and upon the railways, stations, and works hereinafter mentioned belonging to other Companies; and to alter the tolls, rates, and duties which those Companies respectively are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties.

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

And it is also intended by the said Bill to

empower the Company, their officers, and servants, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, so much of the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Birkenhead Railway Company as lie between the point where the firstly before-mentioned intended railway No. 1 will join the Birkenhead Railway, and the respective termini of the Birkenhead Railway, in Birkenhead, including the stations and booking offices at such termini respectively, and also the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Liverpool Central Station Railway Company, including the terminal stations and booking offices, and the works and conveniences connected therewith respectively, and also so much of the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Garston and Liverpool Railway Company as lie between the point where the thirdly before-mentioned intended railway No. 3 will join the Garston and Liverpool Railway, and the termini of the Garston and Liverpool Railway, in the borough of Liverpool, including the stations and booking offices at such termini, and the works and conveniences connected therewith.

And it is also intended by the said Bill to make effectual provision for the speedy, direct, and convenient interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of the Birkenhead Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, the Garston and Liverpool Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, and the Liverpool Central Station Railway Company, and the railways to be authorised by the Bill or any part or parts thereof respectively, and for the employment of servants and agents by any one of the before-mentioned Companies, and the Company at and upon the railways and stations of the before-mentioned Companies, and the Company or any or either of them, or any part or parts thereof, and for through-booking and through rates, and for ascertaining by compulsory arbitration or otherwise the terms and conditions on which such facilities shall be afforded.

And it is also intended by the said Bill to empower the Garston and Liverpool Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, the Liverpool Central Station Railway Company, the Birkenhead Railway Company, the London and North-Western Railway Company, and the Great Western Railway Company, or either of them, and the Company to enter into and to 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 others, or either of them, or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants, and to authorise the appointment of joint committees for

carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been, or may be made, touching any of the matters aforesaid.

And also to empower the said Garston and Liverpool Railway Company, the Liverpool Central Station Railway Company, the Midland Railway Company, the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or either of them, to take and hold shares in and subscribe towards the said intended undertaking of the Company, or any part thereof, and to guarantee to the Company interest, dividend, annual or other payments on their capital or debentures, and for those purposes, to empower the said Companies respectively to raise further monies 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 to exercise certain rights and privileges with reference to the appointment of directors of the Company or otherwise, as may be prescribed by the said intended Act.

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):—5. and 6 Will. IV., cap. 107; 6 Will. IV., caps. 36, 38, 77, and 79; 1 Vict., 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 Vict., cap. 41; 5 Vic. (Session 2) cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 186, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vict., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 157, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 55 and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 103, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 113, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 194, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vic., caps. 176 and 306; 28 and 29 Vic., caps. 101, 177, 209, and 367; and 1 and 2 Geo. IV., cap. 63; 6 Geo. IV., cap. 169; 3 Wm. IV., cap. 70; 7 Geo. IV., cap. 53; 33 Geo. III., cap. 112; 35 Geo. III., cap. 72; 39 Geo. III., cap. 60; 49 Geo. III., cap. 42; 55 Geo. III., cap. 30; 57 Geo. III., cap. 15; and 1 and 2 Geo. IV., cap. 61, relating to the Great Western Railway; 8 and 9 Vic., caps. 86, 87, 43, 105, 111, 112, 123, 156, and 198; 9 Vic.,

cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 38; 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, 93, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 193, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296 and 309; and 28 and 29 Vic., caps. 333 and 334; relating to the London and North-Western Railway Company; and 9 and 10 Vic., caps. 71, 88, and 332; 10 and 11 Vic., caps. 143, 146, 148, 248, 272, 286, and 287; 11 and 12 Vic., cap. 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 15 and 16 Vic., cap. 153; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 35, 70, 133, 143, and 175; 25 and 26 Vic., caps. 1, 46, 58, 86, 124, 190, and 200; 26 and 27 Vic., caps. 147, 191, and 233; 27 and 28 Vic., caps. 102, 142, and 143; and 28 and 29 Vic., caps. 105, 182, 216, 327, 330, and 331, relating to the Great Northern Railway Company; 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; 24 and 25 Vic., caps. 66, 86, 113, and 156; 25 and 26 Vic., caps. 91, 98, 112, and 129; 27 and 28 Vic., caps. 77, 78, and 320; and 28 and 29 Vic., caps. 248, 327, and 378, relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 19, 164, 221, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 178, 335 and 359, relating to the Midland Railway Company; 24 and 25 Vic., cap. 35; and 25 and 26 Vic., cap. 124, relating to the Garston and Liverpool Railway Company and "The Liverpool Central Station Act, 1864."

And notice is hereby given, that plans and sections of the proposed 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 Chester, at his office at Chester, in the same county, and with the Clerk of the Peace

for the county of Lancaster, at his office at Preston, in the same county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said works or any part of them are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence, and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 16th day of November, 1865.

Lace, Banner, Littledale, Gill, and Bardswell, Liverpool.

J. J. Ridley, Westminster, Solicitors.

Lyme Regis and Axminster Junction Railway.
(Incorporation of Company.—Construction of a Railway and Tramway between Axminster and Lyme Regis.—Working Arrangements.—Facilities.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to incorporate a Company (hereinafter called "the Company,") and to empower such Company to make and maintain the railway and tramway hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

Firstly,—A Railway, commencing in the parish of Axminster, in the county of Devon, by a junction with the Exeter Extension Railway of the London and South-Western Railway Company, at a point on the level thereof, two furlongs and three chains, or thereabouts, measured in a south-westerly direction from the mile post on the said Exeter Extension Railway, which marks a distance of 144 miles from London, and terminating in the parish of Lyme Regis, in the county of Dorset, at the eastern side of a field belonging to Cornish Henley, and in the occupation of Thomas May, and which field adjoins the turnpike-road leading from Bridport to Lyme Regis, and is bounded on the south side by the Lyme Regis Cemetery.

Secondly,—A Tramway, commencing by a junction with the above said intended railway, at a point six miles from its above-mentioned commencement, on the Exeter Extension Railway, and terminating at the Cobb or Harbour of Lyme Regis, at a point fifty yards or thereabouts, measured from the door of the Custom House along the public road, and in the direction of the said cobb or harbour; and which said intended railway and tramway will pass, from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say,—Axminster, in the county of Devon; Whitechurch Canonycorum, in the county of Dorset; Uplyme, in the county of Devon; and Lyme Regis, in the county of Dorset.

To authorise the Company to purchase, by compulsion, or otherwise, lands, houses, and hereditaments, for the purposes of the said intended railway, tramway, and works, and to vary, repeal, alter, or extinguish all existing rights or privileges in any manner connected with such lands, houses, or hereditaments, which would in any manner impede or interfere with the objects and purposes of the said intended Act, and to confer,

vary, or extinguish other rights and privileges ; and to cross, stop up, alter, or divert all highways, turnpike, or other roads, streets, railways, tramways, aqueducts, canals, towing paths, streams, drain pipes, rivers, and other works, with which it may be necessary to interfere for the purpose of making and maintaining, or using the said intended railway, tramway, and works.

To levy tolls, rates, and duties for, or in respect of, the said intended railway, tramway, and works, or any or either of them, and to alter, vary, or extinguish 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 enable the Company on the one hand, and the London and South-Western Railway Company on the other hand, to enter into contracts, agreements, and arrangements with respect to the construction, working, and user of the said intended railway, tramway, and works, or any and either of them, and to authorise such last-mentioned Company to work and use the same, or some part or portion thereof, and to regulate and manage the traffic thereon, and to agree with the Company intended to be incorporated for the payment of certain tolls or sums of money for the use of the said intended railway, tramway, and works, or some or one of them, or for the apportionment of the tolls and fares received on the said intended railway, tramway, and works, or some or one of them, and to compel the said Company to book through from all stations and places on their system of railways, and to forward with due diligence passengers, goods, minerals, animals, and other traffic to and over the proposed railway and tramway, and to afford all necessary facilities for enabling the Company to book through from all stations and places on their railway, and to forward with due diligence such traffic as aforesaid to and over the system of the said London and South-Western Railway Company, and to provide for the fixing, by arbitration or otherwise, of the tolls and charges to be paid for such services, or the payment of the fixed sums in lieu thereof.

To create a joint stock or capital for the purpose of carrying the said undertaking into effect, and to confer on the said intended Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Companies Arbitration Act, 1859," "The Railway's Clauses Act, 1863," "The Companies Clauses Act, 1863," and all other statutes, powers, and provisions necessary for the purposes to be authorised by the said intended Act.

And it is also proposed by the said Bill to alter, amend, enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, the powers and provisions of the following Acts relating to the London and South-Western Railway Company, namely:—4 and 5 William IV, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 186, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George III, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps.

186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 64, 92, 103, 133, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; and 25 and 26 Vic., caps. 42, 143, 152, and 165; and any other Act or Acts relating, directly or indirectly, to the said railways.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections in duplicate, showing the direction line and levels of the said intended railway and tramway, and works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office in Sherborne, and with the Clerk of the Peace for the county of Devon, at his office in the city of Exeter.

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 said railway and tramway, and other works, are intended to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows, that is to say, in the case of parishes with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Walmisley, Son, and Co., 5, Victoria-street, Westminster Abbey.

Dated this 14th day of November, 1865.

London Gas.

(Increase of 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 enable the London Gas Light 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 dividend or other privileges or advantages, and by borrowing on mortgage, bond, and debenture stock, or by any of such means.

To alter, amend, and enlarge some of the powers and provisions of "The London Gas Light Act, 1852," and "The London Gas Light Act, 1859," and to vary any rights and privileges interfering 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 8th day of November, 1865.

Maynard, Son, and Co., 57, Coleman-street, London.

South Staffordshire and London Railway.
(Incorporation of Company; Construction of Railways from Wednesbury to Coventry; Traffic Arrangements with Wolverhampton and Walsall Railway Company; Running Powers over that Railway; Amendment of Act.)

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

To incorporate a Company (in this notice referred to as "The Company,") and to authorise the Company to make and maintain the railways hereinafter mentioned, or any of them, or any part or parts thereof, together with stations, sidings, junctions, approaches, bridges, and all proper works and conveniences connected therewith, that is to say:

A railway (No. 1), commencing in the parish of Wednesbury, in the county of Stafford, in the Monway Field, at or near the north-east end of the Canal Basin of the Birmingham Canal, adjoining the new works of Messrs. Lloyds, Fosters, and Co., and terminating in the parish of the Holy Trinity, Coventry, by a junction with the authorised line of the Coventry and Great Western Junction Railway, in or near a field, numbered 13, situate in the parish of the Holy Trinity, Coventry, as shown on the deposited plans of the said Coventry and Great Western Junction Railway, and referred to in the Coventry and Great Western Railway Junction Act, 1865.

A railway (No. 2), commencing by a junction with the before described railway No. 1, in the parish of Walsall, in the county of Stafford, at or near a point ten yards or thereabouts, on the north-west side of the authorised terminus of the Wolverhampton and Walsall Railway, as shown on the deposited plans of that railway and referred to in the Wolverhampton and Walsall Railway Act, 1865, and terminating by a junction with the said Wolverhampton and Walsall Railway at the termination of the seventh furlong of the sixth mile of that railway, as shown on those plans which intended railways will pass from, in, through, or into the parishes, townships, or extra-parochial places following, or some of them, that is to say: Wednesbury, Monway Fields, Moortcroft, Moxley, Bilston, Wolverhampton, Willenhall, Newtown, Darlaston, Darlaston Green, Upper Green, Lower Green, Bentley, Hopyard, Bloxwich, Little Bloxwich, Birchills, Lane Head, Short Heath, Natfield, Walsington Heath, Goscot, Pelsall, Brownhills, Baldshill, Cotmore, Walsall, Walsall Foreign, Rushall, Ryecroft, Longwood, Candy Fields, Hayhead, Aldridge, Longwood, Bosty Lane, Derry, Daffodilly, Woodend, Beacon Farm, Barr, Great Barr, Perry Barr, Barr Beacon, Great Beacon, Great Barr Beacon, Little Barr Beacon, Hardwick, Bowen Vale, and Osborn's Barn, Sutton Coldfield, Shenstone, and Streetly Hill, in the county of Stafford, and Streetly Hill, Brace Bridge, Darnel Hurst, Pool Hollies, Upper Nut Hurst, Four Oaks, Ladywood, Blackroot, Lower Nut Hurst, The Rookery, Sutton, Sutton Park, Sutton Coldfield, Millinggate, Reddicap Hill, Falcon Lodge, Langley Lower Green, Bundle End, Over Green, Wishaw, Marhull, Dunton, Blackgreave, Marston, Hamsford, Coton, Bodymoor, Lea Marston, Whitacre Heath, Nether Whitacre, Whitacre, Halloughton division, Shustoke, Over Whitacre, Astley, Afley, Ansley, Fillongley, Kingsbury, Hurley, Bentley, Baxterley, Ouston, Merrevaile, Maxtock, Coleshill, Kinwalsey, Great Packington, Little Packington, Stockingford, Foleshill, Coundon, Shortley,

Pinley, Stoke, Wyken, Meriden, Nuneaton, Bedworth, Radford, Corley, Allesley, Ezzhall, Keresley otherwise Carsley, St. Michael Coventry, St. John the Baptist Coventry, St. Peter Coventry, the Holy Trinity Coventry, in the county of Warwick.

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 intended 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.

The Bill will authorise 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 terms and conditions, and under regulations to be agreed upon or settled by arbitration, or by the Board of Trade in case of dispute, the line of the Wolverhampton and Walsall Railway, and to use the stations, sidings, junctions, water, watering places, signals, works, and conveniences connected therewith, and to require the Wolverhampton and Walsall 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 require the Wolverhampton and Walsall Railway Company to book and invoice through traffic over their railways 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, 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 Wolverhampton and Walsall Railway Company, and to require the settlement of rates and of disputes by arbitration in case of failure by agreement between the Companies or any of them.

To alter, repeal, amend, and enlarge some of the powers and provisions of "The Wolverhampton and Walsall Railway Act, one thousand eight hundred and sixty-five," to alter tolls, rates, and duties authorised to be taken by such Act; to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

Maps, plans, and sections describing the direction, lines, and levels of the intended railways, and the lands, houses, and property which shall or may be taken for the purpose thereof; 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 Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon; and on or before the same day a copy of so much of the plans, sections, and books of reference, as relate to any of the parishes, or extra-parochial places aforesaid, in which the railways and works are intended to be made, with a copy of this notice, will be deposited with the parish clerk of each of such parishes, at his residence; and in the case of extra-parochial places, with the parish clerk of an adjoining parish, at his residence.

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

Dated this 10th day of November, 1865.

George Pell, Westminster Chambers, Victoria-street, Westminster, S.W.

Corser and Fowler, H., and *J. E. Underhill*, Wolverhampton;

Edward Poole, Southam,

Solicitors for the Bill.

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

In Parliament—Session 1866.

River Thames Purification.

(Incorporation of Company—Power to construct Conduits, Reservoirs, and other Works, for the Collection, Purification, and Utilization of the Sewage of certain Towns on the River Thames—Compulsory purchase of Lands, Agreements with Corporations, Local Boards, and other Bodies and Persons—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 any of the following purposes, that is to say:—

To incorporate a Company (hereinafter referred to as "The Company,") and to enable the Company to make and maintain the following and other works, or some of them, in the counties of Oxford, Berks, Bucks, Middlesex, and Surrey, that is to say:—

A conduit or main pipe, with all necessary works and conveniences connected therewith, commencing in a field in the parish of Saint Aldate, and county of Berks, in the occupation of Mr. Jobes Gray, and reputed to belong to the Great Western Railway Company, and lying between the Oxford and Abingdon Road and the Goods Depot of the Great Western Railway at Oxford, and bounded on the north by the River Thames, and on the south by the entrance from the said Oxford and Abingdon Road to the said Goods Depot of the Great Western Railway Company, and passing thence from, in, through, or into the several parishes, townships, and places of St. Aldate, North Hinksey, and Cumnor, all in the county of Berks, and Saint Thomas, in the county of Oxford, and terminating in a field called Cumnor's Folley, or Cumnor Hurst, in the parish of Cumnor, and county of Berks, in the occupation of Mrs. Elizabeth Neal, and reputed to be the property of the Right Honourable the Earl of Abingdon.

A reservoir with all necessary works and conveniences connected therewith, at the point where the hereinbefore conduit or main pipe terminates; and such reservoir and work will commence and terminate and be wholly situated in the field lastly described; and to enable the Company to purchase and acquire, by compulsion or agreement, certain lands and buildings adjoining the hereinbefore described works, in the same parish.

A conduit or main pipe, with all necessary works and conveniences connected therewith, commencing on a plot of ground called the Close, in the parish of Sutton Wick, in the county of Berks, belonging to and in the occupation of the Berks and Wilts Canal Company, and lying between the said canal and River Thames, and bounded on the north by the Calicut-road, and passing thence through into the parishes, townships or places of St. Nicholas and St. Helen, in the same county, and terminating in a field called Pounds Piece, in the parish of Wootton, and county of Berks, in the

occupation of Mr. James King, and bounded on the west by the Abingdon and Cumnor-road, and on the north by the Sandford Cross-road.

A reservoir, with all necessary works and conveniences connected therewith, at the point where such last-mentioned conduit or main pipe will terminate, and such reservoir will commence and terminate and be wholly situated in the field lastly described; and to enable the Company to purchase and acquire, by compulsion or agreement, certain lands and buildings adjoining or near to the hereinbefore described works, or some of them, in the several parishes or places aforesaid, or some or one of them.

A conduit or main pipe, with all necessary works and conveniences connected therewith, commencing on a plot of ground in the parish or liberty of Early, in the county of Berks, belonging to the Right Honourable the Earl of Sidmouth, and in the occupation of Mr. Simmonds, and bounded on the south by the Great Western Railway, on the north by the River Thames, and on the west by the River Kennet, thence passing from, in, through, or into the parish of Caversham, and terminating in a field in the parish or liberty of Eye and Dunsden, and county of Oxford, and in the occupation of Mr. Pottinger, and belonging to Mr. Farmer, and bounded on the west by the Reading and Peppard Road, on the north by the lane leading from the said road to Pottinger's farm.

A reservoir, with all necessary works and conveniences connected therewith, at the point where such last-named conduit or main pipe terminates, and such reservoir will commence and terminate and be wholly situate in the field last described; and to enable the Company to purchase and acquire, by compulsion or agreement, certain lands and buildings adjoining the hereinbefore described works, or some of them, in the said parishes or liberties of Early.

A conduit or main pipe, with all the necessary works and conveniences connected therewith, commencing in the parish of Windsor, in the county of Berks, at or near the eastern end of the Red Lion Row, in the borough of Windsor, and thence passing through the parishes and places of Windsor, in the said county of Berks, and Eton, Upton, and terminating in the parish of Farnham Royal, in the county of Bucks, in a field called West Field, reputed to belong to Mr. Bailey, and in the occupation of Mr. Baker, and lying on the south side of and adjoining the bridge road, called West Field Road, running from the Farnham Road to Bridles Farm, and bounded on the west by the Farnham Road.

A reservoir, with all necessary works and conveniences connected therewith, at the point where such last-mentioned conduit or main pipe terminates, and such reservoir will commence and terminate and be wholly situated in the field lastly described; and to enable the Company to purchase and acquire, by compulsion or agreement, certain lands and buildings adjoining or near to the hereinbefore described works, or some of them, in the several parishes and places aforesaid, or some of them.

A conduit or main pipe, with all necessary works and conveniences connected therewith, commencing at or near the point where the main sewer of the town of Kingston-upon-Thames empties itself into the River Thames, in the parish of Kingston-upon-Thames, in the county of Surrey, and reputed to belong to the Corporation of Kingston-upon-Thames and the Bridge Wardens, and in the occupation of John Blisshen, and bounded on the one side thereof by the South Western Railway, and on another side thereof by the River Thames, and terminating in the parish of Long Ditton,

also in the county of Surrey, in a field called the Twenty Acre Down, and reputed to belong to the Right Honourable the Earl of Lovelace, and in the occupation of William Hipwell, and lying on the east side of the public road leading from Kingston to Ewell.

A reservoir, with all necessary works and conveniences connected therewith, at the point where such last-mentioned conduit or main pipe terminates, and such reservoir will commence and terminate and be wholly situated in the field lastly described; and to enable the Company to purchase and acquire, by compulsion or agreement, certain lands and buildings adjoining or near to the hereinbefore described works, or some of them, in the parishes aforesaid.

A conduit or main pipe, with all necessary works and conveniences connected therewith, commencing at or near the timber yard reputed to belong to James Montgomery, Esquire, and in his occupation, and abutting on the south side of High-street, Brentford, in the parish of New Brentford, and passing thence through or into the parish of Isleworth, and terminating in or near the garden ground reputed to belong to Charles Butler, Esquire, and in the occupation of Henry Arthur May, and situate on the east side of the turnpike road leading from Brentford to Twickenham, and near to the Worton Lane toll gate, and numbered 474 on the tithe map for the parish of Isleworth, all in the county of Middlesex.

A conduit or main pipe, with all necessary works and conveniences connected therewith, commencing in the parish of Richmond, in the county of Surrey, at or near the point where the main sewer of the town of Richmond discharges itself into the River Thames, on the south-east side of and near to the bridge which carries the London and South Western Railway over the River Thames, and passing thence through or under the said River Thames, and through or into the said parish of Isleworth, and terminating in the garden ground hereinbefore described as the termination of the last-mentioned conduit or main pipe.

A conduit, or main pipe, with all necessary works and conveniences connected therewith, commencing in the parish of Twickenham aforesaid, at or near the point where the main sewer of the town of Twickenham discharges itself into the River Thames, opposite the west end of Eel Pie Island, and passing thence through the said parishes of Twickenham and Isleworth, and terminating in the Garden Ground described as the termination of the two last-mentioned proposed conduits or main pipes.

A conduit or main pipe, with all necessary works and conveniences connected therewith, commencing in the hereinbefore described garden ground in the said parish of Isleworth, where the three last-mentioned conduits or main pipes terminate, and thence passing through the parishes or places of Isleworth, Hounslow, Heston, Cranford, East Bedfont, or some of them, and terminating in a field in the parish of Harmondsworth, reputed to belong to Richard Blunt Tillyer, Esquire, and in his occupation, and situated on the north-east side of the Public Highway leading from Heath Row to Bedfont, and sixty yards or thereabouts to the north-west of the farm-house in the occupation of Samuel Gray, all in the county of Middlesex.

A reservoir, with all necessary works and conveniences connected therewith, at the point where such last-mentioned conduit or main pipe terminates, and such reservoir will commence and terminate and be wholly situated in the field lastly described; and to enable the Company to purchase

and acquire, by compulsion or agreement, certain lands or buildings adjoining or near to the hereinbefore described works, or some of them, in the several parishes aforesaid, or some or one of them.

To make and maintain all necessary and convenient pumping stations, roads, bridges, embankments, quays, banks, walls, locks, wharves, sewers, culverts, drains, arches, cuts, canals, sluices, lock-gates, and other works and conveniences with reference to all or any of the said works; and also to alter, divert, stop up, and widen all such turnpike and other roads, drains, water-courses, streams, rivulets, cuts, creeks, navigations, and canals, as may be necessary for the execution of the said works, and for the purposes aforesaid; and to repeal, alter, or extinguish all existing rights or privileges which would in any manner interfere with the objects and purposes of the said Act.

To enable the Company to acquire, by compulsion or otherwise, and hold in fee-simple or on lease or otherwise, and to sell, let, mortgage, or otherwise dispose of lands in the counties aforesaid; and to contract and agree with corporations, district boards, and other bodies and persons for the drainage and purification of any town, district, or place, and for the disposal of all sewage and refuse; and to prevent the discharge of sewage and other objectionable matters into any rivers, streams and waters; and to enable such corporations, district boards, and other bodies and persons to contract and agree with the Company, and to raise and apply moneys for the purposes aforesaid.

To enable the Company, and any other companies, landowners, and persons, to contract and agree for the irrigation of land, and the distribution of sewage thereon, and with reference to any of the objects and purposes of the proposed Act.

And notice is hereby further given, that, on or before the 30th day of November instant, duplicate plans and sections of the proposed conduits or main pipes, reservoirs, and works, and also plans showing the lands intended to be taken for other purposes of the Company, together with a book of reference to such plans, describing the lands, houses, and other property to be taken for the purposes of the said Bill, and a copy of this notice as published in the London Gazette, will be deposited with the clerk of the peace for the county of Berks, at his office at Abingdon, in that county; and with the clerk of the peace for the county of Oxford, at his office at Oxford, in that county; and with the Clerk of the Peace for the county of Bucks, at his office at Aylesbury, in that county; and with the clerk of the peace for the county of Middlesex, at his office in Clerkenwell, in the said county; and with the clerk of the peace for the county of Surrey, at his office at Lambeth, in the said county. And that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said works are intended to be made, will, together with a copy of this notice, be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 9th day of November, 1865.

Hargrove, Fowler and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

Hadlow Railway.

(Extension to Tunbridge; Powers to Abandon Portion of Authorised Line; Increase of Capital; Extension of Time; Running Powers, &c.; Amendment of Acts.)

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

To enable the Hadlow Railway Company (who are hereinafter referred to as "The Company") to make and maintain the following railways, together with the necessary stations, approaches, and other works connected therewith, that is to say:—

Railway No. 1. A railway commencing by a junction with the authorised Hadlow Railway, in the parish of Hadlow, in the county of Kent, in a field numbered 18 on the plans deposited for the purposes of the Hadlow Railway with the Clerk of the Peace for the county of Kent at Maidstone, in the month of November, 1862, and terminating in the parish of Tunbridge, in the aforesaid county, in a field abutting on the north bank of the River Medway, known as "Wharf Meadow," belonging, or reputed to belong, to John Sills Charlton, and in his occupation, which said intended railway and works connected therewith, will pass through or into, or be situated within, the following parishes or places, or some of them, that is to say, Hadlow and Tunbridge, both in the county of Kent.

Railway No. 2. A railway commencing at the termination of Railway No. 1, in Wharf Meadow, aforesaid, and terminating by a junction with the Tunbridge Wells branch of the South-Eastern Railway, at a point 170 yards, or thereabouts, north-eastward of the north end of Primrose-hill tunnel, which said intended railway and works connected therewith will be situate wholly in the said parish of Tunbridge.

Railway No. 3. A railway commencing by a junction with the railway secondly above described at a point 30 yards, or thereabouts, due south of a point on the main line of the said South-Eastern Railway, distant 670 yards, or thereabouts, measured to the eastward from the east side of the bridge which carries the turnpike road from Tunbridge to Tunbridge Wells, over the main line of the said South Eastern Railway, and terminating by a junction with the main line of the said last-mentioned railway at a point 150 yards or thereabouts, eastward of the aforesaid bridge, which said intended railway and works connected therewith will be situate wholly in the said parish of Tunbridge.

To stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, railways, aqueducts, rivers, navigations, streams, drains, pipes, sewers, waters, and watercourses, within the several parishes or places following, or some of them, which it may be necessary to stop up, cross, divert, or alter for the purposes of the said intended railways and works.

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

To levy tolls, rates, and duties for or in respect of the said railways and works, and to confer exemption from the payment of such tolls, rates, and duties.

To raise additional capital by the creation of new shares or stock, and by borrowing on mortgage or bond, or otherwise, or by preference shares, or by any of those means for all or any of the purposes of the said intended railways and works, and also for the purposes of the authorised railway and works of the company and other the purposes of the said intended Bill, and if deemed expedient, provision will be made in the said Bill for keeping such additional capital, and also all debts, receipts, dividends, expenses, and liabilities of the company, in respect of the railways and works by the said intended Bill to be authorised distinct from the capital and debts, receipts, dividends, expenses, and liabilities of the company in respect of their present authorised railway and works, and for the receipt and apportionment of the respective tolls, charges, and revenues.

To extend the time limited by the Hadlow Railway Act, 1863, for the compulsory purchase of lands, tenements, and hereditaments, and for the completion of the works by that Act authorised.

To enable the Company, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, the railways or portions of railways hereinafter described, stations, offices, watering places, and conveniences of every description belonging to the South-Eastern Railway Company, upon such terms and conditions as may be defined in the said intended Act, or in default of agreement by the Board of Trade or by arbitration, and further to require the said South-Eastern Railway Company to afford all requisite facilities for the aforesaid purposes, that is to say,

1. That part of the Tunbridge Wells branch of the South-Eastern Railway which lies between the point of junction therewith of the intended Railway No. 2 and the Tunbridge Wells Station, with the use of the said Tunbridge Wells Station and all conveniences connected therewith.

2. That part of the South-Eastern Railway which lies between the point of junction therewith of the intended Railway No. 3 and the Tunbridge Station, with the use of the said Tunbridge Station and all conveniences connected therewith.

To enable the Company to abandon so much of their authorised line as lies between the point of junction therewith of the intended Railway No. 1, hereinbefore described, and the termination of the said authorised line in the said parish of Hadlow, as shown on the plans deposited for the purposes of the Hadlow Railway with the Clerk of the Peace for the county of Kent, in the month of November, 1862.

To incorporate so far as may be necessary with the said intended Bill "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendments Acts, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

To alter, amend, enlarge, and to repeal so far as may be necessary "The Hadlow Railway Act, 1863," and 6 Wm. 4, cap. 75, and any Act or Acts relating directly or indirectly to the South Eastern Railway Company.

And notice is also hereby given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses to be

taken for the purposes thereof, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, and houses, and a published map showing the general course and direction of the said intended railways, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the intended railways and works are intended to be made, together with a copy of the said Gazette notice, will, on or before the said 30th day of November, be deposited with the parish clerks of those parishes respectively, at their respective residences, and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his place of abode.

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

Dated this 9th day of November, 1865.

Henry Carnan, 41, Parliament-street,
Westminster.

North British and Bridge of Allan Railway.

(Incorporation of Company, Construction of Railways to Bridge of Allan; Powers to North British Railway Company; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act to incorporate a Company (hereinafter called "The Company"), and to authorise the Company to make and maintain the railways following, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches respectively thereto—that is to say:

A railway (hereinafter called "Railway No. 1") commencing in the parish of Stirling and county of Stirling, by a junction with the North British (late Stirling and Dunfermline) Railway, at a point thereon 410 yards, or thereabouts, north-eastward from the line of high water on the north side of the River Forth, where the said river is crossed by the said railway, and terminating in the parish of Logie and county of Stirling, at a point on the east boundary of the road or street called Fountain road or street, 240 yards, or thereabouts, southwards from the south-east corner of Philp's Royal Hotel, Bridge of Allan, in the parish of Logie aforesaid—and which intended railway will pass from, in, through, or into, or be situate in the parishes of Stirling and Logie, and partly in the royal burgh of Stirling, in the county of Stirling.

A railway (hereinafter called "Railway No. 2") commencing in the parish of Logie and county of Stirling, at a point hereinbefore described as the termination of Railway No. 1 (at which point it is proposed to form a junction with that railway), and terminating in the parish of Lecropt and county of Perth, at a point on the Caledonian (late Scottish Central) Railway, 325 yards, or thereabouts, northwards from the northern parapet of the bridge carrying the turnpike-road betwixt Bridge of Allan and Dunblane over the last mentioned railway at the Bridge of Allan station thereof, measuring along the centre line of said railway—and which in-

tended railway, and works connected therewith, will pass from, in, through, or into, or be situate within, the parishes of Logie, in the county of Stirling, and Lecropt, partly in the county of Stirling and partly in the county of Perth.

A railway (hereinafter called "Railway No. 3") commencing in the parish of Logie and county of Clackmannan, at a point on the North British (late Stirling and Dunfermline) Railway, 600 yards or thereabouts north-west from the south-west corner of Glencairn Cottage, near Craig-Mill, in the parish of Logie and county of Clackmannan, and terminating in the parish of Logie and county of Stirling, at a point 500 yards or thereabouts north-westwards of the north corner of the Toll-keeper's House at Sheriff-Lands Toll Bar, and 163 yards or thereabouts south-westward of the south-west corner of the Toll-keeper's House at the Spital Toll Bar (at which point it is proposed to form a junction with Railway No. 1)—and which intended railway and works connected therewith, will pass from, in, through, or into, or be situate within the parish of Logie, partly in the county of Stirling, and partly in the royal burgh of Stirling, and county of Stirling.

And it is proposed by said intended Act to authorise deviations from the line and levels of the intended lines of railways as shown upon the plans and sections thereof hereinafter referred to, within the limits usually authorised by Parliament, or to be prescribed by the said Act, and to confer power 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 roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, waters, watercourses, mains, pipes, bridges, telegraphic wires or apparatus, erections, or works of any description, which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the undertaking, and to vary or extinguish all existing rights and privileges connected with any land or building to be purchased, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges; to raise money by the creation and issue of shares, and by borrowing on mortgage and bond, and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and confer, vary, or extinguish exemptions from tolls, rates, duties, or charges.

To authorise the North British Railway Company by themselves, or others on their behalf, to subscribe and contribute money towards the expense of the said proposed railways and works, or any or either of them, and to take, purchase, and hold shares in the Company, and to guarantee such dividend, interest, or other payment on any of the shares of the Company as may be agreed upon, and for the purposes aforesaid, or any or either of them, to apply any capital or funds now or hereafter belonging to them or under the control of their directors, or to raise additional capital by the creation of new shares or stock in their undertaking, either with or without guarantee or priority of payment of interest or dividend, and by borrowing on mortgage or bond, or by one or either of these means, and to fund or issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed; as also to appoint one or more of the directors of the Company, and to vote at meetings of the Company.

To enable the Company and the North British Railway Company to enter into, and carry into effect such agreements as they may think fit with reference to the construction and maintenance, and the working, management, running over, and use by the said Company, for any term or term of years, or in perpetuity, of the railways above described and works connected therewith; and the regulation, management, interchange, working, and direction of the traffic upon or over the said railways; and the railway or railways of the said North British Railway Company, and for the use on and over the said North British Railway of the engines, carriages, trucks, and waggon of the said Company, and for the payment and also the fixing, division, or apportionment of the tolls, rates, and charges received in respect of such traffic, and of the cost and expense of such working, management, use, maintenance, or for or in respect of such annual or other payments, and for such other considerations as may be agreed upon; or otherwise to authorise the Company and the North British Railway Company jointly to construct the railways and works therewith connected, and to confer upon the Companies all the powers, and authorities granted by the said Act for making and maintaining the said railways and relative works, and otherwise carrying the provisions of the Act in respect thereto into effect, and to make such provisions as may be proper or convenient by the appointment of joint committees, or otherwise, for the exercise of all powers conferred upon the Companies jointly, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to incorporate therewith all or some of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Act, 1863," "The Railways Clauses Act, 1863," and "The Railway Companies Powers Act, 1864."

And it is proposed by the said intended Act to repeal or amend, extend, and enlarge 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, 129, 21, and 22; 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., cap. 102, 114, 181, 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:—9 and 10 Vict., caps. 81, 202, 263, and 377; 10 and 11 Vict., caps. 83 and 245; 11 and 12 Vict., caps. 118 and 127; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., caps. 98 and 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., caps. 187, 213 and 237; 27 and 28 Vict., caps. 81, 248, 271, 279, and 286; 28 and 29

Vict., caps. 200, 213, 217, 328, and 356, and all other Acts (if any) relating to the North British (late 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 Edinburgh and Bathgate Railway Company:—9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116, and 164; and all the other Acts relating to the Edinburgh and Bathgate Railway Company. Acts relating to the Caledonian Railway Company:—8 and 9 Vict., caps. 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, and 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 148; 12 and 13 Vict., caps. 67 and 90; 14 and 15 Vict., caps. 99 and 184; 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., cap. 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, namely, 22 and 23 Vict., cap. 83; 25 Vict., cap. 35; 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 the Scottish Central Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railways and works, and of the lands to be taken under the compulsory powers of the Act; a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map, with the lines of railway delineated thereon, showing their general course and direction, will be deposited as follows—that is to say, with the principal Sheriff-Clerk of the county of Stirling, at his office in Stirling; with the principal Sheriff-Clerk of the county of Perth, at his offices at Perth and Dunblane respectively; and with the principal Sheriff-Clerk of the county of Clackmannan, at his office in Alloa; and that so much of the said plan, 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 schoolmaster, or if there be no schoolmaster, then with the Session Clerk of such parish; or in the case of an extra-parochial place, with the schoolmaster, or if there be no schoolmaster, with the Session Clerk of some parish adjoining thereto, at the usual place of abode of such schoolmaster or Session-Clerk; and also that so much of the said plan, sections, and book of reference as relates to the royal burgh of Stirling, will be deposited with the Town-Clerk of the said burgh, at his office in Stirling; and that all such deposits will be made before the 1st 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 11th day of November, 1865.

Lindsay and Paterson, W.S., Edinburgh,
Solicitors for the Bill.

Dodds and Hendry, Abingdon-street,
Westminster, Parliamentary Agents.

Wensum Valley Extension Railways.

(Incorporation of Company—Construction of Railways between the authorised line of the Wensum Valley Railway and Aylsham, Cromer, and Holt, in the county of Norfolk—Running powers over portions of the Wensum Valley Railway—Working Arrangements with other Companies—Facilities—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:—

To incorporate a Company (herein called "The Company"), and to authorise the Company to make and maintain the following railways and tramway, or some or one of them, with all proper stations, approaches, sidings, works, and conveniences connected therewith respectively (that is to say):—

A railway (No. 1) to commence in the parish of Drayton, in the county of Norfolk, by a junction with the authorised line of the Wensum Valley Railway, in a field numbered 6 in that parish, on the deposited plans of the Wensum Valley Railway, referred to in the Wensum Valley Railway Act, 1864, and to terminate in the parish of Aylsham, in the said county, in a field called or known as "Scott's Piece," belonging to the Rev. William Dack Daniel, and in the occupation of Mrs. Amelia Saunders, and numbered 720 on the tithe map of the said parish of Aylsham.

A railway (No. 2) to commence by a junction with the intended railway No. 1, at the termination thereof, as hereinbefore described, and to terminate in the parish of Holt, in the said county, in a field called or known as "Barmer-road Pasture," belonging to George Barker, Esq., and occupied by William Blade, and numbered 451 in the tithe map of the said parish of Holt.

A railway (No. 3) to commence by a junction with the intended railway No. 1, at the termination thereof, as above described, and to terminate in the parish of Cromer, otherwise Shipden, in the said county, in a field belonging to Benjamin Bond Cabbell, Esq., and abutting on the south side of the road leading from the town of Cromer to Overstrand, and at or near a point in such field 40 yards or thereabouts, measured in a south-westerly direction, from the north-western corner of a house situate in the said road belonging to and in the occupation of Robert Herring, Esq., which said intended railways 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:—Drayton, Costessey otherwise Cossey, Taverham, Felthorpe, Horsford, Haverlingland, Hevingham, Marsham, Aylsham, Cawston, Oulton, Corpustye, Irmingland, Heydon, Saxthorpe, Thirning, Briston, Stody, Hunworth, Edgefield, Hempstead, Holt, Blickling, Ingworth, Erpingham, Calthorpe, Thwaite, Alborough, Hanworth,

Alby, Thurgarton, Sustead, Metton, Roughton, Felbrigg, Overstrand, and Cromer otherwise Shipden, all in the county of Norfolk.

A tramway situate wholly in the said parish of Cromer otherwise Shipden, in the said county of Norfolk, to commence by a junction with the intended railway No. 3, in a field numbered 341 on the tithe map of the said parish of Cromer otherwise Shipden, and at a point 220 yards or thereabouts, measured in a southerly direction from the termination of the intended railway No. 3, as above described, and to terminate at a point distant about 100 yards, or thereabouts, measured in a northerly direction from the foot of the cart gangway leading to the beach in the said parish of Cromer, or otherwise Shipden.

To authorise the Company to purchase and take by compulsion or otherwise, for the purposes aforesaid, or any of them, lands, houses, and property, and to vary and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer, vary, and extinguish other rights and privileges, and also to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike or other roads, highways, railways, tramways, streets, rivers, canals, brooks, streams, or navigations, and other works, 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 intended railways, tramway, and works, and to alter existing tolls, rates and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To enable the Company, and all other Companies and persons lawfully using the intended railways and works, or any of them, to run over, work and use with their engines, carriages, and waggons, with their clerks, officers, and servants, and for the purposes of their traffic of every description, so much of the Wensum Valley Railway as now authorised, or as may by any Act to be passed in the next session be authorised, as is situate between the junction therewith of the intended railway No. 1, and the termination of the Wensum Valley Railway at Norwich, together with all the stations, sidings, watering-places, water, platforms, approaches, turntables, and other works and conveniences connected therewith, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or, as, in default of agreement, shall be settled by arbitration; and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over such portion of the Wensum Valley Railway, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and charges.

To enable the Company on the one hand, the Wensum Valley, the Midland, the Great Eastern, the Great Northern, the Norwich and Spalding, the Lynn and Sutton Bridge, and the Peterborough, Wisbeach, and Sutton Railway Companies, or any or either of them, on the other hand, to enter into contracts, arrangements, and agreements for or with respect to the working, use, management, and maintenance by the contracting companies, or any or either of them, of all or any of the intended railways, tramway, and works, the supply of rolling or working stock and machinery, and of officers and servants, for the conduct of the traffic on the said intended railways, tramway, and works, the payments to

be made, and the conditions to be performed with respect to such working, use, maintenance, management, and supply; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the collection, appropriation, apportionment, and distribution of the tolls, receipts, and other income arising therefrom, and all incidental matters connected therewith, and to provide for the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, prior to the passing of the intended Act, may be made between the said companies, or any of them, with respect to all or any of the matters aforesaid.

To require and compel the Companies before-named, or any or either of them, to receive, book through, forward, accommodate, and deliver on and from their respective railways, or any parts thereof, or any railway worked by them, and the stations, warehouses, and booking offices thereof respectively, all traffic, of whatever description, coming from or destined for the undertaking of the Company upon such terms and conditions as may be agreed upon, or, failing agreement, as shall be settled by arbitration; and if need be, to alter the tolls and charges which are now authorised to be taken upon the said respective railways, or parts thereof, and the works and conveniences connected therewith respectively, and to authorise the levying and taking of the same, or any other tolls, rates, or charges in respect thereof, and to confer exemptions from such tolls, rates, or charges.

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 or some of them, of the several local and personal Acts of Parliament following, that is to say:—9th and 10th Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; "The Great Eastern Railway Act, 1862," and all other Acts relating to the Great Eastern Railway Company; 16th and 17th Vic., cap. 124, and all other Acts relating to the Norwich and Spalding Railway Company; "The Lynn and Sutton Bridge Railway Act, 1861," and all other Acts relating to the Lynn and Sutton Bridge Railway Company; 7th and 8th Vic., cap. 18, and all other Acts relating to the Midland Railway Company; 26th and 27th Vic., cap. 222, and all other Acts relating to the Peterborough, Wisbeach, and Sutton Railway Company; and 27th and 28th Vic., cap. 182, relating to the Wensum Valley Railway Company.

And notice is hereby further given, that plans and sections of the intended railways, tramway, and works, together with a book of reference to such plans, a published map, with the lines of the intended railways and tramway delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office, at Aylsham, in the said county; 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 said intended railways, tramway, and works will 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, or 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 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 11th day of November, 1865.

Hodding, Townsend, and Co., Westminster.
W. H. Scott, Aylsham, Solicitors for the Bill.

In Parliament—Session, 1866.

Wensum Valley Railway.

Deviation and Abandonment—Powers to Apply Capital—Working Arrangements with other Companies—Running Powers over portions of the Great Eastern Railway.

(Annuling Heads of Arrangement with Great Eastern Railway Company, and Repealing of Provisions of Wensum Valley Railway Act, 1864, relating thereto, and to Great Eastern Railway Company—Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in ensuing session, by the Wensum Valley 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 authorise the Company to make and maintain the following deviation railway, together with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A deviation railway, to commence in the parish of St. Stephen, in the city of Norwich and county of the same, by a junction with the railway (No. 1) authorised by the Wensum Valley Railway Act, 1864, in or near a field numbered 103, in the said parish, in the deposited plans referred to in the said Act, and terminating in the parish of or hamlet of Lakenham, in the said city of Norwich and county of the same, by a junction with the Norwich and Ipswich line of the Great Eastern Railway, at or near a point thereon ten chains or thereabouts, measured along that railway, to the southward of the bridge which carries the Southwell road over the said railway, which said intended deviation 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: Earham, Hellesden, otherwise Hellesdon Saint Clement, Heigham, Eaton, and Lakenham, and the liberty of the Town Close and Saint Stephen's, all in the city of Norwich and county of the same.

To authorise the Company to abandon and relinquish the construction of the whole of their authorised Railway No. 2, and also so much of their said authorised Railway No. 1 as lies between the termination thereof in Norwich aforesaid, and the commencement of the intended deviation railway hereinbefore described, which said Railway No. 2 and portion of Railway No. 1 will become unnecessary by reason of the construction of the intended deviation railway, and to substitute for the said Railway No. 2 and portion of Railway No. 1, so to be abandoned, the intended deviation railway, and to apply the powers and provisions, or some of the powers and provisions of the said Act to the intended deviation accordingly.

To make lateral deviations from the lines of the said intended deviation railway and works to the extent and within the limits described upon the plans to be deposited as hereinafter mentioned,

or as may be prescribed by the said intended Act.

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, 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 purchase, by compulsion or agreement, lands, houses, and hereditaments, for the purposes of the said intended deviation railway and works, and to vary and 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 levy tolls, rates, and duties, for or in respect of the said intended deviation railway and works; to vary or extinguish tolls, rates, and duties, and to grant exemptions from the payment of such tolls, rates, and duties.

To enable the Company to apply to the purposes of the intended Act any funds now raised or authorised to be raised by them, or which now or hereafter may belong to them, or be under the control of their directors; and also to empower the Company (if they think fit) to divide any shares or stocks now created or issued by them, or which may be created or issued by them under the powers of the Wensum Valley Railway Act, 1864, or any portion or portions thereof respectively, into classes and into preferred and deferred half shares, and to attach or affix to such shares, when so classified and divided, certain guaranteed interest, or preference, or priority in payment of interest or dividend, and either temporarily or permanently, and other special rights and privileges.

To enable the Company on the one hand, and the Midland Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the Lynn and Sutton Bridge Railway Company, the Norwich and Spalding Railway Company, the Peterborough, Wisbeach, and Sutton Railway Company, and the Spalding and Bourne Railway Company, or any or either of them, on the other hand, from time to time, to enter into and carry into effect contracts, agreements or arrangements for or with respect to the working, use, management, and maintenance by any or either of the contracting Companies of the undertaking of the other or others of them, or of any part or parts thereof, 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, supply, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, the fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other 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, prior to the passing of the intended Act, may be made between the said Companies, or any of them, with respect to all or any of the matters aforesaid.

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 purposes of their 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 proportions of railways 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):—

So much of the railway of the Great Eastern Railway Company as lies between the junction therewith of the intended deviation railway and the Victoria station, at Norwich, including that station: So much of the railway of the Great Eastern Railway Company as is situate between the junction of the Railway No. 3, authorised by the Wensum Valley Railway Act, 1864, with the Lynn and Dereham line of the Great Eastern Railway, and the Lynn station of that railway, including that station, and over the harbour branch of that railway at Lynn.

So much of the railway of the Great Eastern Railway Company as lies between the junction of the Railway No. 3, authorised by the Wensum Valley Railway Act, 1864, with the Lynn and Dereham line of the Great Eastern Railway, and the junction or junctions with that railway of the Lynn and Sutton Bridge Railway at Lynn; and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned 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 same portions of railways to afford all requisite facilities, and render all necessary services for those purposes.

To rescind and annul, and to declare void certain heads of arrangements, dated the second day of May, 1864, made between two of the promoters of the Wensum Valley Railway Company and the Great Eastern Railway Company (a copy of which is contained in the schedule to the Wensum Valley Railway Act, 1864), and to repeal all clauses and provisions of the said Act relating thereto, and all clauses and provisions of the said Act enabling the Great Eastern Railway Company to subscribe for and take and hold shares in the capital of the Company, and to raise money for the purpose; and also the clauses and provisions of the said Act enabling the Great Eastern Railway Company to enter into working or other arrangements with the Company.

To alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of "The Wensum Valley Railway Act, 1864," and also of the several local and personal Acts of Parliament following, or some of them (that is to say): 7 and 8 Vic. cap. 18, and any other Acts relating to the Midland Railway Company; 9 and 10 Vic. cap. 71, and any other Acts relating to the Great Northern Railway Company; the Great Eastern Railway Act, 1862, and any other Acts relating to the Great Eastern Railway Company; the Lynn and Sutton Bridge Railway Act, 1861, and any other Acts relating to the Lynn and Sutton Bridge Railway Company; 17 Vic. cap. 124, and any other Acts relating to the Norwich and Spalding Railway Company; 26 and 27 Vic. cap. 222, and any

other Acts relating to the Peterborough, Wisbeach, and Sutton Railway Company; and 25 and 26 Vic., cap. 199, and any other Acts relating to the Spalding and Bourne Railway Company.

And notice is hereby further given, that plans and sections of the intended deviation railway and works, together with a book of reference to such plans, a published map with the line of railway delineated thereon, so as to show its general course and directions, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the city of Norwich and county of the same, at his office at Norwich; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively, as relates to each parish in or through which the said deviation railway and works are intended to be made, or in which any lands are intended to be taken; together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 11th day of November, 1865.
Hodding, Townsend, and Co., 3, Princes-street, Westminster, Solicitors for the

Bill.
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of his eyewid to ensture lony to
-ditus was a Kilburn Railway.

In Parliament.—Session 1866.

(Incorporation of Company; Construction of Railway from Kilburn to the Baker-street Station of the Metropolitan Railway; Powers to Metropolitan Railway Company; Traffic Arrangements; Arrangements with Metropolitan and Saint John's-wood Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for 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 authorise the Company to make and maintain the railway hereinafter 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 Saint Marylebone, in the county of Middlesex, on the northern side of the Metropolitan Railway, at or near the booking office of the Baker-street station, and terminating in the parish of Willesden, in the county of Middlesex, on the west side of the Edgware-road, at or about sixty yards south-east of the junction of the Oxford-road therewith, which intended railway will pass from, in, through, or into the parishes or places following, or some of them, that is to say, Saint Marylebone, Saint John's-wood, Paddington, Kilburn, Kilburn Vale, and Willesden, all in the county of Middlesex.

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 railway

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 railway and works. To stop up, remove, alter, or divert railways, canals, rivers, streams, streets, roads, courts, squares, or passages, bridges, sewers, drains, and pipes, and to appropriate any street, road, court, square, or passage so stopped up, and to appropriate or use the under-surface of any street, road, court, square, or passage shown on the plans to be deposited as hereinafter mentioned.

To authorise the Metropolitan Railway Company to subscribe and contribute towards the capital of the Company, 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 Metropolitan Railway Company on the other hand, from time to time, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railway and works, or any part or parts thereof respectively, by the Metropolitan Railway Company, 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 upon the undertaking of the contracting Companies, or either of them, 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.

To authorise the Company and the Metropolitan and Saint John's-wood Railway Company to enter into arrangements and agreements with respect to the construction of the intended railway, or the part or parts thereof where the intended railway will run parallel with, or near to the line of the Metropolitan and Saint John's-wood Railway, or any part thereof, and to enter into arrangements with reference to the payments to be made by either Company to the other of them in respect of such construction of the intended railway, or any portion thereof, by the last-mentioned Company, the mode of construction jointly, and the appointment of a joint committee for the purpose or otherwise.

To alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts, viz.:—The Metropolitan Railway Acts, 1854, and any other Acts relating to the Metropolitan Railway Company; the Metropolitan and Saint John's-wood Railway Act, 1864, and the Metropolitan and Saint John's-wood Railway (extension to Hampstead) Act, 1865, and any other Acts relating to the Metropolitan and Saint John's-wood Railway Company; to alter tolls, rates, and duties authorised to be taken by such Acts, or any of them; to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

Maps, plans, and sections describing the direction, lines, and levels of the intended railway, and

the lands and property which will or may be taken for the purposes thereof, a book of reference to the plans, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; 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 places aforesaid in which the railway and works are intended to be made, with a copy of this notice, will be deposited as follows: as regards the parish of Saint Marylebone, with the vestry clerk of such parish, at his office, at the Marylebone Court House; as regards the parish of Paddington, with the vestry clerk of such parish, at his office, at the Vestry Hall, Paddington-green; as regards the parish of Willesden, with the parish clerk of such parish, at his residence.

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

Dated this 15th day of November, 1865.

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

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

New Milford Docks.

(Extension of Time for Purchase of Land and Completion of Works; Further Money Powers; Amendment of Act.)

NOTICE is hereby given, that application will be made to Parliament, in the next session by the New Milford Docks Company (hereinafter called "The Company") for an Act to effect the following objects, or some of them, viz.—

To extend the time limited by "The New Milford Docks Act, 1863," for the compulsory purchase of lands and houses for the purposes of the undertaking by that Act authorised; and also to extend the time for the completion of the dock, railways, and works described in that Act.

To enable the Company to raise further capital, by the creation of new preferential or ordinary shares, and by borrowing on mortgage; and to issue in preferred half shares and deferred half shares, or to attach a preferential dividend to any part of their authorised capital.

The Act will incorporate all or some of the provisions of "The Companies Clauses Act, 1863," and also vary or extinguish all rights and privileges inconsistent with the objects thereof, and confer other rights and privileges; and it will also amend "The New Milford Docks Act, 1863."

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.

Gregory, Champion, and Eady, 18, Park-street, Westminster, Solicitors.

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

Faringdon Railway Company.

(Notice of Application to the Board of Trade for authority to raise further Capital.)

NOTICE is hereby given that application has been made by the Faringdon Railway Company to the Lords of the Committee of Her Majesty's Privy Council, appointed for the consideration of matters relating to Trade and Foreign Plantations, under the Provisions of the Railway Companies Powers Act, 1864, for their certificate to enable the said Company to raise additional capital by the issue of new shares or stock, either ordinary or preference, or partly ordinary and partly preference, or partly in those modes or one of them, and partly by borrowing on mortgage, at the option of the Company, and with power to create and issue debenture stock. Copies of the draft certificate will be supplied at the price of sixpence each, to all persons applying for the same at the offices of Messrs. Elsdale and Byrne, Solicitors, No. 3, Whitehall-place, London, where copies thereof, when, and as settled by the Board of Trade, can be obtained at such price (if any) as the Board of Trade may direct.

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 next.

Dated this 11th day of November, 1865.

George J. Haines, George F. Crowdy, Faringdon.

Elsdale and Byrne, London.

In Parliament—Session 1866.

North Walsham and Dilham Canal.

(Amendment of Acts; Lock below Dilham Mill; Lease or Sale of Canal.)

APPPLICATION is intended to be made to Parliament in the next session thereof for leave to introduce a Bill, to amend certain of the powers and provisions of an Act passed in the 52nd year of the reign of King George the Third, cap. 69, "For making a navigable canal from the Rivers Ant and Bure, at or near Wayford Bridge, near Dilham, to the towns of North Walsham and Antingham, in the county of Norfolk," and to repeal certain of the same provisions, and to make other provisions in the stead thereof: especially the Bill will repeal the provision for preserving water for the use of certain mills (s. 2), and the prohibition against erecting any lock or weir upon any part of the canal which extends from Dilham Mill into the Rivers Ant and Bure (s. 84), and it will vary the provisions concerning the constitution of general meetings, and the times and places of meeting, and the constitution and meetings of the committee of management.

The Bill will likewise enable the Company at any time to sell or transfer their undertaking, or any part thereof, or grant a lease thereof upon such conditions, and subject to such restrictions, as the Bill shall define.

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

Dated this 13th day of November, 1865.

Sympson and Warner, 7, Golden-square, London, Solicitors for the Bill.

In Parliament—Session 1866.

**Mold and Denbigh Junction Railway
(Llandudno Extension).**

(Power to make a New Railway; Power to raise further Sums; Amendment of Acts.)

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

To enable the Mold and Denbigh Junction Railway Company (herein called "the Company") to make and maintain the following railway, with all proper and necessary stations, works and conveniences connected therewith, commencing in the parish of Henllan, in the county of Denbigh, by a junction with the Railway No. 3, authorised by the Mold and Denbigh Junction Railway (Extensions) Act, 1865, at or near a point thereon marked one mile on the deposited plans of that railway referred to in the said Act, passing through or into the several parishes, townships, or places following, or some of them, that is to say, Henllan, Bannister Ucha, Bannister Issa, Lleweni Ucha, Lleweni Issa, Llan, Rhan Vawr, Parc, Rhan hir Uwch caerau, St. Asaph, Wigfair, Meiriadog, St. George, Cegidog Ucha, Cegidog Issa, Meifod, Dinorben, Abergele, Gwrych, Towyn Ucha, Towyn Issa, Bodoryn, Bodtegwel, Nant Brynffanigl, Garthgogo, Hendregyda Ucha, Hendregyda Issa, Sirior, Dolganedd, Bettws, otherwise Bettws Abergele, Bodlymen, Maesegurig, Peniarth, Cilcen, Trovarth, Llanddulas, Cefn Llanellian, Bryn Odyn, Cefn Slaethfaen, Twan, and Trellan, in the county of Denbigh; Llysfaen, Tre Isallt, Rhwng-y-ddwy-ffordd, Is-y-ffordd, Tre Pant, Tre Benmaen, Llangwstenin, Eglwys Rhos, Cwm Howard, Bryniau, Fferm, Trehir, Penglais, and Treferry, in the county of Carveron; Llandrillo otherwise Llandrillo yn Rhos, Tre-Eirioes, Tre-Eirias, Tre-Rhiw, Tre-Mochdre, Tre-Dinorh, Tre-Dinorh, Tre-Cilgwyn, Tre-Llwyd-y-Coed, and Tre-Colwin, in the county of Denbigh, and terminating in the parish of Eglwys Rhos, in the county of Carnarvon, at or near the junction of the public road leading from Llandudno to Conway with the public road or street called Vaughan-street, leading from the Parade, Llandudno, to the Llandudno Railway station.

To enable the Company to stop up, alter, or divert, whether temporarily or permanently, turnpike or other roads, railways, tramways, streets, rivers, streams, canals, reservoirs, navigations, or bridges, for the purposes of the said intended railway, and of the works connected therewith.

To enable the company to purchase lands and buildings, by compulsion or agreement, for the purposes of the intended Act, or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended railway and works, and to levy tolls, rates, and duties upon or in respect of the intended railway, and to alter existing tolls, rates, and duties, and confer exemptions from payment of the same, and other rights and privileges.

To enable the Company to apply their corporate funds to all or any of the purposes of the intended Act, and to raise further sums for such purposes or any of them by the creation and issue of new shares in their undertaking, either with or without preference or priority in pay-

ment of interest or dividend, and by borrowing on mortgage or bond, or by any or either of those means, and as part of their general capital or funds, or wholly or partly as a separate capital, charged primarily or exclusively on all or any part of the intended railway and works.

To alter, amend, vary, or repeal all or some of the powers and provisions of the several Acts following, or any of them, that is to say: "The Mold and Denbigh Junction Railway Act, 1861;" "The Mold and Denbigh Junction Railway (Extensions) Act, 1865;" and "The Mold and Denbigh Junction Railway (Capital and Deviations, &c.) Act, 1865."

On or before the 30th day of November, 1865, plans and sections of the said intended railway, a book of reference to such plans, and a published map with the proposed 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 Denbigh, at his office at Ruthin, in the county of Denbigh; and with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, in the county of Carnarvon; and on or before the same day a copy of the said Gazette notice, and of so much of the said plans and sections and book of reference as relates to each parish in or through which the said railway and works are intended to be constructed, or in which any lands or houses intended to be taken are situate, will be deposited with the parish clerk of each such parish; at his usual place of abode, or in the case of any extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And on or before the 23rd day of December, 1865, printed copies of the proposed Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 7th day of November, 1865.

S. F. Noyes, 1, Broad Sanctuary, Westminster,

Roberts, Kelly, and Keene, Mold,
Solicitors for the Bill.

In Parliament—Session 1866.

Thames Embankment (Chelsea).

(Powers to Embank left or Middlesex Bank of River Thames from or near the termination of the present Embankment in front of the Public Gardens of the Royal Hospital at Chelsea to Battersea-bridge; Powers to form Public Roadway upon and other provisions as to reclaimed Lands; Continuance of Coal and Wine Dues, and charge upon Thames Embankment and Metropolis Improvement Funds; Powers to Metropolitan Board of Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to confer on the Metropolitan Board of Works all or some of the following powers, and to enable that Board to make and maintain on the left or Middlesex bank of the River Thames all or some of the works hereinafter described, or some part or parts of the same respectively (that is to say):

An embankment or embankments, or river wall or river walls, on the left or Middlesex bank of the River Thames, commencing in the parish of

St. Mary Abbott, Kensington, and St. Luke, Chelsea, or one of them, at or near the present embankment in front of the public gardens of the Royal Hospital at Chelsea, and terminating at Battersea-bridge, in the said parish of St. Luke, Chelsea, in the county of Middlesex, and in connection with such embankment or embankments, or river wall or river walls, to authorize the reclamation of such land forming part of the bed of the River Thames as may be between any intended embankment or river wall and the left bank of the River Thames, and the providing of such openings or waterways as may be deemed to be necessary for the purposes of preserving water communication with certain of the basins, docks, or cuts which would be otherwise intersected by the line of embankment; which said embankment or embankments, river wall or river walls, and other works, and the lands, houses, and property which may be taken or interfered with for the purposes thereof, are or will be situate in the parishes of St. Luke, Chelsea, and St. Mary Abbott, Kensington, in the county of Middlesex, or one of them.

The formation of a roadway or carriageway upon the said embankment, in the parishes of St. Luke, Chelsea, and St. Mary Abbott, Kensington, in the county of Middlesex, or either of them, commencing in the said parishes, or one of them, at or near the termination of the present public roadway upon the present embankment, in front of the public gardens of the Royal Hospital at Chelsea, and terminating in the said parish of St. Luke, Chelsea, at or near the Middlesex end of Battersea-bridge.

The formation of a new road, commencing in Cheyne-walk, near and on the east side of Chelsea Church, and terminating in Church-street, near to and on the north of such church, all in the parish of Chelsea.

In connection with the said embankments and roadway, or any of them, and as part of the works within the parishes and places before-mentioned, to make and maintain junctions and communications with any existing streets, which may be intersected or interfered with, or be contiguous to the intended new street, or to the said embankments, or any of them, and to alter the line or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the said intended roadway of the said embankments, or of crossing under or over the same or otherwise, and to stop up and appropriate any courts, yards, squares, passages, alleys, and places within the limits of lateral deviation, to be described on the plans hereinafter mentioned, to reclaim and appropriate the land forming the bed of the River Thames between the left bank of the river and the intended new embankments, or any of them, and to stop up, remove, divert, or otherwise interfere with any existing wharves and basins, docks, sewers, and drains, stairs, piers, jetties, landing places, waterways, or easements which it may be necessary to interfere with for the purposes of any of the intended works, to deviate from the line and level of the intended works, to raise soil and materials from the bed of the River Thames, and to construct all such piers, jetties, stairs, landing places, and works as are necessary or incident to the formation of the proposed embankments, or any of them.

To authorize the compulsory purchase of lands and houses and easements for the purposes of the said intended embankments and other works, and for the erection of houses and buildings adjoining and near such embankments or other works within the parishes and places before-mentioned, and to authorize the leasing and resale of lands

and the appropriation of lands, rights, and easements in respect of loss of river frontage or otherwise.

To authorize the Metropolitan Board of Works to dredge and deepen the river, and to appropriate the material for the construction of the embankment, and to authorize any interference, so far as needful, with Battersea-bridge and the intended new bridge known as Albert-bridge, and for the construction of which powers were granted in the last session of Parliament.

To authorize the levying and collection for a further period of the several dues, duties, and rates now carried to the said fund, and to extend the time limited by "The London Coal and Wine Duties Continuance Act, 1861," or any other Act or Acts for the levying and collection of these duties, and to constitute a fund for the purpose of carrying out the works and objects to be authorized by the intended Act.

To authorize the Metropolitan Board of Works to raise money on mortgage, bond, or annuity, or otherwise, and to apply for certain of the purposes authorized by the intended Act any moneys arising from the funds appropriated or to be appropriated to the embankment of the River Thames, and from the rates levied by them upon the metropolis. To make provision for the repair and maintenance of the streets and roadway of the embankments and other works by the vestries, district boards, or other bodies within their respective jurisdiction.

To authorize the Board to make a subway or subways under the streets, roadway, and embankment.

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

To repeal, alter, and amend, so far as may be necessary, all or some of the powers and provisions of any Acts of Parliament relating to the local management of the metropolis, and any other Acts, so far as may be expedient for effecting the objects and purposes of the said intended Act. To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Amendment Act, 1860."

And notice is hereby further given, that on or before the 30th day of November instant duplicate plans and sections of the proposed embankment, roads, and works, and also plans of the lands and buildings in or through which the proposed works will or may be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Session-house, Clerkenwell; and that on or before the said 30th day of November a copy of so much of the said plans, sections and book of reference as relates to the parishes of St. Mary Abbott, Kensington, and St. Luke, Chelsea, respectively, and a copy of this notice will be deposited with the Vestry Clerk of the parish of St. Luke, Chelsea, at his office in the Vestry-hall, King's-road, Chelsea, and with the Vestry Clerk of the parish of St. Mary Abbott, Kensington, at his office at the Vestry-hall in that parish.

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 December, 1865.

Dated this 18 day of November, 1865.

John Pollard, Clerk of the Metropolitan Board of Works, Spring-gardens, London, S.W.

In Parliament—Session 1866.

Wrexham, Mold, and Connah's Quay Railway.
New Lines.

(Construction of New Railways from the Chester and West Cheshire Junction Railway to Waverton, and to the Wrexham, Mold, and Connah's Quay Railway near Farndon, and from the Wrexham, Mold, and Connah's Quay Railway to Bettisfield; Compulsory Purchase of Lands; Tolls; Running Powers over a portion of the Shrewsbury and Crewe Railway of the London and North Western Railway, and the Lines authorized by "The Chester and West Cheshire Junction Railway Act, 1865;" Subscription to Chester and West Cheshire Junction Railway; 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 to pass an Act to enable the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called "the Company"), to make and maintain the railways hereinafter 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:

Railway No. 1.—A railway (herein called Railway No. 1) commencing in the parish of Plemstall, otherwise Plemonstall, in the county of Chester, by a junction with the line of railway, No. 3, authorized by "The Chester and West Cheshire Junction Railway Act, 1865," in a field, No. 33, in the said parish of Plemstall, otherwise Plemonstall, on the plans deposited with the Clerk of the Peace of the county of Chester in respect of that railway, 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:—Plemstall; otherwise Plemonstall; Hoole; Guilden Sutton, Christleton; Littleton; Rowton, and Waverton, all in the county of Chester, and terminating in the township of Hatton, in the said parish of Waverton, in a field called or known by the name of the "Forest Field," belonging to Lord Henry Cholmondeley, and in the occupation of Joseph Salmon.

Railway No. 2.—A railway (herein called Railway No. 2) commencing in the township of Hatton, in the said parish of Waverton, by a junction with the proposed Railway No. 1, at its point of termination, 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:—Tilston; Horton; Malpas, Grafton, Carden, Stretton, Caldecott, Farndon, Crewe, Churton-by-Farndon, Barton, Clutton, King's Marsh, Coddington, Chowley, Aldersey, Waverton, Huxley, Hatton, Tattenhall, Goulburn Bellow, Newton-by-Tattenhall, Haudeley, and Goulbourn David, all in the county of Chester, and terminating in the parish of Tilston, in the county of Chester, by a junction with the railway authorized by "The Wrexham, Mold, and Connah's Quay Railway (Dee Valley Branch) Act, 1865," in a field No. 41 on the plans deposited with the Clerk of the Peace for the county of Chester, in respect of that railway.

Railway No. 3.—A railway (herein called Railway No. 3) commencing in the township of Mickle Trafford, in the parish of Plemstall, otherwise Plemonstall, in the county of Chester, by a junction with the line of Railway No. 3, authorized by "The Chester and West Cheshire Junction Railway Act, 1865," in a field No. 15, in the

said township and parish, on the plans deposited with the Clerk of the Peace for the county of Chester in respect of that railway, 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:—Guilden Sutton, Plemstall, otherwise Plemonstall, Mickle Trafford, and Hoole, all in the county of Chester, and terminating in the township of Guilden Sutton, in the said parish of Guilden Sutton, by a junction with the said intended Railway No. 1; in a field called the Barn Field, belonging to Charles Potts, Esquire, in the occupation of Arthur Potts, Esquire, which field is bounded on the east side by the Belle Vue Homestead, and on the north side thereof by a public road known by the name of Belle Vue-lane.

Railway No. 4.—A railway (herein called Railway No. 4) commencing in the said parish of Waverton, by a junction with the London and North Western Railway, at or near a point distant three chains or thereabouts, from the booking office at Waverton station, on the south-east or Crewe side thereof, 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:—Waverton, Hatton, and Huxley, all in the county of Chester, and terminating in the township of Hatton, in the said parish of Waverton, in a field or inclosure called or known by the name of the "Forest Field," belonging to Lord Henry Cholmondeley, and in the occupation of Joseph Salmon.

Railway No. 5.—A railway (herein called Railway No. 5) commencing in the township of Oldcastle, in the parish of Malpas, in the county of Chester, in a field called "Near Old Clover," belonging to Whitehall Dod, Esquire, and in the occupation of Richard Downs, 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:—Malpas, Old Castle, Newton, Stockton, Wicbaugh, Cuddington, and Chidlow, in the county of Chester; Willington, Tybroughton, Halghton, Hanmer, Bronington, and Bettisfield, in the county of Flint, and terminating in the township of Bettisfield, in the said parish of Hanmer, in a field called "Carthouse Meadow," belonging to Sir John Hanmer, Baronet, and in the occupation of George Lister.

Railway No. 6.—A railway (herein called Railway No. 6) commencing in the township of Bettisfield, in the said parish of Hanmer, by a junction with the intended Railway No. 5, in a field called "Cae Gniwling," belonging to Sir John Hanmer, Baronet, and in the occupation of George Lister, 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:—Hanmer and Bettisfield, in the county of Flint, and terminating in the parish of Hanmer, in the county of Flint, by a junction with the Cambrian Railway, at or near a point measuring five chains or thereabouts, from the booking office at the Bettisfield station, on the east or Whitchurch side thereof.

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 diver, by reason of the

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

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

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

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over the railways of the London and North Western Railway Company, the Cambrian Railway Company, the Drayton Junction Railway Company, and the railways authorized by "The Chester and West Cheshire Junction Railway Act, 1865," or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to the Board of Trade, or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, or other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or any or either of them, are now authorized to take, and to confer, vary, or extinguish other rights or privileges.

To authorize the Company out of their corporate or other funds, or out of the money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the railways and works authorized by "The Chester and West Cheshire Junction Railway Act, 1865," or any part thereof, and to raise money by mortgage of any part of their undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of interest or dividend or by such other ways and means as may be prescribed in the intended Act, to enable the Company to guarantee the payment of interest or dividends upon the whole or any portion of the capital of the Chester and West Cheshire Junction Railway Company, and to exercise certain rights and privileges with respect to that Company, as to the appointment of directors or otherwise as may be prescribed by the said intended Act.

To enable the Company, and the before-mentioned railway Companies, or any or either of them, to enter into agreements for the management, use, working and maintenance of the railways, or any part or parts thereof. The supply of any rolling stock, or working stock, 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 the matters aforesaid. The interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the railways of the Company or the before mentioned Companies, or any or either of them, and the fixing and division between the said Companies, of the receipts arising from such traffic.

To enable the Company to apply any capital or funds now or hereafter belonging to them, or under their control, to the purposes of the said

Act or any of them, and to enable the Company to raise further sums for such purposes, by the creation of new shares or stock in their undertaking either with or without preference or priority in payment of interest or dividends, and by borrowing on mortgage or bonds, or by any of those means, and to attach to the whole or any part of the capital of the Company already authorized to be raised by shares, or by borrowing such priority or preference in the payment of interest or dividends as they may think fit, and also to authorize the Company to issue in preferred half shares, and deferred half shares, the whole or any part of the capital authorized by the respective Acts of the Company to be raised or which the Company may be authorized to raise by the intended Act, and generally to make such provisions with respect to the capital of the Company, as they may deem expedient.

To authorize the Company, their servants and officers, to run over and work, and use with their engines and carriages, and for the purposes of their traffic so much of the Shrewsbury and Crew line of the London and North Western Railway as lies between the point of junction therewith of the line of Railway, No. 1, authorized by the Drayton Junction Railway (Extensions) Act, 1865, and Shrewsbury, and also to use the stations (including the station at Shrewsbury), booking offices, sidings, works, and conveniences of that portion of railway, and also to run over, work and use the railways authorized by "The Chester and West Cheshire Junction Railway Act, 1865," also to use the stations, booking offices, sidings, works, and conveniences that may be hereafter constructed under the powers of the said Act, upon such terms, and under such conditions, and upon such payments, as shall be mutually agreed upon, or in case of dispute, or in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and if need be to repeal some of 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. 180 and 181; 22 and 23 Vic. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic. caps. 77, 79, and 111; 24 and 25 Vic. caps. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219, and 223; 25 and 26 Vic. caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic. caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; 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 Cambrian Railway Company, viz.:—27 and 28 Vic. cap. 262; 28 and 29 Vic. caps. 277, 291, and 306. "The Drayton Junction Railway Act, 1864;" and "The Drayton Junction Railway

(Extensions) Act, 1865;" "The Chester and West Cheshire Junction Railway Act, 1865," and any other Acts relating to those Companies, or any or either of them;

And notice is hereby given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map, with the line of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November, 1865, with the Clerk of the Peace for the county of Chester, at his office in Chester, in the said county, and with the Clerk of the Peace for the county of Flint, at his office at Mold, in the said county, and that a copy of so much of the said plans and sections and books of reference, as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place with the parish clerk of some adjoining parish at his place of abode.

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

Dated this 13th day of November, 1865.

*T. and C. Minshall, Oswestry, } Solicitors.
J. Devcreux Fugh, Wrexham, }*

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

In Parliament.—Session 1866.

Epsom Downs Railway Company.

(Incorporation of Company; Construction of Railway from the Epsom and Leatherhead Railway at or near to the town of Epsom to Epsom Downs; Working Traffic, Running Powers, and other Arrangements with the South Western Railway Company, the Epsom and Leatherhead Railway Company, the London, Brighton, and South Coast Railway Company, or either of them; Facilities; 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 and pass an Act to incorporate a Company, hereinafter called "the Company," to make and maintain the railways following, or some of them, with all requisite stations, depôts, works, and conveniences connected therewith, that is to say:

A railway commencing in the parish of Epsom, in the county of Surrey, by a junction with the Epsom and Leatherhead Railway westward of the town of Epsom, at a point 160 yards, or thereabouts eastward of the centre of the bridge which carries the public road leading out of the turnpike road from Dorking and Leatherhead to Ewell and London, across Epsom Common towards the Windmill and Epsom Wells, and terminating in the said parish of Epsom, in a field, the property of the Honourable Mrs. Greville Howard, bounded on the north-east and

south-east sides thereof by Epsom Downs, and on the south-west by the enclosure known as the Hare Warren, at a point in the fence of the said field 50 yards or thereabouts, from the north-east corner of the said fence, which said intended railway, and works will be situate in the parishes of Epsom, Ashted, and Headley, or some of them, in the said county of Surrey.

And it is also intended to confer upon the said intended Company all or some of the powers following, that is to say:

To cross, stop up, alter or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing paths, streams, drains, pipes, rivers, navigations, and other works within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said railways and works, or any or either of them.

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

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, or any or either of them, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To enable the Company and all Companies and persons lawfully using the railway of the Company to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, that is to say:—

So much of the Epsom and Leatherhead line of the London and South-Western Railway as lies between the point of junction therewith of the said intended railway and Epsom, and so much of the said Croydon and Epsom Railway as lies between the junctions of that railway with the said Epsom and Leatherhead Railway and Epsom, and also to use the stations on those portions of railway (including the stations at Epsom), and all booking offices, watering-places, sidings, works, and conveniences connected therewith.

To enable the Company on the one hand, and the London Brighton and South Coast, and the South-Western Railway Companies, or either of those Companies on the other hand, to enter into contracts, agreements, and arrangements with respect to the construction, working, and using of the said intended railways and works, or any or either of them, and to authorise such last-mentioned Companies, or either of them, to work and use the same or some part or portion thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated, for the payment of certain tolls or sums of money for the use of the said intended railway and works, or for the apportionment of the tolls and fares received on the said intended

railway and works, and to compel the said Companies, or one of them, to book through from all stations and places on their respective systems of railways, and to forward, with due diligence, passengers, goods, minerals, animals, and other traffic to and over the proposed railway, and to afford all necessary facilities for enabling the Company to book through from all stations and places on their railways, and to forward, with due diligence, such traffic as aforesaid to and over the respective systems of the Companies respectively, and to provide for the fixing, by arbitration or otherwise, the tolls and charges to be paid for such services or the payment of the fixed sums in lieu thereof.

This Act will, so far as may be necessary for all or any of the purposes thereof, alter, amend, extend, vary, enlarge, or repeal all or some of the powers and provisions of 4 and 5 Will. IV., cap. 88; 19 and 20 Vic., cap. 22, and all other Acts relating to the London and South-Western Railway Company; 7 and 8 Vic., cap. 92; 9 and 10 Vic., cap. 283, and all other Acts relating to the London Brighton and South Coast Railway Company or either of them.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections in duplicate, showing the direction line and levels of the said intended railways and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office in Lambeth in the said county, and on or before the said 30th day of November, of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and other works are intended to be made, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 9th day of November, 1865.

Vaughan Prance, 69, Lincoln's-inn-fields,
Solicitor for the Bill.

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

Whitstable Fishery (Extension)

(Extension and maintenance of Oyster Fishery; Exclusive right of depositing and dredging for Oysters; Levying Penalties; Powers of Borrowing Money; Amendment of Acts, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the Company of Free Fishers and Dredgers of Whitstable, in the county of Kent (hereinafter called "the Company"), to extend their oyster fishery in the estuary of the River Thames, within the limits or boundaries hereinafter mentioned, and to maintain the same, and to confer on such Company the exclusive right of depositing, breeding, dredging

and fishing for oysters in that part of the estuary of the River Thames which is situate near or adjacent to the parishes of Whitstable and Swalecliffe, in the county of Kent, and which is comprised within the following limits or boundaries (that is to say):—

Firstly, Westward.—An imaginary line drawn in a northerly direction from a point A. on the eastern boundary of the oyster grounds of the Company, and distant 25 chains from and below the line of Trinity high water mark, on the shore of the parish of Whitstable, along such boundary to a point B., distant 125 chains from the point A., and being the northern or sea extremity of such boundary, and thence in a westerly direction along the northern boundary of the oyster grounds of the Company to a point C., distant 4 chains from the point B., and thence in a northerly direction along and outside of the eastern boundary of the oyster grounds of the Faversham Oyster Company to a point D., distant 80 chains from the point C.

Secondly, Northward.—An imaginary straight line drawn from the point D. to a point E., east of and distant 180 chains from the point D.

Thirdly, Eastward.—An imaginary straight line drawn in a southerly direction from the point E. to a point F., distant 100 chains from the point E., and being the north-western extremity of the boundary of the oyster grounds of the Herne Bay, Hampton and Reculver Oyster Fishery Company, and thence in a southerly direction along and outside of the western boundary of such oyster grounds to a point G., distant 80 chains to the south of the point F., and 25 chains to the north of the line of Trinity high water mark, on the shore of the parish of Swalecliffe.

Fourthly, Southward.—An imaginary straight line drawn from the point A. to the point G.

And it is intended by the said Act to enact that after the expiration of one month after the erecting and providing by the Company of boundary stones and buoys, to denote the limits of their extended fishery, and the publishing by them of the prescribed notice of the limits of their extended fishery, and the provisions of the said Act relating to such fishery and the Company's existing fishery, no person other than the officers, members, agents, or servants of the Company in the due exercise of their duties or privileges under the bye-laws, or rules, or regulations of the Company, or under such Act, or persons thereunto expressly authorized by the Company by writing under the hand of the foreman or deputy-foreman of the Company, shall, within the limits, as well of the Company's existing fishery as of their extended fishery, do any of the following things (that is to say):—

(A.) Fish for, or take, or attempt to take any oysters.

(B.) Dredge or trawl for any oysters.

(C.) Fish for, or take, or attempt to take, otherwise than by line and hook, or by net solely adapted for catching floating fish, any eels, or any soles, flounders, plaice, turbot, halibut, or other flat fish, or any other fish whose natural habit it is to be in the mud or sand, or at or near the bottom of the water.

(D.) Use any other net, or any engine, implement, tackle, apparatus, or device, other than line and hook, for any of the above-mentioned purposes.

(E.) Dredge for any ballast, mud, sand, or other substance, except for the purpose of improving the navigation.

(F.) Deposit any ballast, rubbish, or other substance.

(G.) Place any weir, engine, work, implement, apparatus, or device prejudicial, or likely to be prejudicial to any oyster bed, or oysters, or to the oyster fishery.

(H.) In any other manner wilfully disturb any oyster bed or oysters.

(I.) Wilfully do, or occasion in any other manner, any injury or damage to any oyster bed, or oysters, or to the oyster fishery.

(K.) Wilfully damage, or injure, or moor any vessel to any buoy provided by the Company for denoting the limits of the Company's oyster grounds.

(L.) And no person other than as aforesaid shall, within or without the limits of such existing or extended fishery, wilfully buy or sell, or expose for sale, or have in his possession, without the authority or permission of the Company, any oyster the property of the Company.

And that if any person act in any respect in contravention of such enactment, every person so offending shall for every such offence incur the following penalties (that is to say):

(M.) He shall forfeit all the fish and ballast found in his possession.

(N.) He shall forfeit all nets, engines, implements, tackle, weirs, works, anchors, moorings, apparatus, and devices used in committing any of the offences.

(O.) He shall pay a penalty not exceeding two pounds for the first offence, and not exceeding five pounds for the second offence, and not exceeding ten pounds for the third and every subsequent offence.

And in addition to the penalties, and whether or not they shall be inflicted, he shall make full compensation to the Company for all damage or injury sustained by them by reason or in consequence of his offence.

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

To confer, vary, or extinguish exemptions from payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To enable the Company to apply money raised by grant, sale, demise, mortgage, alienation, or any disposition of their existing fishery for the purposes of such fishery and of the extended fishery, or either of them, or otherwise of the said Act.

To enable the Company to raise money on bond for the same or any of such purposes.

To enable the Company to raise money by mortgage of their extended fishery under the said Act for the same or any of such purposes.

And it is intended by the said Act, so far as may be necessary for the purposes thereof, to repeal, alter, amend, extend, or enlarge, all or some of the powers and provisions of the local and personal Act, 33rd George III., cap. 42, and to make other provisions in lieu of any provisions so repealed, altered, or amended.

And it is intended to incorporate with the intended Act, wholly or in part, "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," or one of such Acts.

And notice is hereby further given, that printed copies of the intended Act will be deposited in the Parliament Office of the House of Lords, on or before the 17th day of December, 1865, and 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.

Stephen and Edward Plummer, Burgate Street, Canterbury, Solicitors for the Bill.

Nethersole and Speechly, 1, New Inn, London, Parliamentary Agents.

Croydon, Mitcham, and Kingston Railway.
(Incorporation of Company; Construction of Railway from Wimbledon and Croydon Railway at Mitcham to Kingston-upon-Thames; Branches to Malden and Worcester-park; Powers to London, Brighton, and South Coast, London and South Western, and London, Chatham, and Dover Railway Companies, or any of them; Running Powers over parts of Wimbledon and Croydon, Croydon and Epsom, South London, Tooting, and Sutton Junction Railways, the Epsom Line of the London and South Western Railway Company, and other 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 hereinafter mentioned, or any of them, or any part or parts thereof, together with stations, sidings, junctions, approaches, bridges, and all other proper works and conveniences connected therewith (that is to say):

A railway (No. 1) commencing in the parish of Mitcham, in the county of Surrey, by a junction with the Wimbledon and Croydon Railway, at or near the point where that railway crosses on the level, the public road leading from Garshilton over Mitcham-common to Mitcham and Tooting, and on the western side of such level crossing and terminating in the parishes of Morden and Sutton, or one of them, in the county of Surrey, at or near the point where the road leading to Lower Morden joins the turnpike road from London to Ewell and Epsom.

A railway (No. 2) commencing by a junction with the said intended railway No. 1, at the termination thereof before described in the said parishes of Morden and Sutton, or one of them; and terminating in the parishes of Malden and Merton, in the county of Surrey, or one of them, at, or at the side of the public road leading from Combe House and New Malden to Old Malden and Cheam, at a point distant five chains or thereabouts, measured in a southerly direction along the last-mentioned public road, from the point where that road joins a road leading from Blue-house-farm, belonging to and occupied by Charles Blake, Esquire.

A railway (No. 3) commencing by a junction with the said intended railway No. 2, at the termination thereof before described, in the said parishes of Malden and Merton, or one of them, in the county of Surrey, and terminating in the parish of Kingston-upon-Thames, in the said county of Surrey, on the east side of Hog Mill-lane, at or near the place where Grove-road joins Hog Mill-lane.

A railway (No. 4) commencing by a junction with the said intended railway No. 2, at the termination thereof before described in the said parishes of Malden and Merton, or one of them, and terminating in the parish of Kingston-upon-

Thames, in the county of Surrey, by a junction with the authorized Kingston, Malden, and Wimbledon Junction Railway, No. 1, of the London and South Western Railway Company, at or near the point where the said authorized railway No. 1 is intended to pass under the main line of the London and South Western Railway Company, being 20 chains or thereabouts westward of the booking-office of the Malden station, on the main line of the London and South Western Railway Company.

A railway (No. 5) commencing in the parishes of Malden and Merton, or one of them, in the said county of Surrey, by a junction with the Epsom line of the London and South Western Railway Company, at or near a point near to the mile-post on such line indicating a distance of 10½ miles from London, which point is distant 16 chains or thereabouts to the northward of the booking office of the Worcester park station on the said Epsom line, and terminating by a junction with the said intended railway No. 4, at the commencement thereof before described.

A railway (No. 6) commencing in the parishes of Carshalton, Morden, and Mitcham, or one of them, in the county of Surrey, by a junction with the intended railway No. 1 before described, at a point distant about 10 chains to the south-east of a house in the occupation of Samuel Parker Bidder, Esquire, near the road leading from Sutton to Mitcham, and terminating in the said parish of Mitcham in the county of Surrey, by a junction with the authorized railway No. 1 of the London, Brighton, and South Coast Railway Company, called the South London, Tooting, and Sutton Junction Railway, now in course of construction at or near the point where such last-mentioned railway is now being constructed and is intended to be carried under the road leading from Carshalton over Mitcham-common to Mitcham and Tooting, such point being situate 33 chains or thereabouts northward of the point where the Wimbledon and Croydon Branch of the London, Brighton, and South Coast Railway crosses on the level the road last-mentioned.

Which said intended railways Nos. 1, 2, 3, 4, 5, and 6, and the works connected therewith, will pass and be made from, in, through, or into the several parishes, townships, and extra-parochial places following; or some of them, all in the county of Surrey, namely, Sutton, Mitcham, Beddington, Carshalton, Morden otherwise Morden, Lower Morden, Tooting, Merton, Malden, Old Malden, New Malden, Cheam, Ewell, Long Ditton, Wimbledon, Combe, Ham, Surbiton, Norbiton, and Kingston-upon-Thames.

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.

The Bill will 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 tolls, terms, and conditions, and under regulations to be agreed upon or settled by arbitration, or by the Board of Trade in case of dispute, the railways and portions of railways following, or any of them, namely: The portions of the said Wimbledon and Croydon Railway and of the Croydon and Epsom line of the London,

Brighton, and South Coast Railway Company between the junction of Railway No. 1 with the Wimbledon and Croydon Railway and West Croydon, the portion of the Croydon and Epsom branch between Sutton and Epsom and the said South London, Tooting, and Sutton Junction Railway between Mitcham and Knight's Hill, and between Mitcham and Sutton, and the portion of the said Epsom line of the London and South Western Railway Company between the commencement of the said intended Railway No. 5 and Epsom, including in such running powers and rights of user the user of all intermediate and terminal stations present and future, and of sidings, junctions, platforms, water, watering places, signals, works, and conveniences connected with such railways and portions of railways, and with the stations at West Croydon and Epsom, and any interchange or new station to be constructed at or near Mitcham on the said Wimbledon and Croydon Railway, and to require the London, Brighton, and South Coast 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, and to settle the terms and mode of user by arbitration.

To require the London, Brighton, and South Coast Railway Company, the London and South Western Railway Company, and the London, Chatham, and Dover Railway Company, or any of those Companies, to book and invoice through traffic over their railways to, from, and beyond the intended railways, and at through rates and by through wagons 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 London, Brighton, and South Coast Railway Company, the London and South Western Railway Company, and the London, Chatham, and Dover Railway Company, or any of them, and to require the settlement of rates and of disputes by arbitration in case of failure by agreement between the Companies, or any of them.

To enable the Company on the one hand, and the London, Brighton, and South Coast, the London and South Western, and the London, Chatham, and Dover Railway Companies, or any of them, on the other hand, to enter into agreements with respect to the working, use, management and maintenance by those railway Companies, or any of them, of the said intended railways and works, or any of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic 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 running over, coming from, or destined for the respective undertakings of the contracting Companies, the levying of tolls, rates, and charges, 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 Companies lastly before-mentioned, or any of them, to subscribe and contribute towards the capital of the Company, and to take and hold shares in the undertaking 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 or stock, and to appoint directors of the Company.

To alter, repeal, amend, and enlarge some of the powers and provisions of the following Acts (local), viz.: 5 and 6 William IV, cap. 10; 9 and 10 Vic. cap. 283; 16 and 17 Vic. cap. 86; 21 and 22 Vic. cap. 57; and any other Acts relating to the London, Brighton, and South Coast Railway Company; and 4 and 5 William IV, cap. 88; 23 and 24 Vic. caps. 92, 103, 158, and 185; 24 and 25 Vic. caps. 111, 220, and 284; 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; 28 and 29 Vic. caps. 102, 103, 104, and 304; and any other Acts relating to the London and South Western Railway Company; and 22 and 23 Vic. cap. 54, and any other Acts relating to the London, Chatham, and Dover 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 direction, lines, and levels of the intended railways and works, and the lands and property which will or may be taken for the purposes thereof or under the powers of the Bill; a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth; and on or before the same day a copy of so much of the plans, sections, and book of reference as relates 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 15th day of November, 1865.

*Hollingsworth, Tyerman, and Green, 4,
East India Avenue, Leadenhall-street,
Solicitors for the Bill.*

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

In Parliament—Session 1866.

Thames Embankment (North) Approaches.

(Formation of New Streets connected with the Thames Embankment (North); relinquishment of certain authorized streets; Alteration of certain provisions affecting authorized Streets and Landowners; Powers to make Subway; Continuance of Coal and Wine Dues, and Charge upon Thames Embankment and Metropolitan Improvement Funds; Powers to the Metropolitan Board of Works; Amendment of Acts, &c.)

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

power the Metropolitan Board of Works to make and maintain the several new streets and other works, or any of them, and effect the several objects and purposes following, or some of them (that is to say):

A new street or road (No. 1), wholly in the parish of St. Martin-in-the-Fields, commencing from and out of the Embankment roadway authorized by "The Thames Embankment Act, 1862," and more particularly described in paragraph 2 of section 8 of such Act, commencing at or near the Charing-cross Railway-bridge, and terminating at Charing-cross, at or near to Northumberland-house.

A new street or road (No. 2), wholly in the parish of St. Martin-in-the-Fields, commencing at the eastern end of Whitehall-place, and terminating in the intended new street (No. 1) at or near to Charing-cross Railway-bridge.

A new street or road (No. 3) wholly in the parish of St. Martin-in-the-Fields, commencing at the south-east end of Craven-street, and terminating in the intended new street (No. 1) at or near the Charing-cross Railway-bridge.

A new street or road (No. 4), wholly in the parish of St. Martin-in-the-Fields, from and out of the intended new street (No. 1), commencing at or near the Charing-cross Railway-bridge, proceeding in a southerly direction to the said Embankment roadway authorized by "The Thames Embankment Act, 1862," at or near the point where the authorized new street set forth in paragraph 6 of section 8 of the said Act is authorized to unite with the said Embankment road, east of Whitehall-yard.

A new street (No. 5), wholly in the parish of St. Martin-in-the-Fields, commencing from and out of the intended new street (No. 2), at or near Crown-wharf, proceeding to Great Scotland-yard, and thence to the intended new street (No. 1), at or near the southern end of Northumberland-street.

The widening of Northumberland-street (No. 6) on the western side thereof, from its junction with West Strand to the point of its intersection by the intended street (No. 1) at the southern end of Northumberland-street aforesaid, all in the parish of St. Martin-in-the-Fields.

A new roadway (No. 7) in the parish of St. Martin-in-the-Fields, commencing from and out of the intended new street (No. 1) near the Charing-cross Railway-bridge, passing through the central opening between the Middlesex abutment and the first brick pier of the Charing-cross Railway-bridge, and terminating in the parish of St. Martin-in-the-Fields, at or near and on the eastern side of the said bridge.

A new street (No. 8), wholly in the parish of St. Martin-in-the-Fields, commencing from, and out of Villiers-street, at the southern end thereof, and terminating in the new roadway (No. 7), at or near the Charing-cross Railway-bridge, on the eastern side thereof.

A new street or roadway (No. 9) in the parishes of St. Martin-in-the-Fields, St. Clement Danes, and St. John the Baptist, Savoy, or the precinct of Savoy, or any of them, commencing in the parish of St. Martin-in-the-Fields, from and out of the authorized Embankment roadway before referred to, at or near Charing-cross Railway-bridge, on the eastern side thereof, and terminating in the Strand, at or near its intersection with Wellington-street, in the parish of St. John the Baptist, Savoy, or the precinct of Savoy.

A branch street or roadway (No. 10) in the parish of St. Clement Danes and St. John the Baptist, Savoy, or the precinct of Savoy, com-

mencing in the parish of St. Clement Danes, from and out of the new street or roadway (No. 9), at or near to Beaufort-wharf, and terminating in the main authorized Embankment roadway, in the parish of St. John the Baptist, Savoy, or the precinct of Savoy, at or near Waterloo-bridge.

The stopping up of Savoy-street, in the parish of St. John the Baptist, Savoy, or the precinct of Savoy, and appropriation of all or any part of the soil thereof for the purposes of the Board.

To enable the Board to make subways under all or any of the said new streets or roads.

To authorize the Board to relinquish the making of the new streets authorized by the Thames Embankment Act, 1862 (25 and 26 Vict., cap. 93), and more particularly described in paragraphs 4 and 5 of section 8 of the said Act, which new streets so intended to be relinquished are described in the said 4th paragraph as intended to commence from and out of the said embankment and roadway at or near the east side of the Middlesex end of Hungerford-bridge, in the parish of St. Martin-in-the-Fields, and to terminate in Wellington-street, Waterloo-bridge, in the precinct of the Savoy, opposite to the northern wing of the western front of Somerset-house, with approaches to such new street, and also with several short streets or communications, each to commence from and out of such last mentioned new street, and respectively to communicate with and terminate in Villiers-street and Buckingham-street, in the parish of St. Martin-in-the-Fields, and Cecil-street, in the parishes of St. Martin-in-the-Fields and St. Clement Danes, or one of them, and in the fifth paragraph are described as intended to commence by a junction with the intended new street fourthly described in the said section 8, at or near to George-street, in the Adelphi, and to terminate in and by a junction with Whitehall-place, at the east end thereof, all in the parish of St. Martin-in-the-Fields; and it is intended by the Bill to alter and repeal all or any of the provisions, obligations, and restrictions relating to the streets so to be relinquished, or to any lands or property connected therewith, including therein sections 26, 35, 53, 54, 55, 62, 73, and 82 of "the Thames Embankment Act, 1862."

In connection with the said new streets and improvements, or any of them, and as part of the works, and within the several parishes, liberties, precincts, and places beforementioned, to make and maintain junctions and communications with any existing streets which may be intersected or interfered with, or be contiguous to, the lines of the intended new streets or roads, or any of them, or of the said improvements, or any of them, and to alter the line or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the said intended new streets or roads or the roadway of the said embankment or viaducts, or of crossing under or over the same or otherwise, and to stop up and appropriate any courts, yards, squares, passages, alleys, and places within the limits of the lateral deviation to be described on the plans hereinafter mentioned, and to stop up, remove, divert, or otherwise interfere with any existing sewers and drains, stairs, piers, jetties, landing places, waterways, or easements which it may be necessary to interfere with for the purposes of any of the intended works, and to deviate from the line and level of the intended works.

To authorize the compulsory purchase of lands and houses and easements for the purposes of the said intended new streets, and other works, and for the erection of houses and buildings adjoining; and near such new streets or any of them, or other

works within the parishes, liberties, and places beforementioned, and to authorize the leasing and resale of lands.

To authorize the Metropolitan Board of Works to interfere so far as needful with the bridges of the Charing-cross Railway Company, existing or authorized, and Waterloo-bridge.

To charge the expenses of the works to be authorised by the said intended Act upon the Thames Embankment and Metropolis Improvement Fund, and to authorize the appropriation to that purpose of any moneys forming part of the said fund.

To authorize the levying and collection for a further period of the several dues, duties, and rates, now carried to the said fund, and to extend the time limited by "The London Coal and Wine Duties Continuance Act, 1861," or any other Act or Acts for levying and collection of those duties, and to constitute a fund for the purpose of carrying out the works and objects to be authorized by the intended Act.

To authorize the Metropolitan Board of Works to raise money on mortgage, bond, or annuity, or otherwise, and to apply for certain of the purposes authorized by the intended Act any moneys arising from the rates levied by them upon the metropolis.

To make provision for the repair and maintenance of the streets and other works by the vestries, district boards, or other bodies within their respective jurisdiction.

To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act Amendment Act, 1860."

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

To alter or repeal the provisions contained in section 61 of "The Thames Embankment Act, 1862," and the restrictions imposed by that section, or by the Act of the 11th year of the reign of King George III. therein referred to, and to vary and extinguish any rights or privileges thereunder; also to repeal or alter and amend, so far as may be necessary, all or some of the powers and provisions of the several Acts of Parliament following, that is to say:

"The Thames Embankment Act, 1862," "The Metropolis Local Management Acts," 18 and 19 Vict., cap. 120; 21 and 22 Vict., cap. 104; 25 and 26 Vict., cap. 102; and the other Acts relating to the Metropolitan Board of Works; 24 and 25 Vict., cap. 42, and the other Acts relating to the London Wine and Coal Duties Continuance Act; 16 and 17 Vict., cap. 46, and the other Acts relating to Westminster-bridge; 49 Geo. III., cap. 191; 53 Geo. III., cap. 184; 56 Geo. III., cap. 63; 58 Geo. III., cap. 28, and the other Acts relating to Waterloo-bridge; 6 and 7 Wm. IV., cap. 133; 6 Vict., cap. 19; 8 and 9 Vict., cap. 62; 12 and 13 Vict., cap. 51; 14 and 15 Vict., cap. 144; 23 and 24 Vict., cap. 147, and the other Acts relating to the Charing-cross-bridge Company; "The Metropolitan District Railways Act, 1864;" "North Western and Charing-cross Railway Act, 1864;" "Waterloo and Whitehall Railway Act, 1865;" and also the provisions of any other Acts of Parliament so far as may be expedient for effecting the objects and purposes of the said intended Act.

And notice is hereby further given, that on or before the 30th day of November instant duplicate plans and sections of the proposed new streets, roads, and works, and of the lands and houses in or through which the same will or may be made, or which may be taken under the powers of the Bill, together with a book of reference to such

plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, liberties, precincts, and places in or through which the said new streets, roads, and other works will be made or lands and houses to be taken are situate; and a copy of this notice will be deposited as follows (that is to say), as relates to the parish of St. Martin-in-the-Fields, with the Clerk of the Vestry of that parish, at his office at the Vestry-house, St. Martin's-lane; as relates to the parishes of St. Clement Danes and St. John the Baptist, Savoy, or the precincts of the Savoy, with the Clerk of the Strand District Board of Works, at his office, in Tavistock-street, Covent-garden.

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

Dated this 14th day of November, 1865.

John Pollard, Clerk of the Metropolitan Board of Works, Spring-gardens, London, S.W.

South Essex Railway.

(Branch to Pitsea; Further Money Powers; Agreements with Great Eastern, and London, Tilbury, and Southend Railway Companies; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, by the South Essex Railway Company herein called "The Company," for an Act to enable them to make and maintain the railway hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith, viz.:—

A railway commencing in the parish of Retenden, by a junction with the authorised line of the South Essex Railway, at or near the point where that line crosses the public road leading from Battlebridge to Retenden, about 85 yards northward of the Hawke inn, and terminating in the parish of Pitsea by a junction with the siding of the London, Tilbury, and Southend Railway, at the north side of the Pitsea station of that railway, which intended railway will pass from, in, through, or into the parishes and places of Retenden, Rawreth, Wickford, North Benfleet, Bowers Gifford, and Pitsea, or some or one of them, all in the county of Essex.

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 intended railway and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railway and works, and to alter the tolls which the Company are now authorised to take, and 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 tem-

porarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses, within or adjoining the parishes and places aforesaid, or any of them.

And it is intended by the said Act to extend and make applicable to the intended railway and works the provisions of the Company's Act of 1865, with respect to traffic arrangements between the Company and the Great Eastern Railway Company, and to enable the Company, and one or both of the London, Tilbury, and Southend Railway Company and the Great Eastern 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 Company, and the conveyance of traffic on the railways of the contracting parties, the fixing, collecting, and apportionment of 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.

To apply to the purposes of the intended Act the funds raised and to be raised under "The South Essex Railway Act, 1865," 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 and by borrowing on mortgage.

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 South Essex Railway Act, 1865," to be raised, or which they may be authorised to raise 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, 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.:—"South Essex Railway Act, 1865;" 6 and 7 William IV., cap. 106; 9 and 10 Vic., cap. 52; and 25 and 26 Vic., cap. 203, and all other Acts relating to the Great Eastern Railway; 15 and 16 Vic., cap. 84, and all other Acts relating to the London, Tilbury, and Southend Railway.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Maps, plans, and sections of the intended railway and works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th November, in the present year, with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and works will be made, together with a copy of the said Gazette notice, will be deposited on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his residence.

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

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

Dated this 11th day of November, 1865.

Gregory, Champion, and Eady, 18, Park Street, Westminster, Solicitors.
W. Bell, 26, Duke Street, Westminster, Parliamentary Agent.

Saint Brides Bay Railway Company.

(Incorporation of Company; Power to make Railways; Arrangements with the Great Western and South Wales Railway Companies; Provision as to transmission of Traffic; Power to raise Capital; Power to lease line and to make Working Arrangements; Running Powers; Facilities; Amendment of Acts and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter called the Company), for the purpose of making the hereinafter described railways, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:

Railway No. 1.—A railway commencing in the parish of Walton West, in the county of Pembroke, near the eastern shore of St. Brides Bay, in a field known as the Rock field, on the farm of Mill Moor, now the property of the Reverend Joseph Tombs, and in the occupation of Lettice Thomas, widow, and which field is about forty-four yards eastward of the north-eastern end of Mill Moor farm-house, and terminating in the said parish of Walwyn's Castle, at a point about sixty yards measured in a southerly direction from the cart-house occupied by Roger Narbett, otherwise Narberth, southward of a bridge known as Ratford-bridge, in a field numbered 37 on the Tithe Commutation Map of the said parish of Walwyn's Castle and which field adjoins the road leading from Ratford-bridge to Tiers Cross, and to the eastward thereof, the property of the Rev. James Henry Alexander Philipps, and occupied by John Thomas and Roger Narbet, otherwise Narberth, and which said field is known as the Burgage, which said intended Railway No. 1 will pass from, through, or into, the following parishes or places, or some of them:—Walton West, Harroldstone West, Walwyn's Castle, and Stainton, otherwise Steynton, all in the said county of Pembroke.

Railway No. 2.—A railway commencing by a junction with the intended Railway No. 1 above described, at the termination thereof as above defined in the field numbered 37 on the said Tithe Commutation Map of the said parish of Walwyn's Castle, known as the Burgage, and terminating in the parish of Johnston, in the said county of Pembroke, in a field called Long Moor, on the farm of Johnston Mill numbered 8 on the Tithe Commutation Map of the said parish of Johnston, the property of John Henry Scourfield, Esq., M.P., and occupied by Mr. George Thomas, and which said field is adjoining the western side of the public road known as the Old Milford or Hakin-road, and also of the Great Western or South Wales Railway at a point forty-five yards or thereabouts, measuring westward of the Gate House at the level crossing of the said public road over the said railway, and which said intended Railway No. 2 will pass from, through, or into the following parishes, or places, or some of them, that is to say, Walwyn's Castle, Stainton, otherwise Steynton, and Johnston, all in the said county of Pembroke.

Railway No. 3.—A railway commencing by a junction with the intended Railway No. 2 above described, at or near the termination thereof

as above defined, in the field called Long Moor, in the parish of Johnston, in the county of Pembroke, and terminating in the same parish of Johnston, in the said county of Pembroke, by a junction with the Great Western or South Wales Railway on the line of the said railway, and at the level of the rails thereof, at or near a point on the said railway, situate between the post denoting 278 miles and three-quarters of a mile, and 279 miles from the commencement of the said railway at Paddington Station respectively, and at about 140 yards from the first mentioned post, which said post is also marked on the one side of it as denoting 279 miles and three-quarters of a mile from the said Paddington Station; which said intended Railway No. 3 will be wholly made in and situate within the said parish of Johnston, in the county of Pembroke.

Railway No. 4.—A railway commencing by a junction with the intended Railway No. 1 above described at or near the termination thereof, as above defined, in the said parish of Walwyn's Castle, in the county of Pembroke, and terminating in the parish of Johnstone, in the said county of Pembroke, at a point measured forty yards in a westerly direction from the front or entrance door of the Johnston Station of the said Great Western or South Wales Railway, in a field numbered 285 on the Tithe Commutation Map of the said parish of Johnston, and which field has since been divided on the west side of, and near to the said Johnston Station of the said Great Western and South Wales Railway, which field, belonging to the Reverend William Beach Thomas, and occupied by Mary Beddoe, widow, is bounded on the east by the road or approach leading from the Milford turnpike road to the said Johnston Station, which said intended Railway No. 4 will be wholly made in or situate within the said parishes of Walwyn's Castle, Stainton, otherwise Steynton, and Johnston, in the county of Pembroke.

To authorize and give effect to any contracts and agreements between the Company and the Great Western or South Wales Railway Company respectively, for or with reference to the maintenance, working, and use, by their Companies, of the proposed railways and works, or any or either of them, or any part thereof, the management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of stock and plant, and appointment of officers and servants, the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from such traffic, and the contribution, tolls, or other sums payable and allowances to be made by either of the contracting Companies to the other of them, and the application thereof. And it is proposed by the said intended Act to empower the Company to let to any person or persons all or any part of the undertaking of the said Company, as by any Acts to be authorized, and all the railway works and conveniences hereafter to be constructed or completed, and all lands, buildings, property, and effects, rights, powers, easements, privileges, and authorities belonging, vested in, or enjoyed by the Company, or which may hereafter be acquired by the Company, and including all or any rights, powers, privileges, easements, and authorities, and the benefit of all leases, contracts, and agreements with, over, or affecting other Companies, bodies, and persons, or the works or undertakings of other companies, bodies, and persons, and also including powers of levying and varying tolls, rates, and charges on, or in respect of the railways, works, and undertakings of the Company, or of any other Company, and of taking lands and houses, and of constructing and completing works for such term, rent, or consideration, as may be agreed upon between the Company and

any lessee or lessees, and to sanction and give effect to agreements made or to be made between them for those purposes, and to enable any lessee or lessees to take, hold, exercise, and enjoy, the demised premises, and to confer upon them all powers, rights, privileges, and immunities incidental to, or which may be deemed expedient for the purposes aforesaid, to vary or extinguish any rights or privileges inconsistent with those purposes, or to any amalgamation instead of any such lease or transfer.

The intended Act will also contain the following powers:—

To enable the Company, in the construction and maintenance of the said railways and works, or any or either of them, to deviate laterally in the construction of the said railway, and works connected therewith, to such extent as will be shown or defined in the plans hereinafter referred to, and to cross, alter, stop up, and divert, turnpike and other roads, highways, streams, water-courses, rivers, drains, sewers, railways, tramways, and navigations within, or adjoining to, the before-mentioned parishes and places, or any of them, which it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the intended Act.

To enable the Company to purchase, by compulsion, or agreement, lands, houses, and other property, for the purpose of the said railways and works, or any or either of them, to vary and extinguish existing rights and privileges in and over such land, houses, and other property, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

And it is also proposed by the said Act, to enable the said Company so to be incorporated, and any Company working or using their undertaking, to run over and use with engines, carriages, and waggons, the said Great Western or South Wales Railway, from the point of junction of the said Railway No. 3, with the said Great Western or South Wales Railway, as before defined, to the eastern end of the siding of the Haverfordwest Station of the said railway, and also to run into and to use the Haverfordwest Station of the said Great Western or South Wales Railway Company, together with all sidings, booking offices, stations, turn-tables, watering 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.

To empower the Company to levy tolls, rates, and duties for, and in respect of, the use of the said intended railways and works, or any or either of them, and the said portion of railways before mentioned, which, by the intended Act, they may run over, work, and use, and to alter existing tolls, rates, and duties, which the Company, and the other before-named company respectively, are now authorized to levy upon, and in respect of their respective railways, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and duties, and to raise money on the credit of the said railways and works of the said tolls, rates, and duties, for the purposes of the said Act.

To empower the Company, and the other before-named Companies, for all or any of the purposes of the Act, and of any such contracts and arrangements to apply their respective corporate funds, to enable the Company to raise further money, by the creation of new shares of stock, either as part of their general capital, or as a separate capital, and to attach any guarantee, preference, or priority in payment of interest or dividend, and other special privileges, to their existing or future capital, and borrow moneys on mortgage or other-

wise, to vary and extinguish all rights and privileges which will interfere with the objects of the Act, or such contracts or arrangements, and to confer other rights and privileges.

This 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 Railways Companies Powers Act, 1864."

The Act will, so far as may be necessary, for all or any of the purposes thereof, alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the 18th and 19th Vict., cap. 98, and 26th and 27th Vict., cap. 198, and of all other Acts relating to the South Wales and Great Western Railway Companies, and the Bill will alter and extinguish all existing rights and privileges which will interfere with any of its objects.

Plans and sections of the intended railways, and of the lands proposed to be taken for the purposes of the Act, with a book of reference to such plans, and a published map with the lines of the intended railways and works 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 Pembroke, at his office at Haverfordwest, and on or before the same day, a copy of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial places in or through which the said intended railways and works are intended to be made, or in which any lands proposed be taken are situate, together with a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the parish clerk of each such parish, at his residence, and where there is no parish clerk, with the incumbent of such parish at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining at his residence.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December, 1865.

Dated this 14th day of November, 1865.

William Tatham and Son, 17, Old Broad-street, London, and

William Davies, Spring Gardens, Haverfordwest,

Solicitors for the Bill.

In Parliament—Session 1866.

Northampton and Banbury Junction Railway: (Extension from Blockley to Ross—Running Powers over Ashchurch and Evesham, Ashchurch and Tewkesbury, Tewkesbury and Malvern, Worcester, Dean Forest, and Monmouth, and Ross and Monmouth Railways.—Powers to London and North Western, Great Western, Midland and other Railway Companies—Purchase and Alteration of Lower Lode Ferry.)

NOTICE is hereby given, that "The Northampton and Banbury Junction Railway Company," who are herein referred to as "the Company," intend to apply to Parliament in the next Session thereof for leave to bring in a Bill to enable them to make and maintain the Railways hereinafter mentioned, or 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 :—

A Railway (herein referred to as No. 1) to commence in the parish of Blockley, by a junction with the authorised extension of the Northampton and Banbury Junction Railway, fourthly described in the 17th Section of the "Northampton and Banbury Railway (Extensions) Act, 1865," at or near the occupation road numbered 9 on the deposited plans of the said authorised extension, to pass thence through or into the several parishes, townships, and places following, or some of them, that is to say :—Blockley and Broadway, in the county of Worcester, Chipping Campden, Weston Subedge, Saintbury, Wilksey, Buckland, Wormington, Ashton Somerville, Dumbleton, Ashton-under-Hill, and Beckford, all in the county of Gloucester, and to terminate in the said parish of Beckford, by a junction with the Ashchurch and Evesham Line of the Midland Railway at or near a point about 350 yards north-eastward of the Beckford Passenger Station, measuring along that line.

A railway (herein referred to as No. 2), to be wholly situate in the parish of Ashchurch, in the county of Gloucester, and to commence by a junction with the said Ashchurch and Evesham Line, at or near a point about 770 yards from the north-east end of the Booking Office of the Ashchurch Station (measuring along the said line) and to terminate by a junction with the Ashchurch and Tewkesbury branch of the Midland Railway, at or near a point about 870 yards from the north-west corner of the said Booking Office, measuring along the said branch.

A railway (herein referred to as No. 3) to commence in the parish of Ashchurch by a junction with the said Ashchurch and Tewkesbury Branch, at or near the bridge carrying the Ashchurch and Tewkesbury Branch of the Midland Railway, over a public road, such bridge being about 440 yards, measuring along such railway eastward, from the east end of the Tewkesbury Passenger Station, to pass thence through or into the following parishes, townships, and places, or some of them, that is to say, Ashchurch, Walton, Cardiff, Tewkesbury, Forthampton, Turley, Corse, Upleadon, Oxenhall, Pauntley, and Newent, in the county of Gloucester; Bushley, Chasely, Eldersfield, and Staunton, in the county of Worcester; Linton, Weston-under-Penyard, and Ross, in the county of Hereford; and to terminate in the said parish of Ross, by a junction with the authorised line of the Ross and Monmouth Railway, in or near a field numbered 20 upon the deposited plans referred to in "The Ross and Monmouth Railway Act, 1865."

A railway (herein referred to as No. 4) to be wholly situate in the said parish of Newent, and to commence by a junction with the intended Railway No. 3, at or near a field belonging to and occupied by Richard Foley Onslow, Esq., and called or known by the name of the "Upper Moors," and to terminate by a junction with the authorised extension to Gloucester of the Worcester, Dean Forest, and Monmouth Railway, in or near a field numbered 28 on the deposited plans of the said extension referred to in "The Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864."

A railway (herein referred to as No. 5) to be wholly situate in the said parish of Ross, to commence by a junction with the intended railway No. 3, at or near a field belonging to Lord Ashburton, and occupied by William Bonner, such field lying to the north of and adjoining the Hereford, Ross, and Gloucester Railway, and being about 850 yards east of the Ross Passenger Station on the said railway (measuring along the line of the said railway), and terminating by a junction with the said Hereford, Ross, and Gloucester Railway at or near a bridge over an occupation road, such bridge being about 300 yards east of the said Ross Passenger Station, measured as aforesaid.

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 before-mentioned existing and authorised lines of railway, and otherwise to interfere with those railways, and the works and lands connected therewith; and to regulate such junctions, and the use thereof;

To deviate from the lines of railway, and from the junction points to any extent within the limits of deviation shown upon the plans to be deposited as after mentioned;

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 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 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 as well as for the general purposes of their authorised lines 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 London and North-Western; Great Western; Midland; Worcester, Dean Forest, and Monmouth; and Ross and Monmouth 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 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) :—

The Ashchurch and Evesham Railway, the Ashchurch and Tewkesbury Branch Railway, the Tewkesbury and Malvern Railway, the Worcester, Dean Forest, and Monmouth Railway, and the Ross and Monmouth Railway.

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 undertakings 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.

It is also intended by the said Bill to enable the Company, on the one hand, and the owner for the time being of the Lower Lode Ferry, on the other hand, to agree for the purchase by the Company of all the rights, estate, and interest of such owner in the said ferry, and for the vesting of such rights, estate, and interest in the Company, and for enabling the Company to abolish the present ferry, and instead thereof to convey the ferry traffic over the bridge to be constructed for carrying Railway No. 3 over the Severn, and with power to adapt such bridge for the purposes of the said ferry traffic, and to take tolls on such traffic, and to alter the present ferry tolls. The said bridge will be constructed about 200 yards below the site of the said Lower Lode Ferry, and power will be taken to make approaches to the said bridge, one of such approaches to be situate in the said parish of Tewkesbury, and to commence from and out of the turnpike road leading from Tewkesbury to the said ferry, at or near a point about 200 yards from the eastern bank of the river Severn, measuring along such road, and the other to commence in the said parish of Forthampton, in the public road leading from Forthampton to the said ferry, at a point in such road about 500 yards to the east of the entrance from the said road into Forthampton Court, measuring along such road.

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 several Acts relating to the Company, namely, "The Northampton and Banbury Junction Railway Act, 1863," "The Northampton and Banbury Railway (Extensions) Act, 1865," and "The Northampton and Banbury Railway (Branch) Act, 1865;" and the Bill will change the name of the Company, and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Midland Railway Company, namely, the 9 Geo. 4, cap. 93; the 6 and 7 Wm. 4, cap. 14; the 7 Wm. 4 and 1 Vic., cap. 26; the 7 & 8 Vict., cap. 18; and the 26 & 27 of Vict., cap. 183; 9 & 10 Vict., cap. 204; and of any other Acts relating to the London and North-Western Railway Company; also of the 5 & 6 Wm. 4, cap. 107, and of any other Acts relating to the Great Western Railway Company; also of the 26 & 27 Vict., cap. 185; 27 & 28 Vict., cap. 295; 28 & 29 Vict., cap. 319; and of any other Acts relating to the Worcester, Dean Forest, and Monmouth Railway Company; also of the 28 & 29 Vict., cap. 312, relating to the Ross and Monmouth Railway Company; and also of "The Tewkesbury and Malvern Railway Act, 1860."

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in and 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 Worcester, at his office at Worcester; 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 Hereford, at his office at Hereford; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish 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 an 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.

Gregory, Champion, and Eady, 18, Park Street, Westminster, Solicitors for the Bill.

C. J. Cooke, Esq., Newent; *W. Winterbotham, Esq.*, Tewkesbury; *Messrs. Hancock and Hiron*, Chipping Campden, Local Solicitors.

Dyson & Co., 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament—Session 1866.

Park Lane Improvement.

(Powers to Metropolitan Board of Works to widen Park Lane, and make Improvements connected therewith; Powers to make Footways; Restrictions; Continuance of Coal and Wine Duties; 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 Metropolitan Board of Works (in this notice referred to as "the Board"), the following powers, or any of them (that is to say):—

To widen and improve Park-lane, in the parish of St. George, Hanover-square, in the county of Middlesex, such widening and improvement to be on the western side of Park-lane, and to commence at or in Piccadilly, at or near the junction of Park-lane and Piccadilly, and to terminate at or near Stanhope-gate, all in the said parish of St. George, Hanover-square.

To purchase by compulsion, or agreement, the lands, houses, and property required for the purposes of the said widening and improvement and other objects of the Bill.

To stop up, and appropriate any street, roads, footpaths, or ways, which traverse the said lands, and to divert or alter any public roads, footpaths, or rights of ways, and sewers, drains, watercourses, or pipes, and to make new roads or ways, and to sell, lease, or appropriate, for building, or any other purposes, any land to be acquired under the said Act, and not required for the purposes of the works, and to appoint committees and officers, and do all such works and exercise all such powers as may be incidental or accessory to the objects before-mentioned.

To enable the Board to make any subway under the said improved streets.

To authorize the levying and collection for a further period of the several dues, duties, and rates now carried to the said fund, and to extend the time limited by "The London Coal and Wine Duties Continuance Act, 1861," or any other Act or Acts for levying and collection of these duties, and to constitute a fund for the purpose of carrying out the works and objects to be authorized by the intended Act.

To authorize the Metropolitan Board of Works to raise money on mortgage, bond, or annuity, or otherwise, and to apply for certain of the purposes authorized by the intended Act any moneys arising from the rates levied by them upon the metropolis.

To make provision for the repair and maintenance of the streets and other works by the vestries, district boards, or other bodies within their respective jurisdiction.

To amend some of the powers and provisions of the Metropolitan Management Act, 1855, the Metropolis Management Amendment Act, 1856, and the Metropolis Management Amendment Act, 1862, and any other Acts which relate to the objects of the Bill.

To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and confer other rights, powers, and privileges.

Plans and sections, describing the widening and improvements, and the lands and houses to be taken compulsorily under the powers of the Bill, and section showing the levels of the intended street, with a book of reference to those plans, containing the names of the actual or reputed owners and lessees and occupiers of the lands and houses to be taken, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, and a copy of the said plans, section, and book of reference, with a copy of

this notice, will, on or before the same day, be deposited with the vestry clerk of the parish of St. George, Hanover-square, at the Board-room, Mount-street, Grosvenor-square.

Printed copies of the intended Bill will be deposited on or before the 23rd day of December, 1865, in the Private Bill Office of the House of Commons.

By order of the Board,
John Pollard, Clerk of the Board, Spring-gardens, London, S.W.

Dated this 15th day of November, 1865.

In Parliament.—Session 1866.

South Kensington Road (from Cadogan-place to Brompton-road).

APPPLICATION is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill for the incorporation of a Company, with power to make and maintain a street or road, commencing in the parish of St. Luke, Chelsea, at the west end of Pont-street, crossing Cadogan-place and Sloane-street, and terminating in the parish of St. Mary Abbott, Kensington, in the Brompton-road, at a point facing or nearly facing the Church of the Holy Trinity, Brompton, commonly known as Brompton Church. The said street or road will be entirely in the said two parishes, and in the county of Middlesex.

And it is also proposed by the said Bill to apply for powers to purchase lands, houses, and other property compulsorily, not only for the said street, but for improvements connected therewith, and to cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, footpaths, drains, sewers, pipes, streams, and watercourses, so far as may be necessary for the purposes of the said street or road and improvements. And the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

Duplicate plans and sections describing the line, situation, and levels of the proposed street or road, and the lands, houses, and other property in or through which it will be made, or which are intended to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and 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 the Sessions-house, Clerkenwell-green, with the Clerk of the Peace for the city and liberty of Westminster, at the Sessions-house, Westminster; with the vestry clerk of the parish of St. Luke, Chelsea, at the Vestry-hall, King's-road, Chelsea; and with the vestry clerk of the parish of St. Mary Abbott, Kensington, at the Vestry-hall, High-street, Kensington.

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 17th day of November, 1865.

Finniger and Wilkinson, 28, John-street, Bedford-row, Solicitors to the Bill.

Dyson and Co., Parliamentary Agents.

Muswell Hill Estate and Railways.

(Railways on the Land of the Muswell Hill Estate Company (Limited). Powers in reference to such Estate, and Railways to the said Company, or a new Company, and to the Great Eastern, the Great Northern, and Edgware, Highgate, and London 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, to authorise the construction and maintenance of the following railways, with all necessary and proper stations, works, and conveniences connected therewith respectively, that is to say:

I. A railway (hereinafter referred to as railway No. 1) commencing at a point forty-six yards or thereabouts, north of the north-eastern corner of the building, now in course of construction, in the parish of Tottenham, in the county of Middlesex, called the Alexandra Palace, and terminating at a point in the boundary fence of The Muswell Hill Estate Company (Limited), at a point 550 yards or thereabouts, north of Tottenham Wood House, in the said parish.

II. A railway (hereinafter referred to as railway No. 2), commencing by a junction with railway No. 1, at a point 700 yards or thereabouts, from the said Tottenham Wood House, measured in a south-western direction, and 30 yards or thereabouts, east of the boundary fence between the parishes of Tottenham and St. James, Clerkenwell (detached), and terminating by a junction with the Alexandra Park Branch of the Edgware, Highgate, and London Railway, authorised by "The Edgware, Highgate, and London Railway Act, 1864," in a field numbered 97, in the parish of St. Mary, Hornsey, in the deposited plans referred to in the said Act.

III. A railway (hereinafter referred to as railway No. 3) commencing by a junction with railway No. 1, at a point 70 yards or thereabouts, north-west of the north-western corner of the said building, called the Alexandra Palace, and terminating at or near the spot hereinbefore described as the termination of railway No. 2, and by a junction there with railway No. 2, and the said authorised Alexandra Park Branch of the Edgware, Highgate, and London Railway, or one of them.

All which said railways and works will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say—Tottenham, St. Mary Hornsey, and St. James Clerkenwell (detached), or some or one of them, in the county of Middlesex.

And it is proposed by the intended Act to authorise lateral and vertical deviations from the line and level of the proposed railways, as shown upon the plan and section hereinafter referred to within the limits usually authorised by Parliament, or to be prescribed by the intended Act; also powers for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, and places aforesaid, for the purposes of the intended railways, approaches, stations, works and conveniences, and other purposes of the intended Act.

Also powers for the purchase of lands and buildings by agreement, and to divert upon lands belonging to the said Muswell Hill Estate Company (Limited), three several footpaths passing through the said estate, and to stop up, alter, or divert, temporarily or permanently, all or any other footways, roads, and highways, water-courses, or works of any description upon any

part of the said lands, or which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act.

And it is proposed by the intended Act to confer the powers for carrying the same into effect upon the said Muswell Hill Estate Company (Limited), or upon a new Company to be thereby incorporated, and to dissolve the said Muswell Hill Estate Company (Limited), and if dissolved to vest in the new Company all or some of their estate, property, and effects, powers, rights, and privileges, and to confer upon the said Muswell Hill Estate Company (Limited) or upon the new Company, other powers, authorities, rights, and privileges with respect to the estate and property of the said Muswell Hill Estate Company (Limited).

And it is proposed by the intended Act to authorise the said Muswell Hill Estate Company (Limited), or as the case may be, the new Company to be incorporated as aforesaid (hereinafter in either case called "The Company"), on the one hand; and the Great Eastern Railway Company, the Great Northern Railway Company, and the Edgware, Highgate, and London Railway Company, or any of them, and any other Companies having railways near or adjoining the said Muswell Hill Estate, on the other hand, to enter into agreements with respect to all or any of the matters aforesaid; and also with respect to all or any of the purposes hereinafter mentioned; that is to say—the construction, maintenance, working, and use by the said Companies, or any of them, of the intended railways, and the stations, works, and conveniences connected therewith; the interchange, transfer, transmission, and conveyance of traffic, from, to, and over the intended railways and works of the Company, and the railways and works of the other Companies, or any of them, parties to the agreement, and the fixing, division, and apportionment amongst the said Companies, or any of them, parties to the agreement, of the tolls, rates, duties, charges, and receipts in respect of all or any such traffic as aforesaid; and otherwise with respect to the undertakings, works, and traffic of the Company, and of the said other Companies, or any of them, and to provide for the carrying of all or any such agreements into effect, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorise the Company, and each and every of the said other Companies respectively, to appropriate to the purposes of the undertaking any funds belonging to them, or which they have power to raise, and to raise money by the creation of new ordinary, guaranteed, or preference shares or stock in their own undertaking, and by mortgage or otherwise, and to authorise the taking and levying by the said Companies respectively, or any of them, of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights and privileges 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 it is proposed by the intended Act to amend or repeal some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say—"The Great Eastern Railway Act, 1862," "The Eastern Counties (Epping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway (Steam Boats) Act, 1862,"

"The Great Eastern Railway (Additional Powers) Act, 1863," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway (Junctions) Act, 1864," "The Great Eastern Railway (Highbeach Branch) Act, 1864," "The Great Eastern Railway (Additional Powers) Act, 1865," "The Great Eastern Railway (Capital, &c.) Act, 1865," "The Great Eastern Railway (Ramsey Branch) Act, 1865," "The Great Eastern Railway (Bishop Stortford Railway Purchase) Act, 1865," and "The Great Eastern and London and Blackwall Railways Act," and all other Acts (if any) relating to the Great Eastern Railway Company; "The Great Northern Railway Act, 1846" (9th and 10th Vict., cap. 71), 24th and 25th Vict., cap. 70, and any other Acts relating to the Great Northern Railway Company, "The Edgeware, Highgate, and London Railway Act, 1862," "The Edgeware, Highgate, and London Railway Act, 1864," and "The Edgeware, Highgate, and London Junction Railway Act, 1865," and all other Acts (if any) relating to that Company.

And notice is hereby further given, that a plan and section in duplicates of the proposed railways, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon, showing their general course and direction, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, 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 the parish of St. James, Clerkenwell (detached), with the vestry clerk of the parishes of St. James and St. John, Clerkenwell, at his office at the Vestry Hall, 23, Upper Rosoman-street, Clerkenwell; in the case of any other parish, with the parish clerk of such parish at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that all such deposits will be made before the 1st of December, 1865, and will be accompanied by a copy of this notice, and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December, 1865.

Dated November 14th, 1865.

Maynard, Son, and Co., 57, Coleman-street, London.

Hampstead, Highgate, and Charing-Cross Railway.

(Incorporation of Company; Construction of Railways from the North-Western and Charing-cross Railway to the Hampstead Junction and North London, Highgate, and Alexandra Park Railways; Running Powers and Facilities over those Railways, and parts of the North London Railway; Working and other Agreements with the London and North-Western, North London, North-Western and Charing-cross, Charing-cross, South-Eastern, Hampstead Junction, North London, Highgate and Alexandra Park, North and South-Western Junction, Edgeware, Highgate and London, Watford and Edgeware, and Great Northern Railway Companies; Alteration of Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

ensuing session, for an Act for the purposes, or some of the purposes, following, viz.:

To incorporate a company (hereinafter called "The Company") with powers to construct and maintain the railways after mentioned, or some of them, with all proper works, approaches, stations, sidings, and conveniences connected therewith, and to confer upon the Company all necessary and proper powers for effecting the objects or some of the objects after mentioned (that is to say):—

1st. A railway (hereinafter called Railway No. 1) wholly in the parish of Saint Pancras, in the county of Middlesex, commencing by a junction with the railway secondly authorised by the North-Western and Charing-cross Railway Act, 1864 (and which authorised railway is in that Act called "The North-Western Junction" but is called "Railway No. 5" upon the plans deposited with the Clerk of the Peace of the county of Middlesex, for and referred to in the said Act) in or near the property numbered upon the said deposited plans for the said authorised Railway 55, in the said parish of Saint Pancras, and terminating in the Camden Town Railway Station of the London and North-Western Railway Company, at a point 25 yards, or thereabouts, from and north-east of a point in the centre of Gloucester-road North, distant 50 yards from the centre of the bridge carrying Gloucester-road and Gloucester-road North, or one of them, over the Regent's Canal.

2ndly. A railway (hereinafter called Railway No. 2) commencing in the said parish or Saint Pancras by a junction with Railway (No. 1) at or near its termination, as above described, and terminating in the said parish of Saint Pancras in a nursery garden in the occupation of Mr. James Pearson, situate near the foot of Haverstock-hill, at a point in such nursery garden distant 123 yards, or thereabouts, from the north-eastern corner of the Adelaide Tavern, near the foot of Haverstock-hill in the said parish, and 125 yards, or thereabouts, from the south side of Prince of Wales-road, in the said parish, at the point where Truro-street joins that road, which said intended railway will be made wholly in the parishes of Saint Pancras and Saint John, Hampstead, in the county of Middlesex.

3rdly. A railway (hereinafter called Railway No. 3) wholly in the said parish of Saint Pancras, commencing by a junction with Railway (No. 2) at its termination as above described, and terminating by a junction with the Hampstead Junction Railway, at or near the point where the said railway is carried over Grafton-road.

4thly. A railway (hereinafter called Railway No. 4) commencing in the said parish of Saint Pancras by a junction with Railway No. 2, at its termination as above described, and terminating in the parish of Saint Mary, Islington, in the county of Middlesex, by a junction with the railway firstly authorised by the North London, Highgate, and Alexandra Park Railway Act, 1865, at or near the point where upon the plans deposited with the Clerk of the Peace of the county of Middlesex, for and referred to in that Act, that railway is shown as intended to cross the road or street known as Cathcart-hill, in the said parish of Saint Mary, Islington, which intended Railway No. 4 will be made

wholly in the said parishes of Saint Pancras and Saint Mary, Islington.

And that a railway hereinafter called Railway No. 3, situate wholly in the said parish of Saint Pancras, commencing by a junction with Railway No. 2, at its termination as above described and terminating by a junction with the Hampstead Junction Railway, at or near a point where that railway is carried over Hardland-road, in the same parish.

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

To deviate laterally from the line of the intended railways and works to the extent shown upon the plans hereinafter mentioned, and to deviate vertically from the levels shown on the section hereinafter mentioned.

To cross, divert, alter, or stop up, whether temporarily or permanently, and to appropriate and use the site and soil of all such turnpike roads, parish roads, streets, and other highways, footways, bridges, railways, tramroads, aqueducts, springs of water, rivers, streams, canals, navigations, pipes, sewers, drains, and watercourses within the parishes before mentioned, or any of them, as it may be necessary or expedient to cross, divert, alter, or stop up, or the site or soil of which it may be necessary or expedient to appropriate and use for the purposes of the intended railways and works, or any of them, or of the Bill.

To purchase and take by compulsion or agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railways and works, or of the Bill; and to acquire easements over, under, or through any such lands, houses, tenements, and hereditaments; and to vary or extinguish all existing rights and privileges connected with such lands, houses, tenements, and hereditaments.

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

To authorise the Company, or any person or Company lawfully using the intended railways or either of them, to run over, work and use with engines, carriages, wagons, and servants, and for traffic of every description, the following railways, and parts of railways, that is to say:—The railways of the North-Western and Charing-cross, and the North London Highgate and Alexandra Park Railway Companies respectively, so much of the Hampstead Junction Railway as lies between the junction of the intended railway No. 3 therewith and the Kensal Town Station of the said Hampstead Junction Railway, including that station, and so much of the Hampstead Junction and North London Railways as lies between the junction of the intended Railway No. 5 with the said Hampstead Junction Railway and the Camden Town Station of the North London Railway, including that station, together with all other stations and the junctions, sidings, platforms, booking and other offices, warehouses, sheds, water, water engines, works, and conveniences connected with those railways and portions of railway respectively; and to enable the Company to take tolls, rates, and charges in respect of traffic conveyed over the said railways and portions of railway, and to alter or vary the tolls, rates, and charges now authorised to be taken thereon respectively.

To make effectual provision for the speedy,

direct, and convenient interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of the several Companies above mentioned and the Company, and for the employment by any or either of such Companies of servants and agents, at and upon the railways and stations of the others or other of them, and for through booking and through rates, and for ascertaining by compulsory arbitration or otherwise the terms and conditions on which such facilities shall be afforded, and the appropriation and division of the receipts from the traffic.

To enable the Company and the London and North-Western, the North London, the North-Western and Charing-cross, the Charing-cross, the South-Eastern, the Hampstead Junction, the North and South-Western Junction, the North London Highgate and Alexandra Park, the Edgware, Highgate, and London, the Watford and Edgware, and the Great Northern Railway Companies (hereinafter called "the Eleven Companies") or any one or more of them, from time to time to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance by any or either of the contracting companies of the railways and works of other or others of them, or any part or parts thereof respectively, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, the supply of rolling stock and machinery, the employment of officers and servants, and the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Eleven Companies, or any of them, to take and hold shares in and subscribe towards the undertaking of the Company, or any part thereof, and to guarantee to or for the Company interest, dividend, annual or other payments, and the principal of money borrowed by the Company, and to appoint directors or additional directors of the Company, and for the purposes of the Bill to apply their funds and revenues, and to raise more money 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 special privileges, and by borrowing on mortgage or otherwise, and either as part of their respective general capitals and debts, or as separate and independent capitals and debts.

And it is proposed by the Bill so far as may be necessary to alter, amend, extend and enlarge, and to repeal all or some of the powers and provisions of the following Acts (local and personal), that is to say:—8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 30, 32, 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, 125, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 180; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic. caps. 201 and 204; 18 and 19 Vic. caps. 172 and 194; 19 and 20 Vic. caps. 52, 69, and 123; 20 and 21 Vic. caps. 64, 98, and 108; 21 and

22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296, and 309; and 28 and 29 Vic., caps. 333 and 334, relating to the London and North-Western Railway Company; 9 and 10 Vic., cap. 396; 13 and 14 Vic., cap. 36; 16 and 17 Vic., cap. 97; 17 and 18 Vic., cap. 80; 23 and 24 Vic., caps. 14, 52, and 67; 24 and 25 Vic., caps. 182 and 196; 27 and 28 Vic., cap. 246; and 28 and 29 Vic., cap. 72, relating to the North London Railway Company; "The North-Western and Charing-Cross Railway Act, 1864," 6 William 4, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., session 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 171, 305, and 399; 10 and 11 Vic., caps. 104, 230, and 241; 12 and 13 Vic., cap. 28; 13 and 14 Vic., cap. 31; 14 and 15 Vic., cap. 19; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 116; 20 and 21 Vic., caps. 143 and 155; 22 and 23 Vic., caps. 35 and 81; 23 and 24 Vic., cap. 147; and 24 Vic., cap. 12; 24 and 25 Vic., caps. 93 and 191; 25 and 26 Vic., caps. 96, 153, 166, and 220; 26 and 27 Vic., cap. 115; 27 and 28 Vic., caps. 98, 99, 192, and 311; and 28 and 29 Vic., cap. 343, relating to the South-Eastern Railway Company; 22 and 23 Vic., cap. 81; 23 and 24 Vic., cap. 147; 24 and 25 Vic., cap. 98; 25 and 26 Vic., caps. 4 and 220; 26 and 27 Vic., cap. 115; and 27 and 28 Vic., cap. 192, relating to the Charing-Cross Railway Company; 16 and 17 Vic., cap. 222; 19 and 20 Vic., cap. 52; and 22 and 23 Vic., relating to the Hampstead Junction Railway Company; "The North London, Highgate, and Alexandra Park Railway Act, 1865," 14 and 15 Vic., cap. 100; 16 and 17 Vic., cap. 69; 17 and 18 Vic., cap. 161; and 27 and 28 Vic., cap. 113, relating to the North and South-Western Junction Railway Company; 25 and 26 Vic., cap. 46; 27 and 28 Vic., cap. 29; and 28 and 29 Vic., cap. 191, relating to the Edgware, Highgate, and London Railway Company; "The Watford and Edgware Junction Railway Act, 1864," and 9 and 10 Vic., caps. 71, 88, and 352; 10 and 11 Vic., caps. 143, 146, 148, 248, 272, 286, and 287; 11 and 12 Vic., cap. 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 15 and 16 Vic., cap. 153; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 35, 70, 133, 143, and 175; 25 and 26 Vic., caps. 1, 46, 58, 86, 124, 190, and 200; 26 and 27 Vic., caps. 147, 191, and 233; 27 and 28 Vic., caps. 102, 142, and 143; and 28 and 29 Vic., caps. 105, 182, 216, 327, 330, and 331, relating to the Great Northern Railway Company.

Duplicate plans and sections showing the lines and levels of the intended railways, and the lands and houses which may be taken for the purposes of the Bill, with a book of reference to such plans, and a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the "London Gazette," will, on or before the 30th day of

November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county. And on or before the said 30th day of November, instant copies of so much of the said plans, sections, and book of reference as relates to each parish, from, in, through, or into which the said intended 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 with the vestry clerk of such parish, at his residence.

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

Dated this 17th day of November, 1865,
James Wilkins and Blyth, 10, St. Sythyn's Lane, E.C. 4, Solicitors for the Bill;
James Anderson (Rose), 11, Salisbury Street, Strand, Solicitors for the Bill.

Wimbledon Railways and Construction of Railways from the Fulham Railway to Wandsworth, Wimbledon, and Kingston, with Branches to and Junctions with Existing and Authorised Lines—Laying Down Additional Line of Rails, on Part of South-Western Railway—Power to London and South-Western Railway Company, London, Brighton, and South Coast Railway Company, Fulham Railway Company, and Great Western Railway Company, or some or one of them, or a Company to be Incorporated by the Bill, to Exercise its Powers—Running Powers and Facilities over Existing and Authorised Railways—Working agreements with other Companies—Alteration of Tolls—Amendment of Acts.)

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

To authorise the making and maintaining of the railways and works hereinafter mentioned, or some of them, or some part or parts thereof respectively, and to confer the powers or some of the powers hereinafter mentioned (that is to say):—

Firstly.—A railway (No. 1) commencing in the parish of Fulham, in the county of Middlesex, by a junction with the authorised Fulham Railway, at or near the point where the Fulham Railway is shown upon the plans deposited with the Clerk of the Peace of the county of Middlesex, for and referred to in "The Fulham Railway Act, 1865," as intended to cross Fulham Park road, in the said parish of Fulham, and terminating in the parish of Putney, in the county of Surrey, at a point five yards or thereabouts from, and on the west side of that portion of the eastern boundary of the Lime Grove Estate in that parish, which forms the division between the parishes of Wandsworth and Putney, both in the county of Surrey, and which point is 225 yards or thereabouts (measuring in a southerly direction along the said boundary), from the point where that boundary joins the Upper Richmond road, together with a bridge over the River Thames in the line of the intended Railway (No. 1), which 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, Fulham, in the county of Middlesex, Wandsworth and Putney, in the

county of Surrey, and the bed and shores of the River Thames.

Secondly.—A railway (No. 2) commencing in the said parish of Putney by a junction with the intended railway (No. 1) at or near its termination as above described, and terminating in the parish of Wandsworth, in the county of Surrey, at a point on Putney Heath 100 yards, or thereabouts, from and to the southward or south-westward of the junction of the "Kingston-road," and the "Wimbledon and Wandsworth-road," and 30 yards, or thereabouts, from and to the westward of the western side of the Wimbledon and Wandsworth-road, which intended railway (No. 2) will be made wholly within the said parishes of Putney and Wandsworth.

Thirdly.—A railway (No. 3) commencing in the said parish of Wandsworth and county of Surrey, by a junction with the intended railway (No. 2) at or near the point of its intended termination, as above described, and terminating in the parish of Wimbledon, in the said county, on Wimbledon Common, at a point near and to the north of the road which divides Wimbledon Common from Wimbledon Green, which point is 250 yards, or thereabouts, from and west of the ledge of Wimbledon House, in the town of Wimbledon, and which point is also 220 yards, or thereabouts, in a south-western direction, from the common pound, in the said parish of Wimbledon, on the western side of the Wimbledon and Wandsworth-road, which intended railway (No. 3) will be made wholly within the said parishes of Wandsworth and Wimbledon.

Fourthly.—A railway (No. 4) commencing in the said parish of Wimbledon and county of Surrey, by a junction with the intended railway (No. 3) at the point of its intended termination as above described, and terminating in the parish of Merton, in the county of Surrey, by a junction with the railway authorised by the "South-Western Railway (Kingston Further Extension) Act, 1865," and therein called Railway No. 3, at or near the point marked upon the plans deposited with the Clerk of the Peace for the county of Surrey, for and referred to in the last-named Act, and denoting the distance of three furlongs from the authorised commencement of that railway, which said intended railway (No. 4) will be made wholly within the said parishes of Wimbledon and Merton.

Fifthly.—A railway (No. 5) wholly in the said parish of Wimbledon and county of Surrey, commencing by a junction with the intended railway (No. 4) at the point of its intended termination as above described, and terminating by a junction with the Wimbledon and Croydon Railway, at a point 320 yards, or thereabouts, measuring along that railway from and to the south-eastward of the point where that railway crosses, in the said parish of Merton, Lower Walpole-lane.

Sixthly.—A railway (No. 6) commencing in the said parish of Wandsworth and county of Surrey, by a junction with the intended railway (No. 2) at the point of its intended termination as above described, and terminating in the parish of Ham, in the said county, at a point nearly opposite the Robin Hood carriage entrance into Richmond Park, in a field belonging or reputed to belong to the poor of the parish of Ham, and in the occupation of Ephraim Clark, which intended railway (No. 6) will be made or pass from, in, through, or into the parishes of Wandsworth, Putney, Ham, and Kingston-on-Thames, in the county of Surrey, or some of them.

Seventhly.—A railway (No. 7) commencing in the said parish of Ham and county of Surrey, by a junction with the intended railway (No. 6) at

the point of its intended termination, as above described, and terminating in the parish of Kingston-on-Thames, in the county of Surrey, by a junction with the railway (No. 1) authorised by the "South-Western Railway (Kingston Further Extension) Act, 1865," at or near the point marked on the plans of that railway deposited with the Clerk of the Peace for the county of Surrey, for and referred to in the last-mentioned Act, and denoting the distance of 3 furlongs from the authorised commencement of that railway, which said intended railway (No. 7) will be made wholly within the said parishes of Ham and Kingston-on-Thames.

Eighthly.—A railway (No. 8) commencing in the said parish of Putney, by a junction with railway (No. 1) at or near its intended termination as above described, and terminating in the said parish of Wandsworth, by a junction with the Richmond and Windsor line of the London and South-Western Railway, at a point 430 yards, or thereabouts (measured along that line in an easterly direction), from the Woodlands Bridge, in the said parish of Wandsworth, over the last-mentioned line of railway, which intended railway (No. 8) will be made wholly within the said parishes of Putney and Wandsworth.

Ninthly.—A railway (No. 9) wholly in the parish of Fulham, in the county of Middlesex, commencing by a junction with the intended Railway (No. 1) in the grounds of Ranelagh House, at a point 30 yards, or thereabouts, from and west of a point in the eastern boundary of those grounds, distant 163 yards, or thereabouts, (measuring along that boundary), from the Middlesex bank of the River Thames, and terminating by a junction with the authorised Fulham Railway at or near the authorised point of termination (as shown on the plans deposited in November, 1864, with the Clerk of the Peace for the county of Middlesex, with reference to the application to Parliament for and referred to in "The Fulham Railway Act, 1865"), of the railway secondly authorised by that Act, but on the last mentioned plans called Railway No. 3.

To deviate laterally from the line of the intended railways and works to the extent shown upon the plans hereinafter mentioned; and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, whether temporarily or permanently, and to appropriate and use the site and soil of all such turnpike roads, parish roads, streets, and other highways; footways, bridges, railways, tramroads, aqueducts, springs of water, rivers, streams, canals, navigations, pipes, sewers, drains, and watercourses within the parishes before mentioned, or any of them, as it may be necessary or expedient to cross, divert, alter, or stop up, or the site or soil of which it may be necessary or expedient to appropriate and use for the purposes of the intended railways and works, or any of them, or of the Bill.

To purchase and take, by compulsion or agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railways and works, or of the Bill; and to acquire easements, over, under, or through any such lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, houses, tenements, and hereditaments.

To lay down and maintain an additional line of rails upon so much of the said Railway (No. 3) authorised by "The South-Western Railway (Kingston Further Extension) Act, 1865," as lies,

or will lie, between the authorised commencement in the said parish of Merton of that railway (No. 3) and the intended junction therewith of the intended railway (No. 4), to be authorised by the Bill; and the Bill will provide for the construction, maintenance, renewing, repair, use, working, signalling, management, and control of the said additional line of rails so to be laid down.

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

The Bill will authorise the London and South-Western Railway Company, the London, Brighton, and South Coast Railway Company, the Fulham Railway Company, and the Great Western Railway Company (hereinafter called "The Four Companies") or any or either of them, to construct the intended railways and works, and to carry into effect all or any of the objects, and to exercise all or any of the powers of the Bill; or will incorporate a Company (hereinafter called "the New Company") for the construction of such railways and works, or some of them, and for carrying into effect the objects of the Bill, and in the event of such incorporation will authorise the Four Companies, or any or either of them, to subscribe for and hold shares in the capital of the New Company, and appoint directors of that Company.

To authorise the Four Companies, and the new Company, or any or either of them, to run over, work, and use with their engines and carriages, and for traffic of every description the authorised railways of the Fulham Railway Company, the Wimbledon and Dorking Railway, the Wimbledon and Croydon Railway, the Railway (No. 3) authorised by the "South-Western Railway (Kingston Further Extension) Act, 1865" (including the additional rails to be laid down thereon as aforesaid), and so much of the South-Western Railway as lies, or will lie between the termination of the intended Railway (No. 4), above described, and the station or stations of the London and South-Western Railway Company at Kingston, including such station or stations, together with all other stations and the junctions, sidings, platforms, booking and other offices, warehouses, sheds, water, water engines, works, and conveniences connected with the said railways and portions of railway respectively, and to enable the Four Companies and the new Company, or any or either of them, to take tolls, rates, and charges in respect of traffic conveyed upon the said railways and portions of railway, or any part thereof, and to alter the tolls, rates, and charges now authorised to be taken thereon respectively. And the Bill will make effectual provision for the speedy, direct, and convenient interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of the Four Companies and the railways to be authorised by the Bill, and for the employment by any or either of such Companies, and by the new Company, of servants and agents, at and upon the railways and stations of the others or other of them, and for through booking and through rates, and for ascertaining by compulsory arbitration or otherwise the terms and conditions on which such facilities shall be afforded, and the appropriation and division of the receipts from the traffic.

To enable the new Company, and the Four Companies, or any one or more of them, from time to time to enter into and carry into effect

agreements with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the railways and works of the other or others of them, and of the railways to be authorised by the Bill, or any part or parts thereof respectively, and with reference to the regulation, management, and transmission of the traffic thereon, the supply of rolling stock and machinery, the employment of officers and servants, and the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To enable the Company or Companies by whom the intended railways will be constructed under the powers of the Bill to agree with the owners, lessees, occupiers, and mortgagees of any property of whatever description which may or might be injuriously affected by the construction or user of the intended railways and works, or any of them, for the purchase of such property, and to enable such owners, lessees, occupiers, and mortgagees to sell and convey their respective estates or interests in such property to the said Company or Companies.

To authorise the Four Companies, or any of them, for the purposes of the Bill to apply their funds and revenues, and to raise more money 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 special privileges, and by borrowing on mortgage or otherwise, and either as part of their respective general capitals and debts or as separate and independent capitals and debts.

And it is proposed by the Bill, so far as may be necessary, to alter, amend, extend, and enlarge, and to repeal all or some of the powers and provisions of the following Acts (local and personal) that is to say:

"The Fulham Railway Act, 1865," 4 and 5 Wm. 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 32 and 33 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic., caps. 90, 109, 192, and 208; 27 and 28 Vic., caps. 87, 166, 174, and 227; and 28 and 29 Vic., caps. 89, 102, 103, 104, 268, and 304, relating to the London and South-Western Railway Company; 5 and 6 William 4, cap. 10; 6 and 7 William 4, cap. 121; 7 William 4, and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 69, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69,

88, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 68, 78, 151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 191, 204, 208, 218, and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, and 314; and 28 and 29 Vic., caps. 50, 66, 273, and 379, relating to the London, Brighton, and South Coast Railway Company; 24 and 25 Vic., cap. 164; 26 and 27 Vic., cap. 172; and 28 and 29 Vic., cap. 101, relating to the Hammersmith and City Railway Company; 5 and 6 William 4, cap. 107; 6 William 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837); and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. (session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 388, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 55 and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 93, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 3, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 151, 172, 193, 204, 208, and 227; 27 and 28 Vic., caps. 176, and 306; and 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 Wm. 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; and 1 and 2 Geo. 4, cap. 61, and 28 and 29 Vic., caps. 98, 161, and 299, relating to the Great Western Railway Company; and 16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 19 and 20 Vic., caps. 102 and 109; 20 and 21 Vic., cap. 125; 22 and 23 Vic., cap. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 133 and 233; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; 27 and 28 Vic., caps. 260, 291, and 315, and 28 and 29 Vic., cap. 117, relating to the Metropolitan Railway Company.

Duplicate plans and sections, showing the lines and levels of the intended railways, and the lands and houses which may be taken for the purposes of the Bill, with a book of reference to

such plans, and a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in that county. And on or before the said 30th day of November instant copies of so much of the said plans, sections, and book of reference as relates to each parish, from, in, through, or into which the said intended railways and works will be made, together with a copy of this notice, as published in the "London Gazette," will be deposited for public inspection as follows: (that is to say,) in the case of the parish of Fulham, with the clerk of the district Board of Works for the district of Fulham, at his offices at Broadway, Hammersmith; in the case of the several parishes of Putney and Wandsworth, with the clerk of the district Board of Works for the district of Wandsworth, at his office at Wandsworth; in the case of each other parish, with the parish clerk of such parish, at his residence; and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining such place, at his residence.

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

Dated this 17th day of November, 1865.

Wilkins and Blyth, 10, St. Swithin's-lane, E.C., Solicitors for the Bill.

Wandsworth Canal.

(Incorporation of Company; Construction of Canal and Road; Lease of Lands, &c., 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, of some of the following purposes, namely:—

To incorporate a Company (hereinafter called "The Company") for the purposes of the Bill, and to confer upon the Company and enable the Company to exercise the following, or some of the following powers, that is to say:—

To empower the Company to make and maintain the following works, or some or one of them, that is to say:—

First.—A canal (with all proper approaches, shores, banks, wharves, quays, landing-places, warehouses, roads, fences, basins, locks, entrance gates, staitks, slips, cranes, drops, and all other necessary and convenient works connected therewith), commencing in the parish of Wandsworth, in the county of Surrey, on the Surrey shore of the River Thames, at or near the mouth of the creek running from the said river the canal commonly called, or known as MacMurray's Canal, and which point is three chains, or thereabouts, from and to the eastward of the eastern side of the mouth or junction with the said river of the River Wandle, and terminating in the parish of Wimbledon, in the same county, on the northern side of the new road leading from Dunsford or Dunsfold-road to Summers Town, at a point ten chains, or thereabouts, from and to the eastward of the junction of the said new road, with the said Dunsford or Dunsfold-road, which said intended canal will be wholly made within the said parishes of Wandsworth and Wimbledon.

Secondly.—A road for horses and carriages, carts, and other vehicles, and foot passengers, commencing in the said parish of Wandsworth, and county of

Surrey, in and on the south side of High-street, Wandsworth, at or near and on the east side of the crossing of that street, over the River Wandle, and terminating in the said parish of Wimbledon, and county of Surrey, on the north side of the said road leading from the said Dunsford or Dunsford-road to Sumners Town, at a point 15 yards, or thereabouts, from and to the eastward of the point of termination as above described of the intended canal.

To divert into the intended canal water from the River Thames, and the waters of the River Wandle, and of the canal commonly called or known as MacMurray's Canal, which last-mentioned waters respectively now flow into the River Thames.

To purchase by compulsion, or otherwise, lands, houses, and other property, for the purposes of the said intended canal, road, and works, or some of one of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended canal, road, and works, or with the objects of the Bill.

To cross, alter, divert, and stop up the highways, turnpike and other roads, railways, tramways, aqueducts, bridges, sewers, canals, streams, and rivers, which it may be necessary to cross, alter, divert, or stop up for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended canal, road, and works, or for the purposes of the Bill.

To levy tolls, rates, and charges for, and in respect of the use of the intended canal, road, and works, and to grant exemptions from such tolls, rates, and charges.

To empower the Company to let upon lease upon such terms and conditions, and for such period as they think fit, any lands, houses, and hereditaments which may be acquired under the Bill.

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

And notice is hereby given, that on or before the 30th day of November, 1865, plans and sections of the intended canal, road, 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 for public inspection with the Clerk of the Peace for the said county of Surrey, at his office, at North-street, Lambeth; and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the parishes from, in, through, or into which the said canal, road, and works will pass or be made, and also a copy of this notice as published in the "London Gazette," will be deposited for public inspection as follows: in the case of the said parish of Wimbledon, with the parish clerk of that parish, at his residence; and in the case of the parish of Wandsworth with the clerk of the district Board of Works for the Wandsworth district, at his office at Wandsworth.

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

Dated this 16th day of November, 1865.

WALKINS and BLYTH, 10, St. Swithin-lane, E.C. Solicitors for the Bill.

In Parliament—Session 1866.

Bromsgrove and Droitwich Water Works, (Incorporation of Company, Construction of Works, Supply of Water from Pike's Pool and Spadesbourne Brook, both in the parish of Bromsgrove, in the county of Worcester: Power to levy Rates, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

ensuing session, for leave to bring in a Bill to incorporate a Company for supplying with water the inhabitants of the town of Bromsgrove, the town and borough of Droitwich, and of the parishes, townships, extra-parochials, and places of Bromsgrove, Stoke Prior, Grafton Manor, Upton Warren, Wyckbold, Dodderhill, Droitwich, Saint Peters (in Liberties), Saint Nicholas, Saint Andrews, Saint Mary Wotton, and Hadzor, all in the county of Worcester, or some of them, or some parts thereof respectively; and powers will be taken in such Bill to enable the Company to be thereby incorporated, to construct and maintain the works, and effect the objects following, or some of them, that is to say:

1. To construct depositing tanks, reservoirs, pumping works, and engines, together with all necessary and convenient buildings, cisterns, tanks, sluices, pipes, culverts, machinery, embankments, approaches, and other works connected therewith, or incidental thereto, to be situate in or near certain lands called Pike's Pool, in the parish of Bromsgrove, in the county of Worcester, belonging to Richard William Johnson Esq. and in the occupation of Mr. Thomas Gardner.

2. To construct a conduit or line of pipe, commencing in or from the stream or streams in a certain pool called Pike's Pool at a point in or near to the lands herein firstly described, and terminating at or in the service reservoir firstly hereinafter mentioned.

3. To construct depositing tanks, reservoirs, pumping works and engines, together with all necessary and convenient buildings, cisterns, tanks, sluices, pipes, culverts, machinery, embankments, approaches, and other works connected therewith, or incidental thereto, to be situate in or near certain lands adjoining the Brook House-lane, at a point at or near where the Shepley-lane joins the said Brook House-lane, in the said parish of Bromsgrove, belonging to Mrs. Scott, in the respective occupations of Mrs. Sarah Partridge and Mr. Thomas Nock.

4. To construct a conduit or line of pipe commencing in or from the Spadesbourne Brook at a point in or near to the lands firstly above described, and terminating at or in the service reservoir next hereinafter mentioned.

5. To construct a service reservoir to be placed at or near the Mount Pleasant Toll Gate, on the turnpike road leading from Bromsgrove to Alcester, in the parish of Bromsgrove, in the county of Worcester, in a field at the back of the said Mount Pleasant Turnpike Gate, belonging to Charles James Shaw, Esq. and in the occupation of Mr. William Brook.

6. To construct a conduit or line of pipe commencing from and out of the service reservoir lastly herebefore described, and terminating at or near the Bromsgrove toll gate of the Droitwich district of turnpike roads at the south end of the Worcester street or road in the said parish of Bromsgrove, in the county of Worcester.

7. To construct a conduit or line of pipe, commencing from and out of the service reservoir herebefore described, and terminating at or in the service reservoir next hereinafter mentioned.

8. To construct a service reservoir to be placed at or near to Rashwood, in the parish of Dodderhill, in a field known by the name of the "Horse Pool Ground," situate in Dodderhill aforesaid, on the south side of the turnpike road leading from Bromsgrove to Droitwich, at the mile-post indicating five miles from Bromsgrove, which said field is belonging to Harry Foley Vernon Esq. in the occupation of Mr. George Baylis.

9. To construct a conduit or line of pipe, com-

mening from and out of the service reservoir lastly hereinbefore described, and terminating in the Town and Borough of Droitwich, at the south-east end of Friar-street, at or near to the entrance there to the Droitwich station and works of the West Midland Railway Company.

10. To construct all necessary and proper weirs, embankments, sluices, aqueducts, machinery, gauges, regulating basins, approaches, and other works, apparatus, and conveniences connected with the before-mentioned reservoirs, tanks, pumping works, conduits or lines of pipe, and other works, or any of them, in the several parishes, townships, and places hereinafter mentioned, or any of them, which said several works, hereinbefore described, will be situate in, or pass from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Bromsgrove, Stoke Prior, Grafton Manor, Upton Warren, Wychebold, Dodderhill, Droitwich, Saint Peter's (in Liberties), Saint Nicholas, Saint Andrew, Saint Mary Witton, and Hadzor, or some of them, in the county of Worcester.

To take, divert, appropriate, and apply so much of the waters of the said Pike's Pool Stream and Spadesbourne Brook, which waters discharge themselves into the River Salwarp, and which said River Salwarp, in its course to the River Severn, or Severn navigation, is partially used by the Droitwich Canal Company, as may be necessary or expedient for supplying with water the inhabitants of the several parishes, townships, and places aforesaid, or any of them, and for the purposes of the Bill.

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

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

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

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

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

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

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

And it is also proposed by the said intended Bill to alter, amend, extend, and enlarge or repeal, so far as may be necessary, the powers and provisions of the following Acts of Parliament, or some of them, that is to say, "The Bromsgrove Improvement and Small Tenements Act, 1844," and "The Droitwich Canal Act, 1767."

Plans and sections of the intended works, and a book of reference to such plans, containing the names of owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses described on the plans, and intended to be taken or used under the powers of the Bill, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office in Worcester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the works are intended to be made, and a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the parish clerks of each such parishes, at his residence, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 17th day of December next.

Dated this 10th day of November 1865.

Scott and Horton, Bromsgrove, Solicitors for the Bill.

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

Andover, Radstock, and Bristol Railway (Incorporation of Company) New Railways between Andover, Radstock, and Bristol Running Powers over Bristol and North Somerset and London and South-Western Railways Powers of Construction and Subscription to London and South-Western Somerset and Dorset and Bristol and North Somerset Railway Companies; Running Powers over new Railways Working Agreements; Facilities Joint Station at Bristol Amendment of Acts.

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

To authorise the making and maintaining the following railways, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

No. 1. A railway commencing in the parish of Andover, in the county of Hants, by a junction with the Basingstoke and Salisbury line of the London and South-Western Railway, at a point thereon at or immediately adjoining the westernmost end of the up-passengers' platform, at the Andover Junction Station of the London and South-Western Railway Company, and terminating in the parish of Upavon, in the county of Wilts, in a certain field belonging to and occupied by John Alexander, Esquire, and which said field is situate on the south-east side, and immediately adjoining a point in the turnpike road leading from Upavon to Charlton and Devizes, in the said county of Wilts, where the

mile post indicates 9 miles to Devizes, 5 miles to Everley, and 17 miles to Andover.

No. 2. A railway commencing in the said parish of Upavon, from and out of the said intended Railway No. 1, at or near the termination thereof as before described, and terminating in the parish of Radstock, in the county of Somerset, by a junction with the authorised line of the Bristol and North Somerset Railway, in a field numbered 52 in the said parish of Radstock, upon the plans deposited with the Clerk of the Peace for the county of Somerset for the purposes of "The Bristol and North Somerset Railway Act, 1863," and which said field is situate immediately adjoining to and on the north side of the tramway belonging to the Company of Proprietors of the Somersetshire Coal Canal, at a point on such tramway, situate 16 chains or thereabouts, to the west of the inn known by the sign of the Waldegrave Arms, at Radstock aforesaid, and which said field belongs to Frances Countess of Waldegrave, and the Right Honourable Chichester Samuel Fortescue, and their trustees.

No. 3. A railway commencing and wholly situate in the said parish of Upavon, from and out of the said intended Railway No. 1, at or near the termination thereof as before described, and terminating by a junction with the authorised line of the Wiltshire Railway in a field numbered 4 in the said parish of Upavon upon the plans deposited with the Clerk of the Peace for the county of Wilts for the purposes of "The Wiltshire Railway Act, 1865," which said field belongs to Julia Charlotte Alexander and others, and is occupied by Caroline Rowden, being situate on the western side of and immediately adjoining the turnpike road leading from Upavon to Everley, at the point where the last-mentioned road is joined by the public road leading from Chisenbury to Upavon, and on the south side of such last-mentioned road.

Railway No. 4. A railway commencing and wholly situate in the said parish of Upavon, from and out of the said intended Railway No. 1, at a point thereon situate in a field in the said parish of Upavon, belonging to Julia Charlotte Alexander, and others, and in the occupation of Caroline Rowden, and which said field adjoins and lies on the western side of the turnpike road leading from Upavon to Everley, at or near to the place where such last-mentioned road is joined by the road from Chisenbury to Upavon, and which said field is numbered 4 in the said parish of Upavon, on the plans deposited with the Clerk of the Peace for the county of Wilts, for the purposes of "The Wiltshire Railway Act, 1865," and terminating in the said parish of Upavon, by a junction with the authorised line of the Wiltshire Railway No. 1, in a field belonging to Julia Charlotte Alexander and others, and in the occupation of William Chisman, and which said field lies to the east of and adjoins the grounds belonging to the vicarage house of Upavon, aforesaid, and is numbered 21, in the said parish of Upavon, on the plans deposited with the Clerk of the Peace for the county of Wilts, for the purposes of "The Wiltshire Railway Act, 1865."

Railway No. 5. A railway commencing in the parish of Westbury, in the county of Wilts, from and out of the said intended Railway No. 2, at or near a point thereon situate on the west side of the turnpike road leading from Westbury to Trowbridge, distant 8 chains or thereabouts northwards of the north end of the Westbury gas works, and terminating in the parish of

Trowbridge, in the county of Wilts, in or immediately adjoining a certain street called Silver-street, at Trowbridge aforesaid, at a point on the south side of such street, situate, adjoining, and on the east side of a certain dwelling house in such street, belonging to William Stancombe and occupied by Richard Burrough Tarr.

Railway No. 6. A railway commencing in the outparish of Saint Philip and Jacob, in the city and county of Bristol, by a junction with the authorised line of the Bristol and North Somerset Railway, at or near the northern end of the bridge now in course of construction, by which such railway, when completed, will be carried over the River Avon, and terminating in the parish of Saint Mary Redcliffe in the said city and county of Bristol, on the eastern side of Lower Guinea-street, at a point in such street immediately adjoining the Ostrich public-house.

Railway No. 7. A railway commencing in the said parish of Saint Mary Redcliffe, from and out of the said intended Railway No. 6, at or near the termination thereof as before described, and terminating in the parish of Bedminster, in the city and county of Bristol, in a certain yard or plot of ground belonging to the Bristol and North Somerset Railway Company, and which said yard or plot of ground is situate between the floating harbour of the said city of Bristol and the rope walk at Wapping immediately adjoining, and is now in the occupation of Messrs. William Terrell and Sons; which said several railways hereinbefore numbered respectively 1, 2, 3, 4, 5, 6, and 7, will be made, or pass from, in, through, or into, the several parishes and extra-parochial and other places, or some of them, following, that is to say, Bedminster, Saint Mary Redcliffe, Out Parish of Saint Philip and Jacob, Temple, otherwise Holy Cross, in the city and county of Bristol, Bedminster, Radstock, Midsomer Norton, Camerton, Writhlington, Kilmersdon, Foxcote, Well, Hemington, Norton, Saint Philip, Hardington, Woolverton, Laverton, Buckland Denham, Lulington, Road, Beckington, Wingfield, Charterhouse, Hinton, Fairleigh, Berkeley, Stoney Middleton, and Telsford, in the county of Somerset; Wingfield, Road, Telsford, Trowbridge, North Bradley, Westbury, Corsley, Dilton, Bratton, Edington, East Coulston, West Coulston, Tinhead, Steeple Ashton, Coulston, Eble Stoke, Great Cheverell, Little Cheverell, Easterton, East Lavington, West Lavington, Fiddington, Littleton, Market Lavington, Pottern, Poulshot, Fittleton, Urechfont, Conock, Upper Studley, Lower Studley, Tilshead, Wedhampton, Eastcott, Pamey, Beechingstoke, Cherington, Marden, Wivelsford, Newington, Charlton, Rushall, Upavon, Chisenbury, Enford, Combe Tything, Longstret, Littlecot, Haxton, Netheravon, East Everley, West Everley, Collingbourne Kingston, Collingbourne Ducis, North Tedworth, and Ludgershall, in the county of Wilts; South Tedworth, Shepton, Kimpton, Appleshaw, Fifeild, Thruxton, Ampert, Monks-ton, Penton Grafton, otherwise Weyhill, Penton Mewsey, Foxcote, Abbot's Anna, Upper Clatford, and Andover, in the county of Hants.

To form junctions with any other railways which are now, or which, during the ensuing session of Parliament, may be sanctioned, upon the line or course of the said intended railways, or any or either of them; and to cross, step up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing paths, footpaths, streams, drains, sewers, pipes, rivers, navigations, and other

works within the aforesaid parishes, extra-parochial, and other places; or any of them, as it may be necessary to cross, stop up, alter, or divert for the purposes of the intended works aforesaid.

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

To levy tolls, rates, and duties upon or in respect of the intended railways and works, or any of them, or any or either of them, and upon the railways, stations, and works hereinafter mentioned belonging to other Companies, and to vary such tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate a Company (hereinafter referred to as "the Company"), for the purpose of making and maintaining the said railways and works, or some or one of them, or some part or parts thereof respectively, or to empower the Company, either separately or jointly, with the London and South Western, the Somerset and Dorset, and Bristol and North Somerset Railway Companies, or either of such Companies, to make and maintain the said railways or works, or some or one of them, or some part or parts thereof respectively, and to delegate to such other Companies, either separately or jointly, with the Company, or with either of such other Companies, the execution of all or any of the powers of the said intended Act; and also to authorise such other Companies, or either of them, to apply any of the 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 said Act; and also to authorise those Companies, for the purposes of the said Act, to raise money and increase their capital either by borrowing on mortgage or bonds, 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 fund, or wholly or partly as a separate capital and fund, charged primarily or exclusively on all or any part of the said intended railways and works, and also to divide such shares or stocks into classes and to create the same on such terms and conditions, and with such privilege and in such manner as shall be prescribed by the said intended Act, or as Parliament shall otherwise direct.

To empower the Company, their officers, and servants, and also all corporations and persons lawfully using the said intended railway to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and upon payment of such tolls, rates, and charges as shall (in default of agreement) be settled by the Board of Trade, or by arbitration, or otherwise.

So much of the London and South Western Railway as is situate between the point of junction with that railway of the said intended Railway No. 1 and the eastern end of the Andover

Junction Station to the London and South Western Railway Company.

So much of the Bristol and North Somerset Railway as is situate between the junction with that railway at Radstock of the said intended Railway No. 2, and the junction with the Bristol and North Somerset Railway at or near Bristol of the said intended Railway No. 6.

And also to work into and use, upon such terms and conditions as aforesaid, all, or any part of the offices, goods, engines, and other sheds, sidings, landing stages, watering places, machinery, roads, works, and other conveniences of the said Companies respectively, at or near any stations which may be situate upon the several parts of the London and South Western and the Bristol and North Somerset Railways hereinbefore described; and especially the Andover Station of the London and South Western Railway Company, and the Radstock Station of the Bristol and North Somerset Railway Company, or any other stations which may be erected by such several Companies in lieu of their present existing stations at such several places aforesaid.

To empower the London and South Western, the Bristol and North Somerset, and the Somerset and Dorset Railway Companies, their lessees or assigns, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic of all kinds, upon such terms and conditions, and upon payment of such tolls, rates, and charges as shall (in default of agreement) be settled by the Board of Trade, or by arbitration, or otherwise, the several railways to be authorised by the said intended Act; and also to work into and use, upon such terms and conditions as aforesaid, all or any part of the offices, goods, engines, and other sheds, sidings, landing stages, watering places, machinery, roads, works, and other conveniences of the Company to be erected upon or in connection with the said intended railways.

To empower the London and South Western, the Bristol and North Somerset, and the Somerset and Dorset Railway Companies, or any or either of those Companies, their or any of their lessees and assigns, to enter into contracts and arrangements with the Company, or with each other independently of the Company, with respect to the working, use, management, maintenance, and repair of the said intended railways and works, or any part or parts thereof, the supply of rolling and working stock, the regulation and appointment of traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, rates, and charges, and the payment of any fixed or contingent rent, and also for the appointment of a joint committee for better carrying out any of such arrangements, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

And provision will be made in the said intended Act for requiring the London and South Western Railway Company, the Somerset and Dorset Railway Company, and the Bristol and North Somerset Railway Company, and each of them, to grant all proper and reasonable facilities for the transmission (including through booking) of, and to transmit upon and along their respective railways, or any part thereof, all traffic which, having passed over the said intended railways, or either of them, or any part thereof respectively, may be tendered to them respectively, for transmission along their own railways, or any part thereof, or which may be tendered.

to them for transmission along their own railways, or any part thereof, for the purposes of being afterwards conveyed on and along the said intended railways, or either of them, or any part thereof respectively, upon, and subject to such rules and regulations, and upon payment of such tolls, rates, and charges, as shall in the case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

To authorise the Company, the London and South Western Railway Company, the Somerset and Dorset Railway Company, and the Bristol and North Somerset Railway Company, hereinafter called the four Companies, to enter into contracts and arrangements with each other, or any one of such Companies with any other one or more of such Companies for the formation, erection, arrangement, maintenance, management, and use of a joint station at Bristol, at or near the termination of the said intended Railway No. 7, for the accommodation of the traffic of the four Companies respectively, or any of them, and the contributions and payments to be made by the four Companies, or any one or more of such Companies for such purposes.

And it is proposed, so far as it may be necessary for all or any of the purposes of the said intended Act, to alter, vary, amend, extend, 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.: 4th and 5th Wm. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company, the Somerset and Dorset Railway Act, 1862, and all other Acts relating to the Somerset and Dorset Railway Company, the Bristol and North Somerset Railway Act, 1863, the Bristol Dock Transfer Act, 1848, and any other Acts relating to the Bristol Docks and Harbour.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections showing the direction line and levels of the said intended railways and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, and a published map showing the line of the intended railways delineated thereon, 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 Somerset, at his office at Wells, in the said county, and with the Clerk of the Peace for the county of Wilts, at his office at Marlborough, in the said county, and with the Clerk of the Peace for the county of Hants, at his office at Winchester, in the said county, and with the clerk of the Peace for the city and county of Bristol, at his office in Bristol, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and other works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of parishes, with the parish clerk of each such parish at his residence, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the said intended Act will be deposited in the Private Bill Office of the

House of Commons, on or before the 23rd day of December in the present year.

Dated this 1st day of November, 1865:

Charles Winkle, Clare-street, Bristol;
Clark and Collins, Trowbridge, Wilts;
John E. Hayward, Devizes, Wilts;
Thomas Lamb, Andover;
John Bingham, 17, Parliament Street, Westminster.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Bristol and North Somerset Railway Company (hereinafter called "The Company") to exercise the powers following, or some of them (that is to say):—To make and maintain the following railways, or any or either of them, or some part or parts thereof respectively, with all proper works, stations, and other conveniences connected therewith respectively (that is to say):

No. 1. A railway commencing in the parish of Radstock, in the county of Somerset, by a junction with the authorised line of the Bristol and North Somerset Railway, in a field numbered 52, in the said parish of Radstock, upon the plans deposited with the Clerk of the Peace for the county of Somerset for the purposes of the Bristol and North Somerset Railway Act, 1863, and which said field is situate on the north side of the tramway belonging to the Company of the proprietors of the Somersetshire Coal Canal at a point on such tramway situate 16 chains or thereabouts to the west of the inn known as the Waldegrave Arms, at Radstock aforesaid, and which said field belongs to Frances Countess of Waldegrave and the Right Honourable Chichester Samuel Fortescue, and their trustees, and terminating in the said parish of Radstock, in a field numbered 87, on the Tithe Commutation map of the said parish of Radstock.

No. 2. A railway commencing in the said parish of Radstock, from and out of the said intended railway No. 1, at or near the termination thereof, as before described, and terminating in the parish of Writhlington, in the said county of Somerset, in a field situate immediately adjoining Lower Writhlington Pit, and numbered 8 on the Tithe Commutation map of the said parish of Writhlington.

No. 3. A railway commencing in the said parish of Radstock from and out of the said intended railway No. 1, and terminating in the said parish of Radstock by a junction with the Frome and Radstock Branch of the Wilts, Somerset, and Weymouth Railway of the Great Western Railway Company, at a point thereon situate 273 yards or thereabouts to the southward of the mile post indicating 123 miles from

the Paddington station of the Great Western Railway. Which said several railways herein before numbered respectively 1, 2, and 3, will be made, or pass from, in through, or into the several parishes and extra-parochial and other places following, or some of them, that is to say:—Radstock, Midsomer Norton, Writhlington, Camerton, Wellow, and Kilmersdon, all in the county of Somerset.

To authorise the abandonment of so much of railway No. 1, authorised by the Bristol and North Somerset Railway Act, 1863, as would, if made, have been situate between its authorised commencement in the said parish of Radstock and the said field numbered 52 in that parish on the plan referred to in the said Act; and the whole of railway No. 2 authorised by such Act, but to extend the time limited by the Bristol and North Somerset Railway Act, 1863, for the compulsory purchase of lands and houses authorised to be taken by that Act; and to repeal so much of the Bristol and North Somerset Railway Act, 1863, as regulates the number of Directors of the Company, and to make provision for increasing the number of such Directors, and for altering the quorum of a meeting of such Directors.

To enable the Company to subscribe towards the capital of the Bristol Port Extension Railway Company, the Bristol Port Railway and Pier Company, and the Bristol Channel Docks Company, or any or either of those companies, and to guarantee interest or dividends on any part of the capital of the said several last-mentioned Companies, or any or either of them, whether raised by shares or loan, and to exercise certain powers, rights, and privileges with respect to the undertaking of the said several last-mentioned Companies, as to the appointment of Directors or otherwise.

To enable the Company to subscribe towards the capital of the Somerset and Dorset Railway Company, and to guarantee interest or dividends on all or any part of the capital of the last-mentioned Company, whether raised by shares or by loan, and to exercise certain powers, rights, and privileges with reference to the undertaking of the last-mentioned Company as to the appointment of Directors or otherwise.

To enable the Somerset and Dorset Railway Company to subscribe towards the capital of the Company, and to guarantee interest or dividends on all or any part of the capital of the Company, whether raised by shares or by loan, and to exercise certain powers with reference to the undertaking of the Company as to the appointment of Directors or otherwise.

To confirm and give effect to an agreement bearing date the 22nd day of November, 1864, and made between the Company on the one hand, and the Somerset and Dorset Railway Company on the other hand, as to the working by such last-mentioned Company of the railways and tramways of the Company, either now or at any time hereafter to be authorised, and as to other arrangements and provisions therein contained, and which said agreement will be scheduled to the said intended Act.

To enable the Company to apply their corporate funds and revenue towards the purposes of the said intended Act, and also to raise additional capital for such purposes, or any or either of them, or for the purposes of the Bristol and North Somerset Railway Act, 1863, or of any other Act or Acts of Parliament to be passed in the ensuing session, either by borrowing on mortgage or bond, or by the creation of new shares and stock on their undertaking, with or without

any guaranteed preference, or priority, in interest or dividends and other special privileges, either as part of their general capital and funds, or wholly or partly as a separate capital and loan, charged, primarily or exclusively on all or any part of the undertaking of the Company, either already or to be hereafter authorised, and also to divide such shares and stock into classes, and to create the same, on such terms and conditions, and with such privileges, and in such manner, as shall be prescribed by the said intended Act, or as Parliament shall authorise or direct.

To alter, vary, extend, amend, enlarge, or repeal the Bristol and North Somerset Railway Act, 1863; the Bristol Port Extension Railway Act, 1864; the Bristol Port Railway and Pier Act, 1862; the Bristol Port Railway and Pier Act, 1864; the Bristol Channel Docks Act, 1864; 15 Vic. cap. 68; 18 and 19 Vic. cap. 182; 19 and 20 Vic. caps. 102 and 185; 20 and 21 Vic. cap. 139; 22 and 23 Vic. cap. 56; 23 and 24 Vic. cap. 130; 24 and 25 Vic. cap. 209; 25 and 26 Vic. cap. 225; and 27 and 28 Vic. caps. 181 and 223, relating to the Somerset and Dorset Railway Company, and any other Acts relating to that Company.

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a book of reference to such plans, a published map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the "London Gazette" will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office in Wells; 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 relate to each parish in or through which the said railways and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby 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 1st day of November 1865, at Bristol, in the High Littleton, Bristol, T. A. Hill, Paulton, Bristol, and John Bingham, 17, Parliament Street, London.

Somerset and Dorset and Bristol and North Somerset Railways. (Amalgamation; Purchase of Undertaking of Bristol and North Somerset Railway Company; Change of Name; Confirmation of 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 authorise the merging, union, consolidation, or amalgamation of the undertaking and property of the Bristol and North Somerset Railway Company in or with the undertaking and property of the Somerset and Dorset Railway Company, and of the Bristol and North Somerset Railway Company with the Somerset and Dorset Railway Company, 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 of such two Companies respectively and their property, rights, powers, and privileges, whether with reference to the purchase and sale of lands and other property, construction of works, levying of rates and tolls, or otherwise, vested in, belonging to, or which might be exercised by the said Companies severally or jointly at the time of such amalgamation may be vested in, belong to, and be exercised by the Somerset and Dorset Railway Company, as one united and consolidated Company, and to confer upon the Company, formed by such amalgamation, or upon the Somerset and Dorset Railway Company, after such amalgamation, a new name.

To authorise the Bristol and North Somerset Railway Company, and their proprietors and creditors, to accept, in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rent-charges, annuities, or securities of the Somerset and Dorset Railway Company, and to classify, define, enlarge, vary, and regulate the capital, stocks, shares and securities, priorities, charges, rights, and privileges of the proprietors and creditors of the Somerset and Dorset Railway Company upon such amalgamation.

To provide for the dissolution of the Bristol and North Somerset Railway Company, and the winding up of their affairs.

To sanction, confirm, and give effect to any agreement or agreements entered into, or which, prior to the passing of the intended Act, may be entered into between the Somerset and Dorset Railway Company and the Bristol and North Somerset Railway Company with reference to all or any of the purposes of the intended Act.

To authorise the Bristol and North Somerset Railway Company to sell and transfer to the Somerset and Dorset Railway Company, and the Somerset and Dorset Railway Company to purchase and acquire the undertaking as now authorised, or as may by any Act or Acts of Parliament to be passed in the ensuing session be authorised of the Bristol and North Somerset Railway Company, and all the railways, stations, works, land, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, now or hereafter vested in or belonging to or enjoyed by the Bristol and North Somerset Railway Company, or which they are authorised to construct, purchase or acquire, and either before or after the completion thereof, upon such terms and conditions, and for such considerations and at such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the intended Act, and upon such sale and transfer to authorise the Somerset and Dorset Railway Company to exercise and enjoy all the rights, privileges, authorities, and powers of the Bristol and North Somerset Railway Company, 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, on any part or parts thereof, and the facilities to be afforded for traffic or otherwise.

To alter, vary, amend, extend, and enlarge, or repeal the several local and personal Acts of Parliament, or some of them, viz.:—Bristol and North Somerset Railway Act, 1863, 15 and 16 Vic., cap. 63; 18 and 19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 139; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; 25 and 26 Vic., cap. 225; and 27 and 28 Vic., caps. 181 and 223, relating to

the Somerset and Dorset Railway Company, and any other Acts relating to that Company.

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

Dated this 7th day of November, 1865.

William Toogood, 16, Parliament-street, Westminster.

John Bingham, 17, Parliament-street, Westminster.

Deddington and Kidlington Turnpike Road.

(Continuation of Term; Levying and Alteration of Tolls; Repeal or Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions, or some of the powers and provisions of an Act passed in the 37th year of the reign of his late Majesty King George the Third, intituled, "An Act for more effectually Repairing, Improving and keeping in Repair the Road leading from the Guide Post, in the village of Adderbury, in the county of Oxford, through Kidlington, to the end of the Mileway in the City of Oxford;" and of another Act passed in the 59th year of the same reign, intituled "An Act to continue the Term, and alter and enlarge the powers of an Act of His present Majesty's reign for repairing the Road from the Guide Post, in the village of Adderbury, in the County of Oxford, through Kidlington, to the end of the Mileway in the City of Oxford;" and to continue and extend the term granted by the said Acts, or either of them, or any further term granted by any subsequent Act in extension of the original term or terms, or to repeal the said Acts, and to create a further term, and to make further provision with reference to the said road, or some part thereof; and power will be taken in the said Bill to continue, increase, or otherwise alter the tolls, rates, and duties authorised by the said Acts to be taken on the said road; 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 road and tolls; to vary and extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon; and to confer, vary, or extinguish other rights and privileges.

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

Dated this 13th day of November, 1865.

Henry Churchill, Solicitor for the Bill.

Bristol and North Somerset Railway (Southern Extension.)

(New Railway between Somerset and Dorset and Bristol and North Somerset Railways; Branches to East Somerset Railway and through Nettlebridge Valley; Powers of construction to Somerset and Dorset and Bristol and North Somerset Railway Companies, and to raise additional capital; Narrow Gauge on East Somerset Railway; Alteration of Gauge of Bristol and North Somerset Railway; Power to Somerset and Dorset Railway to Subscribe; Mutual Running Powers for Somerset and Dorset and Bristol and North Somerset

Railway Companies; Confirmation of Agreements; Working Arrangements; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, for an Act to enable the Somerset and Dorset and Bristol and North Somerset Railway Companies (hereinafter called the Companies), or one of such Companies, to exercise the powers following, or some of them, that is to say:

To make and maintain the following railways, or any or either of them, or some part or parts thereof respectively, with all proper works, stations, and other conveniences connected therewith respectively, that is to say:

No. 1. A railway, commencing in the parish of Farrington Gourney, in the county of Somerset, by a junction with the authorised line of the Bristol and North Somerset Railway in field numbered 14 in the said parish of Farrington Gourney, upon the plans deposited with the Clerk of the Peace for the county of Somerset, for the purposes of the Bristol and North Somerset Railway Act, 1863, which said field being situate on the south side of the public road leading from Radstock to Farrington Gourney, belongs to His Royal Highness the Prince of Wales and John Howell Thomas and Dorothy his wife and others, and terminating in the parish of Lamyat, in the county of Somerset, by a junction with the Somerset and Dorset Railway, at a point thereon situate 63 yards, or thereabouts, west of the mile-post indicating 25½ miles from the Burnham station of the Somerset and Dorset Railway Company.

No. 2. A railway commencing and wholly situate in the parish of Shepton Mallet, in the county of Somerset, from and out of the said intended Railway, No. 1, in a plantation forming the northern part a field numbered 761 on the tithe commutation map of the said parish of Shepton Mallet, immediately adjoining and on the south side of the turnpike road from Shepton Mallet to Frome, and terminating by a junction with the East Somerset Railway, at or near a point thereon situate 70 yards, or thereabouts, eastward of the eastern end of the booking office of the Shepton Mallet station on the East Somerset Railway.

No. 3. A railway commencing in the parish of Emborow, in the county of Somerset, from and out of the said intended Railway, No. 1, in a field numbered 189 on the tithe commutation map for the said parish of Emborow, and terminating by a double junction with the Frome and Radstock branch of the Great Western Railway, one of such junctions to be in the parish of Kilmersdon, in the said county of Somerset, at, or near a point 4½ chains, or thereabouts, north-westward of the post indicating 120½ miles from the Paddington station of the Great Western Railway Company, measuring towards Radstock; and the other of such junctions to be in the parish of Mells, in the county of Somerset, at, or near a point 6 chains, or thereabouts, south-eastward of the post indicating 120½ miles from the said Paddington Station, measuring towards Frome, which said several railways hereinbefore numbered respectively 1, 2, and 3, will be made, or pass from, in, through, or into the several parishes and extra-parochial, and other places following, that is to say:—Farrington Gourney (otherwise Gourney), Paulton, Ston Easton, Chewton, Mendip, Binagar, Emborow, otherwise Emborrow, Madsomer Norton, Chilcompton, Ashwick, Stratton-on-the-Fosse, Stoke Saint Michael, otherwise

Stoke Lane, Holcombe, Leigh-upon-Mendip Mells, Kilmersdon, Babington, Vobster, Shepton Mallet, Doulting, Evercreech, Melton, Clevedon, Lamyat, and Bruton, all in the county of Somerset.

To authorise and require the East Somerset Railway Company, their lessees or assigns, to lay down the narrow gauge, in addition to the broad gauge, upon the East Somerset Railway, from the junction therewith of the said intended Railway No. 2, in the parish of Shepton Mallet, to the western end of the Shepton Mallet Station of the East Somerset Railway Company; and in default to authorise the Somerset and Dorset, and Bristol and North Somerset Railway Companies, or either of them, to execute such works; and to authorise such last-mentioned Companies respectively to pass over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, the narrow gauge rails so laid down; and also to use the station at Shepton Mallet of the said East Somerset Railway Company, upon such terms and conditions, and upon payment of such tolls and charges to the East Somerset Railway Company, or their lessees or assigns, as may in default of agreement be settled by arbitration, so as to afford an efficient communication between the Shepton Mallet Station of the East Somerset Railway and the Somerset and Dorset and Bristol and North Somerset Railways; and to require the East Somerset Railway Company, their lessees and assigns, to afford all reasonable facilities for such purposes.

To repeal so much of the Bristol and North Somerset Railway Act, 1863, as enacts that the railways and tramway thereby authorised should be made and maintained on the same gauge as the Great Western Railway.

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 said intended railways, or any or either of them, and to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing paths, footways, streams, drains, sewers, pipes, rivers, navigations, and other works within the aforesaid parishes, extra-parochial and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert for the purposes of the intended works aforesaid.

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

To levy tolls, rates, and duties upon, or in respect of the intended railways and works, or any of them, or any or either of them, and upon the railways, stations, and works hereinafter mentioned belonging to other Companies, and to vary such tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and duties, to confer, vary, or extinguish other rights and privileges.

To empower the Companies to apply any capital or funds now or hereafter belonging to them, or either of them, or under the control of their, or either of their Directors, to all or any of the purposes of the said intended Act; and also to authorise the Companies for the purposes of the said intended Act, to raise money and to

crease their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stocks, 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, either as part of their general capital and funds, or wholly or partly as a separate capital and loan, charged primarily or exclusively on all or any part of the said intended railway and works, and also to divide such shares and stock into classes, and to create the same on such terms and conditions, and with such privileges, and in such manner as shall be prescribed by the said intended Act, or as Parliament shall authorise or direct.

To confirm and give effect to an agreement bearing date the 22nd day of November, 1864, made between the Companies with respect to the working by the Somerset and Dorset Railway Company of all or any part of the undertaking of the Bristol and North Somerset Railway Act, 1863, whether now or hereafter to be authorised, and with respect to other arrangements and provisions in such agreement contained, and which said agreement will be scheduled to the said intended Act.

To empower the Somerset and Dorset Railway Company, or their lessees and assigns, to enter into contracts and arrangements with the Bristol and North Somerset Railway Company with respect to the working, use, management, maintenance, and repair, as well of the railways and works authorised by the Bristol and North Somerset Railway Act, 1863, as of the said intended railways and works, and of any other railways and works, which under any Act or Acts of Parliament, which may be passed in the ensuing session, the Bristol and North Somerset Company may obtain powers to construct and maintain, or any part or parts thereof, the supply of rolling and working stock, the regulation and apportionment of the traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, rates, and charges, and the payment of any fixed or contingent rent, and also for the appointment of a joint committee for better carrying out any such arrangements, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

To enable the Somerset and Dorset Railway Company to subscribe towards the capital of the Bristol and North Somerset Railway, and to guarantee interest or dividends on any part of the capital of the last-mentioned Company, whether raised by shares or by loan, and to exercise certain powers, rights, and privileges with reference to the undertaking of such last-mentioned Company as to the appointment of directors or otherwise.

To empower the Somerset and Dorset Railway Company, 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, and on payment of such tolls, rates and charges as shall in default of agreement be settled by the Board of Trade or by arbitration, or otherwise, all or any part of the railways of the Bristol and North Somerset Railway Company, whether now or hereafter to be authorised, and also to use, upon such terms and conditions as aforesaid, all or any part of the stations, offices, goods, engines, and other sheds, sidings, landing steps, platforms, watering places, machinery, roads, works, and other conveniences of the said Bristol and North Somerset Railway Company, on, or near to, their several railways aforesaid.

To empower the Bristol and North Somerset Railway Company, 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, and on payment of such tolls, rates, and charges, as shall, in default of agreement, be settled by the Board of Trade, or by arbitration or otherwise, all or any part of the railways of the Somerset and Dorset Railway Company, whether now authorised or constructed, or hereafter to be authorised; and also to use, upon such terms and conditions as aforesaid, all or any part of the stations, offices, goods, engines, and other sheds, sidings, landing steps, platforms, watering places, machinery, roads, works, and other conveniences of the Somerset and Dorset Railway Company, on or near to their several railways aforesaid.

To alter, vary, extend, amend, 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.:—The Bristol and North Somerset Railway Act, 1863, 5 and 6 Wm. IV., cap. 10; 26 and 27 Vic., caps. 113 and 198; and 27 and 28 Vic., cap. 306, and all other Acts relating to the Great Western Railway Company, or the East Somerset Railway Company, 15 Vic., cap. 63, and any other Acts relating to the Somerset and Dorset Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections showing the direction, line, and levels of the said intended railways and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, and a published map showing the line of the intended railways delineated therein, 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 Somerset, at his office at Wells, in the said county, and that on or before the 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and other works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say): in the case of parishes, with the parish clerk of such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 7th day of November, 1865.

William Toogood, 16, Parliament-street,
Westminster.

John Bingham, 17, Parliament-street,
Westminster.

British and Canadian Telegraph Company.
(Amendment of Act; Increase of Capital; Extension of Powers).

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

To alter, enlarge, extend, and amend, or, if need be, to repeal and re-enact with such modifications as may be expedient, the provisions of

"The British and Canadian Telegraph (Northern Line) Act, 1859," and the said intended Act, to enable the British and Canadian Telegraph Company (hereinafter called "the Company") to increase their present capital by the creation of new shares, or by borrowing, or by such other means as shall be provided by the said intended Act, and to extend the application of the recited Act and intended Act to England, Wales, and Ireland, the Channel Islands, Denmark, Norway, and Sweden, and to enable the Company to make and maintain telegraphic communication from and between the said countries, or places, or any of them, or any part thereof, separately or in connection with their telegraphic lines to Canada, with all necessary works, stations, and conveniences connected therewith.

To authorise contracts and agreements between the Company, and any railway, telegraph, or other company, or companies, corporations, trustees, commissioners, vestries, local or parochial boards, or other public bodies or persons, with respect to the laying, suspending, fixing, placing, maintaining, or repairing, or with respect to the use of wires, tubes, standards, posts, or other erections or apparatus, under, over, along, through, upon, in, or across any works, telegraphic posts, buildings, lands, waters, or property of any description vested in or in the occupation or under the jurisdiction, management, or control of them, or any of them. Also for the renting or leasing to any company or persons of any telegraphic wires or apparatus for the purposes of telegraphic communication for their own private use, or for any other purpose.

To enable the Company to have use and exercise all powers, rights, authorities, and privileges usually conferred upon public, private, or other telegraphic companies or inserted in Acts of the like nature, or which would be convenient or useful for enabling the Company to carry the objects of the said intended Act into execution.

To demand, levy, receive, and take rates, rents, and charges for the erecting, fitting up, and hire and use of wires, instruments, and apparatus for the transmission of private telegraphic messages, and to grant exemption from the payment of such rates, rents, and charges to such persons or companies as may be authorised in that behalf by the said intended Act.

To incorporate with the said intended Act all or some of the powers and provisions of The Telegraph Act, 1863, and to exempt the Company from the operation of any provisions of that Act which may interfere with the objects of the said intended Act.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges.

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.

R. F. Jeyes, 28, Parliament Street, Westminster, Solicitor for the Bill.

Martin and Leslie, 27, Abingdon Street, Westminster, Parliamentary Agents.

No. 23044.

2 Q

Kingston and Epsom Railway. (Incorporation of Company; New Railways between Kingston, Surbiton, and Epsom Downs. Powers of Construction and Subscription to London and South Western Railway Company; Working Agreements; Facilities; Amendment of Acts.)

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

To authorise the making and maintaining the following railways, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

Railway No. 1. A railway commencing in the parish of Kingston upon Thames, in the county of Surrey, by a junction with the authorised line of the Kingston, Malden, and Wimbledon Junction of the London and South Western Railway, at a point thereon where the said authorised line will be carried across Combe Lane, 850 yards, or thereabouts, eastward of the point where the said Combe Lane joins the turnpike road leading from Kingston upon Thames to Kingston Hill, commonly called the London road, and terminating in the parish of Epsom, in the said county of Surrey, on the north side of the turnpike road leading from Epsom to Ewell, at a point on such road, distant 132 yards, or thereabouts (as measured towards Epsom), from the post thereon which marks the boundaries of the parishes of Epsom and Ewell.

Railway No. 2. A railway wholly situate in the said parish of Epsom, commencing from and out of the said intended Railway No. 1 at or near the termination thereof as before described, and terminating in a certain field or plot of ground, called or known as the Obelisk Field, being a portion of the farm commonly called or known as the Down Farm, belonging to Alexander Wood, and occupied by William Eddy Weston.

Railway No. 3. A railway commencing in the said parish of Epsom, from and out of the said intended Railway No. 1, at or near the termination thereof as before described, and terminating in the parish of Ewell, in the said county of Surrey, by a junction with the Epsom and Leatherhead branch of the London and South Western Railway at or near to the south-western end of the passenger platform of the Ewell Station of the London and South Western Railway Company.

Railway No. 4. A railway wholly situate in the said parish of Kingston upon Thames, commencing in a certain field situate immediately adjoining and on the north side of the Hog's Mill River, such field being immediately opposite to the Kingston Rifle Butts, and belonging to His Royal Highness the Duke of Cambridge, and in the occupation of Richard Gladwin, and being bounded on the western side by a certain other field belonging to His Royal Highness the Duke of Cambridge, and occupied by Elizabeth Randall, and terminating by a junction with the main line of the London and South Western Railway at a point thereon immediately adjoining the north-eastern end of the Surbiton and Kingston Station of the London and South Western Railway Company, which said several railways numbered respectively 1, 2, 3, and 4 as aforesaid, will be made or pass from, in, through, or into the several parishes and extra-parochial and other places following, or some of them, that is to say: Kingston, or otherwise Kingston upon



Thames, Surbiton, Malden, Long Ditton, Talworth, Chessington, Ewell, and Epsom, all in the county of Surrey.

To form junctions with any other railway which are now, or which, during the ensuing session of Parliament, may be sanctioned, upon the line or course of the said intended railways, or any or either of them, and to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing paths, footpaths, streams, drains, sewers, pipes, rivers, navigations, and other works within the aforesaid parishes, extra-parochial, and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended works aforesaid.

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

To levy tolls, rates, and duties upon or in respect of the intended railways and works, or any of them, or any or either of them, and to vary such tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate a Company (hereinafter referred to as "the Company"), for the purpose of making and maintaining the said railways and works, or some or one of them, or some part or parts thereof respectively, or to empower the Company, either separately or jointly, with the London and South Western Railway Company, to make and maintain the said railways and works, or some or one of them, or some part or parts thereof respectively, and to delegate to the London and South Western Railway Company, either separately or jointly, with the Company, the execution of all or any of the powers of the said intended Act, and also to authorise the London and South Western Railway Company to apply any of the 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 said Act; and also to authorise the London and South Western Railway Company for the purposes of the said Act, to raise money and increase their capital, either by borrowing on mortgage or bonds, 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 fund, or wholly or partly as a separate capital and loan charged primarily or exclusively on all or any part of the said intended railways and works; and also to divide such shares or stocks into classes, and to create the same on such terms and conditions, and with such privilege and in such manner as shall be prescribed by the said intended Act, or as Parliament shall authorise or direct.

To empower the London and South-Western Railway Company to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic of all kinds, upon such terms and conditions, and

upon payment of such tolls, rates, and charges as shall (in default of agreement) be settled by the Board of Trade, or by arbitration or otherwise, the several railways to be authorised by the said intended Act; and also to work into and use, upon such terms and conditions as aforesaid, all or any part of the offices, goods, engines, and other sheds, sidings, landing stages, watering places, machinery, roads, works, and other conveniences of the Company to be erected upon or in connection with the said intended railways.

To empower the London and South-Western Railway Company to enter into contracts and arrangements with the Company with respect to the working, use, management, maintenance, and repair of the said intended railways and works, or any part or parts thereof, the supply of rolling and working stock, the regulation and appointment of traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, rates, and charges, and the payment of any fixed or contingent rent, and also for the appointment of a joint committee for better carrying out any of such arrangements, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

And provision will be made in the said intended Act for requiring the London and South-Western Railway Company to grant all proper and reasonable facilities for the transmission (including through booking) of, and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the said intended railways, or any or either of them, or any part thereof, may be tendered to them for transmission along their own railways, or any part thereof, or which may be tendered to them for transmission along their own railways, or any part thereof, for the purposes of being afterwards conveyed on and along the said intended railways, or either of them, or any part thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall in the case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And it is proposed, so far as may be necessary for all or any of the purposes of the said intended Act, to alter, vary, amend, extend, 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:—4th and 5th Wm. IV., cap. 88, and all other Acts relating to the London and South Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections showing the direction, line, and levels of the said intended railways and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, and a published map showing the line of the intended railways delineated thereon, 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 Surrey at his office at Lambeth, in the said county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and other works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of parishes, with the

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

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

Dated this 1st day of November, 1865.

John M. Deere, 35, Lincoln's-inn-fields, London,

John Bingham, 17, Parliament-street, Westminster.

Bristol and North Somerset Railway (Bristol Lines).

(New Railways, Tramway, and Drawbridge at Bristol; Additional Lands at Wapping; Powers to purchase Tolls of Princes-street Bridge; Ranning Powers over Great Western, Bristol and South Wales Union, Bristol Port Extension, Bristol Port and Pier, and Bristol Channel Docks Railways and Tramways; Powers to Somerset and Dorset Railway Company; Arrangements with Bristol and South Wales Union Railway Company as to Narrow Gauge and Working; Powers of Agreement with Great Western, Bristol and Exeter, and Midland Railway Companies as to Joint Station at Bristol; Facilities; Agreements with Corporation of Bristol; Additional Capital; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session, for an Act to enable the Bristol and North Somerset Railway Company (hereinafter called "The Company") to exercise the powers following, or some of them, that is to say:

To make and maintain the following railways, or any or either of them, or some part or parts thereof respectively, with all proper works, stations, and other conveniences connected therewith respectively, that is to say:

No. 1. A railway which will be wholly situate in the out parish of St. Philip and Jacob, in the city and county of Bristol, commencing by a junction with the authorised line of the Bristol and North Somerset Railway, in a road numbered 67, in the said out parish of St. Philip and Jacob, upon the plans deposited with the Clerk of the Peace for the said city and county of Bristol, for the purposes of the Bristol and North Somerset Railway Act, 1863, at a point in such road, situate 30 yards or thereabouts, to the east of the south-eastern abutment of the Skew Bridge, which carries the Great Western Railway over the canal, commonly called or known as the Feeder, and over such road, and terminating in a garden belonging to John Hemmings and William Lee, immediately adjoining, and on the north side of the Bristol and South Wales Union Railway, and which said garden is situate 80 yards, or thereabouts, eastward of the bridge which carries the public road, known as Barton-hill-road, over such last-mentioned railway.

No. 2. A railway commencing in the said out parish of St. Philip and Jacob, from and out of the said intended railway No. 1, at or near the termination thereof, as before described, and terminating by a junction with the Midland Railway, in the parish of St. George, in the county of Gloucester, at a point thereon situate 120 yards or thereabouts, eastward of the bridge

which carries the turnpike road leading from Lawrence Hill to Bitton and Bath, over such last-mentioned railway.

No. 3. A railway commencing in the said out parish of St. Philip and Jacob, from and out of the said intended railway No. 1, in a piece of garden ground belonging to Jacob Crook, and in the occupation of George Hasell, and which said piece of garden ground is bounded on the north by the public road known as Barton-hill-road, on the east by a dwelling-house, garden, and premises belonging to the Great Western Cotton Company Limited, in the occupation of the Rev. Arthur Benjamin Day, and terminating in the parish of St. George, in the county of Gloucester, by a junction with the Bristol and South Wales Union Railway at a point thereon immediately adjoining, and on the east side of the bridge which carries the public road known as Pack Horse-lane over such last-mentioned railway.

No. 4. A railway which will be wholly situate in the said out parish of Saint Philip and Jacob, commencing from and out of the said intended railway No. 1, at or near the termination thereof, as before described, and terminating by a junction with the authorised line of the Bristol Port Extension Railway, at or near the point where the public road known as Avon-street is intended to be crossed by such last-mentioned authorised railway, and which said point is situate 25 yards or thereabouts north of the bridge which carries the Great Western Railway over Avon-street aforesaid.

No. 5. A railway which will be wholly situate in the said out parish of Saint Philip and Jacob, commencing from and out of the said intended railway No. 4, in the garden attached to the house known as 28, Edward-street, in the city of Bristol, belonging to John Roach, and in the occupation of James Horton, and terminating by a junction with the Lower Branch of the Midland Railway Company, at the point where such last-mentioned railway crosses the public road known as Barrow-lane on the level.

No. 6. A railway or tramway commencing in the said parish of Bedminster by a junction with the tramway authorised by the Bristol and North Somerset Railway Act, 1863, at a point in the road leading from Bathurst Basin to Prince's-street Bridge, situate 50 yards to the northward of the Bathurst Basin opening bridge, and terminating in the parish of Saint Stephen, in the said county and city of Bristol, at a point upon the road or quay called the Grove, immediately opposite the junction with such last-mentioned road or quay of the street or public highway, commonly called the Grove Avenue; which said several railways and tramways, numbered 1, 2, 3, 4, 5, and 6, will be made or pass through or into the several parishes and extra-parochial and other places following, or some of them, that is to say: the out parish of Saint Philip and Jacob, Temple, otherwise Holy Cross, Saint Mary Redcliffe, Bedminster, Saint Stephen, Saint Nicholas, and Saint Augustine, all in the city and county of Bristol, and Saint George's, in the county of Gloucester.

To enable the Company to purchase, compulsorily, and take, for the purposes of their undertaking, certain additional lands, houses, and property, situate in the parishes of Bedminster and Saint Mary Redcliffe, in the city and county of Bristol, which said lands are situate at Wapping, on both sides of, and immediately adjoining the public road leading from Bathurst Basin to Prince's Street Bridge, in the said city and county, and are bounded on the west by certain

other property belonging to the Company, recently purchased of Sydenham Teast, Esquire, on the north by the Floating Harbour, on the east by the Inner Lock leading from Bathurst Basin to the Floating Harbour, and on the south by Bathurst Basin and the New Gaol.

To make and maintain, in the said parishes of Bedminster, and Saint Stephen, or one of them, an opening bridge in the line and direction of the existing Princes Street Drawbridge, in those parishes, and in lieu thereof, together with all necessary approaches thereto; and to vest the same in the Corporation of the said city of Bristol.

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 said intended railways or tramway, or any or either of them, and to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing paths, footways, streams, drains, sewers, pipes, rivers, navigations, and other works within the aforesaid parishes, extra-parochial, and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended works aforesaid.

To purchase, by compulsion, or otherwise, lands, houses, and hereditaments, for the purpose of the said intended railways, tramway, additional lands and works, or any or either of them, and to alter, vary, or extinguish, all existing rights and privileges connected with such lands, houses and hereditaments, or which would in any manner impede or interfere with the objects and purposes of the intended Act; and to confer, vary, or extinguish, other rights and privileges, and also to purchase the right to levy toll at Prince's-street Drawbridge, across the floating harbour in the said city and county of Bristol, and all the rights, powers, and privileges connected with such bridge.

To levy tolls, rates, and duties, upon, or in respect of the intended railways, tramway, and works, or any or either of them, and upon the railways, stations, and works, hereinafter mentioned, belonging to other Companies, and to vary such tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and duties; to confer, vary, or extinguish other rights and privileges.

To empower the Somerset and Dorset Railway Company, either separately or jointly with the Company, to make and maintain the said railways, tramway, and works, or some or one of them, or some part or parts thereof, respectively; and to delegate to the Somerset and Dorset Railway Company, either separately or jointly with the Company, the execution of all or any of the powers of the said intended Act, and also to authorise the Company, and the Somerset and Dorset Railway Company, or either of them, to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors, to all or any of the purposes of the said intended Act; and also to authorise those Companies, for the purposes of the said intended Act, 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, either as part of their general capital and funds, or wholly or partly as a separate capital and loan, charged,

primarily or exclusively, on all or any part of the said intended railways and works; and also to divide such shares or stock into classes, and to create the same, on such terms and conditions, and with such privilege, and in such manner, as shall be prescribed by the said intended Act, or as Parliament shall authorise or direct.

To empower the Company, their officers and servants, and also all corporations and persons lawfully using the several railways authorised by the Bristol and North Somerset Railway Act, 1863, or by the said intended Act, or any of them, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and on payment of such tolls, rates, and charges, as shall, in default of agreement, be settled by the Board of Trade, or by arbitration, or otherwise;

So much of the Great Western Railway as will be situate between the junction at Bristol of the railway No. 4, authorised by the Bristol and North Somerset Railway Act, 1863, and the authorised junction with the Great Western Railway at or near Temple Meads Station of the Bristol Port Extension Railway;

So much of the Great Western Railway as is situate between the junction with that railway of the said railway No. 4, authorised by the Bristol and North Somerset Railway Act, 1863, and the western end of the present existing station of the Great Western Railway Company at Bristol, or of any future station (hereinafter called the "Bristol Joint Station") which, under the powers of the Bristol Joint Station Act, 1865, the Great Western Railway Company, or the Bristol and Exeter Railway Company, or the Midland Railway Company, or any one or more of such Companies, may erect and maintain, for the use of all or any of the said Companies, at or near Temple Meads at Bristol aforesaid;

So much of the Bristol and South Wales Union Railway as is situate between the point of junction with that railway of the said intended railway No. 2, and the New Passage Station of the Bristol and South Wales Union Railway Company, on or near to the banks of the River Severn, in the county of Gloucester;

The several railways and tramways authorised by the Bristol Port Extension Railway Act, 1864; the Bristol Port and Pier Railway; the railway or tramway authorised by the Bristol Port and Channel Docks Act, 1864; and also to use upon such terms and conditions as aforesaid all or any part of the stations, offices, goods, engines, and other sheds, sidings, landing steps, platforms, watering places, machinery, roads, works, and other conveniences of the said several Companies respectively at or near the said several railways aforesaid, or any of them, and especially the Bristol Station of the Great Western Railway Company, or any other station which may be erected by that Company in lieu thereof, or in which, under the powers of the Bristol Joint Station Act, they may acquire any property or rights.

To require the Bristol and South Wales Union Railway Company, the Bristol Port Extension Railway Company, the Bristol Port and Pier Railway Company, and the Bristol Port and Channel Docks Company, and each of them, to grant all proper and reasonable facilities for the transmission (including through booking) of and to transmit upon and along their respective railways, or any part thereof, all traffic which, having passed over the said intended or authorised railways of the Company, or any part thereof, may

be tendered to them respectively for transmission along their own railways or tramways, or any part thereof, or which may be tendered to them respectively for transmission along their own railways or tramways, or any part thereof, for the purpose of being afterwards conveyed on or along the said intended or authorised railways of the Company, or any part thereof, respectively, upon, and subject to, such rules and regulations, and upon, and subject to, the 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 said intended Act.

To authorise and require the Great Western Railway Company to lay down the narrow gauge in addition to the broad gauge upon the Great Western Railway between the junction with such railway of the railway No. 4 authorised by "The Bristol and North Somerset Railway Act, 1863," and the before-mentioned authorised junction with the Great Western Railway of the Bristol Port Extension Railway, and between the junction with such railway of the said railway No. 4, authorised by "The Bristol and North Somerset Railway Act, 1863," and the western end of the present existing station of the Great Western Railway Company at Bristol, or of the said Bristol Joint Station, and, in default, to authorise the Company to execute such works on such several portions of railway, so as to afford an efficient communication between the Bristol and North Somerset Railway and the Bristol Port Extension Railway, and between the Bristol and North Somerset Railway, and the Bristol Station of the Great Western Railway Company, or the said Bristol Joint Station, as the case may be, and to require the Great Western Railway Company to afford all reasonable facilities for such purposes.

To authorise and require the Bristol and South Wales Union Railway Company, their lessees or assigns, to lay down the narrow gauge in addition to the broad gauge upon so much of the Bristol and South Wales Union Railway as is situate between the point of junction with that railway of the said intended railway No. 2, and the said new Passage Station of the Bristol and South Wales Union Railway Company, and, in default, to authorise the Company, their lessees, or assigns, to execute such works, so as to afford an efficient communication between the Bristol and North Somerset Railway and the Bristol and South Wales Union Railway, and to require the Bristol and South Wales Union Railway Company, their lessees, or assigns, to afford all reasonable facilities for such purposes.

To empower the Company, and the Somerset and Dorset Railway Company, or either of those Companies of the one part, and the Bristol and South Wales Union Railway Company of the other part, to enter into contracts and arrangements with respect to the working, use, management, maintenance, and repair of the Bristol and South Wales Union Railway, or any part or parts thereof, the laying of additional narrow gauge rails thereon, the supply of rolling and working stock, the regulation and apportionment of the traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, rates, and charges, and the payment of any fixed or contingent rent, with respect to the purchase, sale, or lease to the Company and the Somerset and Dorset Company, or either of them, of the undertaking of the Bristol and South Wales Union Railway Company, or any part thereof, and of the powers, rights, and authorities of that Company in relation thereto, and with respect to the

appointment of a joint committee for better carrying out any such arrangements, and to confer upon that committee such powers as may be necessary or expedient to regulate their proceedings.

To empower the Company, the Somerset and Dorset Railway Company, and the Bristol Port and Pier Railway Company, or any or either of those Companies of the one part, and the Bristol Port Extension Railway Company of the other part, notwithstanding the provisions contained in clauses 60 and 61 of the Bristol Port Extension Railway Act, 1864, without giving any notice to, and independently of, the Great Western, Midland, and Bristol and Exeter Railway Companies, or any or either of those Companies, to enter into agreements and arrangements with respect to the construction, ownership, maintenance, management, use, and working of the Bristol Port Extension Railway, or any part or parts thereof, the supply of rolling and working stock, the regulation and apportionment of traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, rates, and charges, and the payment of any fixed or contingent rent, and with respect to the purchase, sale, or lease to the Company, the Somerset and Dorset Railway Company, and the Bristol Port and Pier Railway Company, or any or either of those Companies, of the undertaking of the Bristol Port Extension Railway Company, or any part thereof, and of the powers, rights, and authorities of that Company in relation thereto, and with respect to the appointment of a joint committee for better carrying out any such arrangements, and to confer upon that committee such powers as may be necessary or expedient to regulate their proceedings.

To authorise the Company and any other corporations and persons lawfully exercising any of the powers of the said intended Act, or any of the powers contained in the Bristol and North Somerset Railway Act, 1863, all, or any, or either of them, on the one hand, and the Mayor, Aldermen, and Burgesses of the city of Bristol (hereinafter called the Corporation) on the other hand, to enter into agreements and arrangements with reference to the construction of the said intended railway or tramway numbered 6 upon the public quays, wharves, and streets, and upon or across any of the bridges and works vested in or under the control of the said Mayor, Aldermen, and Burgesses, and also as to the working and use, as well of the said intended railway or tramway, numbered 6 as aforesaid, as of the tramway authorised by the Bristol and North Somerset Railway Act, 1863 (hereinafter called "The Authorised Tramway"), or of any part or parts thereof respectively, and the payment to be made in respect of such construction, working, and use, and as to the purchase of the existing toll at Prince's-street bridge, and all the rights, powers, and privileges of the Corporation connected therewith, and especially provision will be made in the said intended Act, reserving power to the Corporation for the purpose of retaining proper control over the public quays, wharves, and streets of the said city of Bristol to make and maintain such portions of the said railway or tramway, numbered 6 as aforesaid, and of the authorised tramway, as are designed to be or are being laid upon any public quay, wharf, or street, and to make agreements and arrangements for the use by the Company, or by the Somerset and Dorset Railway Company, of such portion of the said railways or tramways as may be so made and maintained by the Corporation, and for the purpose of such reservation to suspend until the 31st day of August, 1867,

or for such other period as may be agreed upon between the Corporation and the Company, the power to construct such portions of the said intended railway or tramway, numbered herein 6, as is proposed to be laid upon any such public quay, wharf, or street, and in case the said Mayor, Aldermen, and Burgesses, shall construct such portions of the said intended railway or tramway, numbered 6, or of the said authorised tramway as aforesaid, to provide that the Corporation, if and when duly authorised so to do, may make arrangements with the Company, and, if they so think fit, with any other persons or Company, for the leasing, working, or using such portions of the said intended railway or tramway, numbered 6, or of the said authorised tramway, as aforesaid, and to provide that all proper and reasonable facilities shall be afforded by the Company over any railway or tramway constructed or maintained by them (to or from any other line of railway or railway station or stations) for the traffic to or from such portions of the said intended railway or tramway numbered 6, or of the said authorised tramway as aforesaid, as shall be constructed by the Corporation, and that the Corporation shall afford the like facilities for the conveyance, to, from, or over such portions of the said intended railway or tramway numbered 6, or of the said authorised tramway, as shall be constructed by them of any traffic brought to or from the railways constructed by the Company, or by the Somerset and Dorset Railway Company, either already authorised or to be authorised hereafter, and provision will also be made in the said intended Act to authorise the Company (with the permission of the Corporation first obtained) or the Corporation from time to time, to alter the lines or courses of any part of the said railway or tramway, numbered 6, which shall be laid on any public street, road, or quay, and that the Company, with the like permission of the Corporation, or the Corporation may select such other lines or courses as the Company and the Corporation may think the city of Bristol, or the safety of the public, shall require, so that the said other lines of railway, so to be selected as aforesaid, shall be as fully and efficiently connected with the said authorised tramway as the said intended railway numbered 6 would be if constructed, and that the said other lines of railway as aforesaid, shall be as good and efficient in all respects as that which under the powers to be contained in the said intended Act may have been removed or altered, and that the same shall become the property of the Company, and shall be treated in all respects as though they were railways or tramways authorised by the said intended Act, and provision will further be made in the said intended Act, regulating the use of the said railway or tramway numbered 6, and empowering the Corporation to make bye-laws for the regulation thereof respectively.

To authorise the Company on the one hand, and the Great Western Railway Company, the Bristol and Exeter Railway Company, and the Midland Railway Company (hereinafter called "The Three Companies,") or any one or more of such Companies on the other hand, to enter into contracts and agreements with each other as to the use by the Company or by the Somerset and Dorset Railway Company, or by both of such Companies, of the joint station at Bristol, to be constructed under the powers of the Bristol Joint Station Act, 1865, and as to the formation, erection, arrange-

ment, maintenance, management, and use of such joint station, and as to the appropriation of any part or parts thereof to the use of the Company, or to the use of the Somerset and Dorset Railway Company, or to the use of both such Companies, and as to the tolls, charges, and sums of money to be paid by the said last-mentioned Companies, or either of them, to the three Companies, or any or either of them, in respect of the construction and user of the said joint station and any lines of rails communicating therewith.

To authorise the Mayor, Aldermen, and Burgesses of the said city of Bristol to dispose absolutely of their interest in any lands, houses, or hereditaments which may be required for the purposes of the railways, tramway, and works by the said intended Act authorised, and to sell and convey their interest in such lands, houses, and hereditaments, or any part thereof, in consideration of an annual rent-charge, or annual rent-charges, payable by the Company, and to provide that the powers of the Company for borrowing shall not be reduced by reason of such rent-charge or rent-charges, notwithstanding the 5th section of the Lands Clauses Consolidation Amendment Act, 1860.

To alter, vary, amend, extend, 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: The Bristol and North Somerset Railway Act, 1863, the Bristol Port Railway and Pier Railway Act, 1862, the Bristol Port Railway and Pier Act, 1865, the Bristol Port Extension Railways Act, 1864, the Bristol Port and Channel Docks Act, 1864, Local and Personal Act, 7 & 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company, 5 & 6 Wm. IV., cap. 107, and all other Acts relating to the Great Western Railway Company, 6 Wm. IV., cap. 36, and all other Acts relating to the Bristol and Exeter Railway Company, 20 & 21 Vic., cap. 54, and all other Acts relating to the Bristol and South Wales Union Railway Company, 15 Vic., cap. 63, and all other Acts relating to the Somerset and Dorset Railway Company, the Bristol Dock Transfer Act, 1848, and all other Acts relating to the Bristol Docks and Harbour.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections, showing the direction, line, and levels, of the said intended railways, tramway, and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, and a published map, showing the line of the intended railways delineated thereon, 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 Gloucester, at his office at Gloucester, and with the Clerk of the Peace of the city and county of Bristol, at his office at Bristol; and that on or before the 30th day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish or extra-parochial place, in or through which the said railways, tramway, and other 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, as follows (that is to say): in the case of parishes, with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the said intended Act will be

deposited in the Private Bill Office of the House of Commons, or on or before the 23rd day of December in the present year.

Dated this 7th day of November, 1865.

John Rees Mogg, High Littleton,
Bristol;

Thomas A. Hill, Paulton, Bristol;

William Toogood, 16, Parliament-street,
London;

John Bingham, 17, Parliament-street,
London.

West Drayton and Staines Railway.

(Incorporation of Company; New Line between West Drayton and Staines; Powers of Construction and Contribution to London and South-Western and Great Western Railway Companies; Running Powers; Facilities; Working Arrangements; 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") for the following purposes, or some of them, that is to say:—

To make and maintain, with all proper works, approaches, stations, and other conveniences, a railway commencing in the parish of Hillingdon, in the county of Middlesex, by a junction with the Great Western Railway, at or about a point thereon distant 42 chains, or thereabouts, eastward of the West Drayton Station of that railway; and terminating in the parish of Staines, in the said county of Middlesex, by a junction with the Windsor Branch of the London and South-Western Railway, at or near a point thereon distant 43 chains, or thereabouts, eastward of the Staines Station, on the said branch railway, and which railway will pass in, through, or into the several parishes, townships, chapelries, extra-parochial, and other places following, or some of them, that is to say, Hillingdon, West Drayton, Harmondsworth, Stanwell, West Bedfont, Ashford, and Staines, all in the said county of Middlesex.

To purchase and take by compulsion, for the purposes aforesaid, or any of them, lands, houses, and other property; to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased and taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway and works, or any of them, and to confer other rights and privileges.

To cross, alter, divert, or stop up such highways, turnpike or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, as it may be necessary or expedient to cross, alter, divert, or stop up for the purpose of making, maintaining, or using the said railway, or any of the works, approaches, stations, or conveniences connected therewith.

To levy tolls, rates, and duties for and in respect of the use of the said railway and works or any part thereof, and for the conveyance of passengers, animals, and goods thereon, and to confer exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges relating thereto.

To empower the Company, their officers and servants, and also all corporations and persons lawfully using the said intended railways, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon; or as shall be settled by arbitration, all or any part of the respective lines of railway

after-mentioned, together with the stations, watering places, works, and conveniences connected therewith respectively, that is to say:—

So much of the London and South-Western Railway, and of the Staines, Wokingham, and Reading Railway as is situate between the termination of the intended railway, and the western end of the Staines Station belonging to or used by the London and South-Western Railway Company.

So much of the main line of the Great Western Railway, and of the Uxbridge Branch of the same railway, as is situate between the point of junction with the Great Western Railway, of the intended railway firstly hereinbefore described, and the westernmost end of the West Drayton Station of the Great Western Railway Company.

To require the Great Western and the London and South Western Railway Companies to afford on their respective lines of railway, and at their stations (and particularly at the West Drayton station of the Great Western Railway Company, and the Staines station of the London and South Western Railway Company), such facilities as may be described in the Act, and upon such terms and conditions, and on payment of such tolls and charges as shall be mentioned in the said Act, for the reception, accommodation, and forwarding of the passenger and other traffic, and of the carriages of all descriptions conveying the traffic passing to, from, or over, or destined for the said intended railway, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic. And the said intended Act will, with respect to the before-mentioned matters, alter and regulate the tolls, rates, and charges authorised to be taken by the before-mentioned Companies upon their respective railways.

To authorise the Great Western and the London and South Western Railway Companies, or one of those Companies, to subscribe and contribute funds towards the undertaking of the Company, or any part or parts thereof, and to take and hold shares therein, or in any part or parts thereof, and to apply to such purpose any capital or funds now or hereafter belonging to them, or to raise additional capital by the creation of new shares either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond for the purposes of the said undertaking, or any of them, and to enable the said several Railway Companies to appoint directors and to vote at meetings of the Company.

To enable the Company on the one hand, and the Great Western and the London and South Western Railway Company, or one of those Companies, on the other hand, to enter into arrangements and agreements for the working, management, maintenance, and use by those Companies, or any or either of them, of the said intended railways, or either of them, or any part or parts of the same, and for the receipt and apportionment of the tolls, charges, and revenue arising therefrom, and for the appointment of joint committees of the said last-named several Companies, or any or either of them, and to enable them, or any or either of them, to apply any portion of their income or capital towards the purposes, or any of them, of such arrangements and agreements, or any of them.

To alter, amend, enlarge, and repeal, so far as it may be necessary for such purpose as aforesaid, all or any of the provisions of the several Acts relating to the Great Western Railway Company, that is to say:—Local and personal, 5th and 6th William IV., cap. 107; and any other Act or Acts relating directly or indirectly to or affecting the Great Western Railway Company; and also of the Acts following, or some or one of them, relating to the Lon-

don and South Western Railway Company: namely, 4th and 5th William IV. cap. 88; and any other Act or Acts relating directly or indirectly to or affecting the London and South Western Railway Company.

Duplicate plans and sections, showing the line, situation, and levels of the said intended railways and works, and the lands in or through which the same will be made, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, in Clerkenwell, in the said county; and on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railways and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the said 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.

John Bingham, 17, Parliament-street,
Westminster, S.W.

Craven Junction Railway.

(Incorporation of Company; Construction of Railway from authorised Ribblesdale Railway to Midland Railway at Earby; Traffic Arrangements with Ribblesdale Railway Company and Midland Railway Company; Amendment of Acts, and other purposes).

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

To incorporate a Company hereinafter called "The Company," and to enable such Company to construct and maintain the railway hereinafter described, or some part or parts thereof, such railway to be wholly situate in the West Riding of the county of York, together with all proper stations, sidings, works, and conveniences, roads, and approaches connected therewith (that is to say):—

A railway commencing by a junction with the authorised Ribblesdale Railway in a field, numbered on the plans deposited with the Clerk of the Peace for the West Riding of the county of York, in respect to the said authorised Railway 21, in the township of Paythorne, and parish of Gisburne, and terminating by a junction with the Leeds and Bradford extension of the Midland Railway at a point in the parish of Thornton-in-Craven, 550 yards, or thereabouts, from the south end of the platform of the Earby Station of such last-mentioned railway, measured along the said railway in a southerly direction.

The said intended railway will pass from, in, through, or into the several parishes following, or some or one of them, videlicet: Gisburne, Bracewell, Barnoldswick, or St. Mary-le-Gill, and Thornton-in-Craven, and the following townships, extra-parochial, and other places, or some or one of them, viz., Paythorne, Gisburne, Bracewell, Brogden with Admergill, Coates, Barnoldswick, Salterforth, Thornton, Earby, and Kelbrook.

To authorise the purchasing and taking by compulsion or agreement of lands and hereditaments for the purposes of the proposed undertaking, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with such lands and hereditaments, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to authorise the altering, diverting, or stopping up all turnpike or other roads, highways, streets, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places, or any of them, with which it may be necessary to interfere in the construction of the intended works.

To authorise the levying of tolls, rates, duties, and other charges for and in respect of the use of the intended railway and other works and the conveniences and accommodations connected therewith; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges; and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Ribblesdale Railway Company to make and carry into effect arrangements and agreements with reference to the construction of so much of the works for carrying out the said intended railway, as shall be adjoining or parallel to the authorised railway of the last-mentioned Company, and of the works of the Ribblesdale Railway between the same points, and also with reference to the construction, use, and management of a joint station at Chatburn, with suitable approaches, works, and conveniences for the accommodation of the traffic, whether in goods or passengers, of the said respective Companies, or failing such agreement to make provision for the construction, maintenance, and working of such joint station at the expense of the Company, and the Ribblesdale Railway Company jointly, or in such proportions as may be provided by the said intended Act, and for the management, use, and apportionment of the same, and for the appointment of a joint committee or joint committees with all usual and necessary powers for the regulation, control, and management of such station.

To enable the Company and any Company working and using their undertaking to run over and use with engines, carriages, and waggons so much of the authorised Ribblesdale Railway as lies between the junction therewith of the said intended railway, and the Chatburn Station of the said Ribblesdale Railway, and to run into and use the said station at Chatburn when constructed, together with all sidings, stations, watering-places, and other works and conveniences connected with the said portion of railway and the said station respectively upon payment of such tolls, rates, charges, rent, or other considerations as may be agreed upon, or as may be provided for and prescribed by the said intended Act.

To enable the Company and any Company working or using their undertaking to run over and use with engines, carriages, and waggons so much of the Midland Railway as lies between the junction therewith of the said intended railway, and the Earby Station of the Midland Railway, and to run into and use the said station at Earby, together with all sidings, stations, watering-places, and other works and conveniences connected with the said portion of railway and the said station respectively upon payment of such tolls, rates, charges, rent, or other considerations as may be agreed upon, or as may be provided for and prescribed by the said intended Act.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended railway, and the railways belonging to the Ribblesdale Railway Company and the Midland

Railway Company respectively, or any or either of them, and for securing through booking and through invoicing from, to, and over the said railways respectively, or either of them, also for fixing or ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for, or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the said railways, or either of them, as may be necessary, and to authorise the said Companies, or either of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, or in default of agreement to confer all necessary powers for effecting the objects aforesaid, or any of them.

To enable the intended Company on the one hand, and the Ribblesdale Railway Company and the Midland Railway Company, or any or either of them on the other hand, to enter into and carry into effect arrangements and agreements for or with respect to the execution and maintenance, working, use, and management of the intended railway and works, and for and with respect to the conduct and working, transmission, interchange, accommodation, and conveyance, collection, forwarding, and delivery of the traffic passing over and upon the railway, or any part thereof, of the Companies parties to such agreement, and with respect to the tolls, charges, or other sum or sums of money to be paid for, or in respect of the use of such railway or of the traffic thereon, and with respect to the apportionment between them of tolls and charges received in respect of such traffic.

To alter, amend, and enlarge so far as necessary the powers and provisions of all or any of the several Act or Acts relating to the Ribblesdale Railway Company and the Midland Railway Company respectively.

To incorporate in the said intended Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act Amendment Act, 1860."

Duplicate plans and sections of the said intended railway and works, and of the lands so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, with a published map showing the general course and direction of the said intended railway, and also a copy of this notice, as published in the London Gazette, will on or before the 30th day of November, 1865, be deposited 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 on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes, together with a copy of the Gazette notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any township or extra-parochial place, with the parish clerk of some parish immediately thereto adjoining, at his residence.

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

Dated this 14th day of November, 1865.

Hall and Baldwin, Clitheroe, Solicitors.

Marchant and Pead, 30, Great George-street, Westminster, Parliamentary Agents.

Bedford and Northampton Railway.

(Construction of New Railways in and near Northampton and Olney; New Road and Footpath and Widening of Roads at Northampton; Diversions of River Nene; Abandonment of portions of Authorised Lines; Working Arrangements; 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 Bedford and Northampton 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 following railways, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

A railway (No. 1) to commence in the parish of Great Houghton, in the county of Northampton, by a junction with the railway (No. 1), authorised by "The Bedford and Northampton Railway Act, 1865," in a field numbered on the plans deposited for the purposes of that Act (and which plans are hereinafter referred to as "the deposited plans") 37 in the said parish of Great Houghton, and terminating in the parish of All Saints, in the borough of Northampton, by a junction with the railway (No. 4), authorised by the said Act, at or near the point where that railway is shown on the deposited plans as intended to cross a certain road or street called Bridge-street, which said intended railway (No. 1) will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Great Houghton, and Hardingstone, in the county of Northampton, and St. Giles and All Saints, in the borough of Northampton.

A railway (No. 2) situate wholly in the parish of Hardingstone, in the county of Northampton, to commence by a junction with the intended railway No. 1 in a field numbered on the deposited plans 34 in the said parish of Hardingstone, and terminating by a junction with the railway or siding of the Midland Railway Company, 100 yards or thereabouts westward of the signal-box at the point of junction of the said railway or siding with the railway from Blisworth to Peterborough of the London and North-Western Railway Company.

A railway (No. 3) to commence in the said parish of Hardingstone, by a junction with the intended railway No. 1 in a field numbered on the deposited plans 32a in that parish, and terminating in the same parish by a junction with the said railway from Blisworth to Peterborough of the London and North-Western Railway Company at a point 35 yards or thereabouts eastward of the mile-post on that railway marked "69," which mile-post denotes a distance of 69 miles from London; which said intended railway (No. 3) will be wholly made or situate within the parishes of Hardingstone, in the county of Northampton, and St. Giles, in the borough of Northampton, or in one of such parishes.

A railway (No. 4) situate wholly in the parish of Olney, in the county of Buckingham, to commence by a junction with the authorised extension to Olney of the Newport Pagnel Railway, in or near a field numbered 2 in that parish on the deposited plans referred to in the Newport Pagnel Railway (Extension to Olney) Act, 1865, and to terminate by a junction with the

authorised railway No. 1 of the Company, in or near a field numbered 99, in the said parish of Olney, on the deposited plans referred to in the said Bedford and Northampton Railway Act, 1865.

To empower the Company to make a new road or street, commencing in the parish of St. Giles, in the borough of Northampton, on the south side of a certain road or street called Bedford-road, and near to the point where Chain-walk joins that road, and terminating in the parish of All Saints, in the borough of Northampton, at or near the junction of St. John's-place with St. John-street, which said intended street or road will be wholly situate in the parishes of St. Giles and All Saints, in the borough of Northampton.

To empower the Company to widen that part of St. John-street, in the borough of Northampton, which lies between St. John's-place and Bridge-street, and to alter the levels of that part of St. John-street aforesaid which lies between Cow-lane and Fetter-street, or lane, which said widening and alteration will be wholly situate in the parish of All Saints, in the borough of Northampton.

To empower the Company to widen that part of Cow-lane, in the borough of Northampton, which lies between Russell-terrace and Victoria-walk, which said widening will be wholly situate in the parishes of All Saints and St. Giles, or one of them, in the borough of Northampton.

To empower the Company to make a footpath on the southern side of and parallel with the intended railway No. 1, to commence in the said parish of St. Giles, from and out of a footpath, called the New-walk, and opposite a house called Vigo, in the occupation of James Thomas Sibley, and terminating in the said parish of St. Giles, at the point where Albion-place joins Victoria-walk, which intended footpath will be wholly made or situate within the parish of St. Giles, in the borough of Northampton.

To empower the Company to alter, divert, and straighten the channel of the River Nene, in the parishes of Hardingstone, in the county of Northampton, and St. Giles, in the borough of Northampton, or one of them, for a distance of four chains, or thereabouts, measured along the existing course of the river, to the north, and three chains, or thereabouts, measured along the existing course of the river, to the south of the point where railway No. 1, authorised by the said Bedford and Northampton Railway Act, 1865, is shown on the deposited plans as intended to cross such river, which said intended alteration or diversion will be made in or through the land numbered on the deposited plans 34, in the said parish of Hardingstone.

To empower the Company to alter, divert, and straighten the channel of the River Nene in the parishes of Hardingstone, in the county of Northampton, and St. Giles, in the borough of Northampton, or one of them, between a point nineteen and a half chains, or thereabouts, measured along the existing course of the river, westward of a certain mill known as Rush Mill, in the said parish of Hardingstone, and a point twenty-eight and a half chains, or thereabouts, measured along the existing course of the river, westward of the said mill, which said intended alteration or diversion will be made in or through the lands numbered on the deposited plans 2, in the said parish of St. Giles.

To empower the Company to abandon and relinquish the following portions of their railways authorised by the Bedford and Northampton Railway Act, 1865: that is to say:—

“So much of the authorised railway, No. 1 as lies between the point where the intended railway No. 1 is to commence and the termination of the said authorised railway No. 1.

“So much of the authorised railway No. 4 as lies between its commencement and Bridge-street, in the borough of Northampton.

The whole of railways Nos. 2 and 3 respectively.

And to substitute for the said railways and portions of railways so proposed to be abandoned the intended railways Nos. 1, 2, and 3, and to apply thereto all clauses and provisions of the said Bedford and Northampton Railway Act, 1865.

To make lateral deviations from the lines of the said intended railways and works to the extent and within the limits described upon the plans to be deposited as hereinafter mentioned, or as may be prescribed by the said intended Act.

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

To purchase by compulsion, or agreement, lands, houses, and hereditaments for the purposes of the said intended railways and works, or any or either of them, and to vary and extinguish all existing rights and privileges connected therewith, 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 levy tolls, rates, and duties for or in respect of the said intended railways and works; to alter tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To empower the Company and the Corporation of Northampton to enter into and carry into effect contracts and agreements with reference to the construction by the Company of roads and other works in the borough of Northampton, and with reference to the lease, sale, or appropriation by the Company to the Corporation of any lands acquired by the Company under the powers of the intended Act, and to confirm any agreement already made, or which prior to the passing of the intended Act may be made with respect to all or any of the matters aforesaid.

To enable the Company to apply to the purposes of the intended Act any funds now raised, or authorised to be raised, by them, or which now or hereafter may belong to them, or be under the control of their directors, and also to raise new or additional capital for all or any of such purposes; and for the general purposes of the Company, by the creation of new shares or stock in their undertaking, either with or without a preference, or priority, or guarantee in payment of interest or dividend, and by borrowing on mortgage, or by any such means; and also to empower the Company, if they think fit, to divide any shares or stocks now created or issued by them, or which may be created or issued by them, under the powers of the first recited Act and the intended Act, or either of them, or any portion or portions thereof, respectively, into classes, and into preferred and deferred half-shares, and to attach or affix to such shares when so classified and divided certain guaranteed interest, or preference or priority in payment of interest or

dividend, and either temporarily or permanently, and other special rights and privileges.

To enable the Company on the one hand and the Midland Railway Company and the Newport Pagnel Railway Company, or either of them, on the other hand, from time to time to enter into agreements and arrangements for or with respect to the working, use, management, and maintenance by any or either of the contracting Companies of the undertaking or undertakings of the other or others of them; or of any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the same undertakings, 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 the rent, payment, allowances, drawbacks, and rebates to be paid, made, and allowed by any or either of the contracting Companies to the other or others of them, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid.

To alter, amend, extend, and enlarge, or to repeal some of the provisions of "The Bedford and Northampton Railway Act, 1865," and of the local and personal Acts following, or some of them, viz.: 7 and 8 Vic., cap. 18, and any other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vic., cap. 204, and any other Acts relating to or affecting the London and North-Western Railway Company; 26 and 27 Vic., cap. 110, and any other Acts relating to the Newport Pagnel Railway Company; "The Nene Valley Drainage and Navigation Improvement Act, 1862," and any other Acts relating to the Nene Valley Drainage and Improvement Commissioners.

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, 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 Northampton, at his office at Northampton, and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish in or through which the said railways and works are intended to be made, or in which any lands are intended to be taken 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 as to any extra-parochial place with the 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 7th day of November, 1865.

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

Barnet, Hendon, and Midland Junction Railway.

Incorporation of Company; Construction of Railways from the Midland Railway (Extension to London) to Chipping Barnet, with Junctions with Edgware, Highgate, and London, and Midland and South-Western Junction Railways; Facilities, Working Arrangements, and other Provisions affecting the Midland, Great Northern, Edgware, Highgate, and London and Midland and South-Western Junction Railway Companies; Alteration of Tolls; 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 incorporate a Company for making and maintaining the railways and works hereinafter mentioned, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company"), all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

Firstly, a railway No. 1, commencing in the parish of Hendon, in the county of Middlesex, by a junction with the railway firstly described in and authorised by the Midland Railway (Extension to London) Act, 1863, at or about the point where upon the plans deposited with the Clerk of the Peace for the county of Middlesex, for and referred to in that Act, that railway is shown as intended to cross the road numbered on those plans 4 in the said parish of Hendon, and terminating in the parish of Monken Hadley, in the county of Middlesex, in the field numbered 25 in that parish, upon the plans deposited with the Clerk of the Peace for the said county for and referred to in the Great Northern Railway Act (No. 1) 1864, 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), Hendon, Finchley, Fryern Barnet, and Monken Hadley, in the county of Middlesex, and Chipping Barnet, in the county of Herts.

Secondly, a railway No. 2, wholly in the parish of Finchley, in the county of Middlesex, commencing by a junction with the intended railway No. 1 above described, at a point in Long-lane 14½ chains, or thereabouts (measured along that lane) from and to the eastward of the junction of that lane with the main public road, leading from Hampstead through Fortune-hill and Finchley to Barnet, and terminating in the field numbered 46, in the said parish of Finchley upon the plans deposited with the Clerk of the Peace for the county of Middlesex, for and referred to in the Edgware, Highgate, and London Railway Act, 1862, together with a junction there with the Edgware, Highgate, and London Railway now constructing.

Thirdly, a railway No. 3, wholly in the parish of Hendon, in the county of Middlesex, commencing by a junction with the intended railway No. 1 above described, in a field on the south side of the farm buildings of Clitterhouse Farm, which field is in the occupation of Mr. Hale, and is known as Garden-field, and terminating in the field numbered 2, in the said parish of Hendon, upon the plans deposited with the Clerk of the Peace for the county of Middlesex, and referred to in the Midland and South-Western Junction Railway Act, 1864, together with a

junction there with the authorised Midland and South-Western Junction Railway.

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

To cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, and other highways, footways, bridges, railways, tramroads, aqueducts, springs of water, rivers, streams, canals, navigations, pipes, sewers, drains, and watercourses within or adjoining the parishes, townships, extra-parochial or other places before mentioned, or any of them, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the intended railways and works, or any of them, or of the Bill.

To purchase and take by compulsion or agreement lands, houses, tenements, and hereditaments, for the purposes of the intended railways and works, or any of them, or of the Bill, and to acquire easements over, under, or through any such lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, and charges upon or for the use of the railways and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to make effectual provision for facilitating and securing the interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of the Company, and the railways and stations of the Midland, the Great Northern, the Edgware, Highgate, and London, and the Midland and South-Western Junction Railway Companies respectively, and for the employment by the Company and the several Companies of officers, and servants, and agents at and upon each others railways and stations, and for through booking and invoicing of passengers and traffic of every description, and for ascertaining by compulsory arbitration or otherwise the terms and conditions on which such facilities shall be afforded, and the appropriation and division of the receipts from such traffic.

And it is also intended by the said Bill to empower the Midland, the Great Northern, the Edgware, Highgate and London, and the Midland and South-Western Junction Railway Companies, or any or either of them, and the Company to enter into and carry into effect contracts, agreements, and arrangements, for or with reference to the construction, maintenance, working, and using, by any or either of the contracting Companies of the railways and works of the other or others of them, or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of engines, stock, and plant, and 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:—7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163,

203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 19, 164, 221, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 178, 335, and 359, relating to the Midland Railway Company; 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. (Session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 153, and 159; 12 and 13 Vic., caps. 55 and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vic., caps. 176 and 306; 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 Wm. 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; and 1 and 2 Geo. 4, cap. 61; and 28 and 29 Vic., caps. 98, 101, and 299, relating to the Great Western Railway Company; 25 and 26 Vic., cap. 46; 27 and 28 Vic., cap. 29; and 28 and 29 Vic., cap. 191, relating to the Edgware, Highgate, and London Railway Company, and "The Midland and South-Western Junction Railway Act, 1864."

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 line of the proposed railway delineated thereon, and a copy of this notice as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and with the Clerk of the Peace for the county of Herts, at his office at St. Alban's, in that county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books 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 proposed 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.

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

Dated this 11th day of November, 1865.

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

Ross and Tewkesbury Railway.

(Incorporation of Company; Construction of Railways in Herefordshire, Gloucestershire, and Worcestershire; Running Powers over the Railways of the Tewkesbury and Malvern, the Evesham and Redditch; the Worcester, Dean Forest, and Monmouth; the Gloucester and Dean Forest; the Ross and Monmouth; the Coleford, Monmouth, Usk, and Pontypool; the Newport and Usk; and the Abergavenny and Monmouth Railway Companies; the Alexandra (Newport) Dock Company; and Portions of the Great Western and Midland Railways and of the Railway of the Monmouthshire Railway and Canal Company; Arrangements with and other provisions affecting the above-named Companies and the London and North-Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company (hereinafter referred to as "The Company") for the purpose of making and maintaining the railways hereinafter described, or some or one of them, or some part thereof with all necessary and convenient approaches, roads, stations, sidings, works, and conveniences connected therewith (that is to say):

First,—A railway (No. 1) commencing in the parish of Ross, in the county of Hereford, by a junction with the railway authorised by the Ross and Monmouth Railway Act, 1865, in a field numbered on the plans deposited with the Clerk of the Peace for the county of Hereford, for and referred to in that Act 34, in the said parish of Ross, and terminating in the parish of Tewkesbury, in the county of Gloucester, by a junction with the Tewkesbury and Malvern Railway, at a point distant five chains, or thereabouts, from and to the westward of the bridge by which the last-mentioned railway is carried over the River Avon, 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, Ross, Weston Under Penyard, Brampton Abbots, Upton Bishop, Linton, and Aston Ingham, in the county of Hereford; Staunton, Redmarley, D'Abitot, Eldersfield, Corse, Chaseley, and Bushley, in the county of Worcester; and Newent, Pauntley, Oxenhall, Upleadon, Hartpury, Corse, Tirley, Hasfield, Forthampton, Twining, Mythe, Mythe Hook, Tewkesbury, Tewkesbury Borough, Deerhurst, and hamlet of Walton, or Deerhurst Walton, in the county of Gloucester.

Secondly,—A railway (No. 2), wholly in the parish of Newent, in the county of Gloucester,

commencing by a junction with the said intended railway (No. 1) in a field numbered 4, in the said parish of Newent, on the plans deposited with the Clerk of the Peace for the county of Gloucester, for and referred to in the Worcester, Dean Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864, and terminating by a junction with the railway authorised by the last-mentioned Act, in a field numbered 28, in the said parish of Newent, upon the last-mentioned plans. And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes following (that is to say),

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

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

To purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the intended railways and works and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments respectively.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railway stations and works hereinafter mentioned belonging to other companies, and to alter the tolls, rates, and duties which those other companies respectively are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties.

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

And it is also intended by the said Bill to empower the Company, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, the railways and portions of railway hereinafter mentioned, that is to say:—

So much of the Tewkesbury and Malvern Railway as lies between the point of intended junction therewith of the intended Railway No. 1 above described and the Tewkesbury branch of the Midland Railway.

So much and such parts of the Midland Railway as lie between the junction therewith of the Tewkesbury and Malvern Railway on the one hand, and the stations of the Midland Railway at Birmingham, Cheltenham, and Evesham respectively on the other hand.

So much of the Great Western Railway as lies between its junction with the Midland Railway at or near Abbott's Wood and Worcester, together with the station or stations there of the Great Western and Midland Railway Companies respectively.

The railways of the Evesham and Redditch Railway Company.

The railways (constructed and authorised) of the Worcester, Dean Forest, and Monmouth Railway Company.

So much of the Great Western Railway as lies between the authorised junction therewith of the railway authorised by the Worcester, Dean

Forest, and Monmouth Railway (Extension to Gloucester) Act, 1864, and the Gloucester station of the Great Western Railway, together with that station and the additional rails which the Worcester, Dean Forest, and Monmouth Railway Company are by the last-mentioned Act empowered to lay down upon the said portion of the Great Western Railway.

The Gloucester and Dean Forrest Railway.

The authorised Ross and Monmouth Railway.

The Coleford, Monmouth, Usk, and Pontypool Railway.

The authorised railways of the Newport and Usk Railway Company, and the railways over which that Company have running powers.

The authorised railways of the Alexandra (Newport) Dock Company.

So much of the railway of the Monmouthshire Railway and Canal Company as lies to the south of the junction therewith of the Newport and Usk Railway.

The authorised Abergavenny and Monmouth Railway.

So much of the Great Western Railway as lies between the authorised junction therewith of the authorised Abergavenny and Monmouth Railway and the station at Abergavenny of the Great Western Railway Company, and the stations, sidings, platforms, roads, water, water-engines, offices, warehouses, sheds, machinery, works, and conveniences of or connected with those several railways and portions of 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 authorised to be taken thereon respectively.

And it is also intended by the said Bill to empower the Great Western, the Midland, and the London and North-Western Railway Companies (notwithstanding anything contained in the Great Western and West Midland Railway Act, 1863, or in the Schedules A and B to the same Act), and also the Tewkesbury and Malvern, the Worcester, Dean Forest, and Monmouth, the Gloucester and Dean Forest, the Ross and Monmouth, the Coleford, Monmouth, Usk, and Pontypool, the Newport and Usk, and the Abergavenny and Monmouth Railway Companies, the Monmouthshire Railway and Canal Company, and the Alexandra (Newport) Dock Company, and all companies to be incorporated by any Act in the present session of Parliament for making railways in the counties of Hereford, Gloucester, Worcester, Monmouth, and Glamorgan, or any of them; and the Company to enter into and carry into effect, contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using by any or either of the contracting Companies of the railways and works of the other or others of them, or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

And 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 fol-

lowing (that is to say), 5 and 6 William 4, cap. 107; 6 William IV, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., (Session 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 55 and 85; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vic., caps. 176 and 306; 1 and 2 Geo. IV., cap. 63; 6 Geo. IV., cap. 168; 3 Wm. IV., cap. 70; 7 Geo. IV., cap. 53; 33 Geo. III., cap. 112; 35 Geo. III., cap. 72; 39 Geo. III., cap. 60; 49 Geo. III., cap. 42; 53 Geo. III., cap. 30; 57 Geo. III., cap. 15; and 1 and 2 Geo. IV., cap. 61; and 28 and 29 Vic., caps. 98, 101, and 299; relating to the Great Western Railway Company; 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 19, 164, 221, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 178, 335, and 359, relating to the Midland Railway Company; 26 and 27 Vic., cap. 185; 27 and 28 Vic., cap. 295; and 28 and 29 Vic., cap. 319, relating to the Worcester, Dean Forest, and Monmouth Railway Company, and the Evesham and Redditch Railway Act, 1863; 23 and 24 Vic., cap. 72; and 25 and 26 Vic., cap. 56, relating to the Tewkesbury and Malvern Railway Company; the Ross and Monmouth Railway Act, 1865; 16 and 17 Vic., cap. 217; and 24 and 25 Vic., cap. 197, relating to the Coleford, Monmouth, Usk, and Pontypool Railway Company; the Newport and Usk Railway Act, 1865; the Abergavenny and Monmouth Railway Act, 1865; the Alexandra (Newport) Dock 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 Hereford, at his office in the city of Hereford, in the same county, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester in the same county, and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, in that county; that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them, are, or is intended to be made, together with a copy of this notice as published in the "London Gazette," will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 10th day of November, 1865.

Hodding, Townsend, and Co., Westminster,
James Wheeler, Westminster,
C. M. R. Chamberlain, Ledbury,
Henry Minet, Ross.

Solicitors for the Bill.

Perran Railway Pier and Harbour.

(Incorporation of Company, Construction of Railways from the Central Cornwall Railway, in the parish of Saint Allen, in the county of Cornwall, to the Sea Coast, near Holywell Bay; Construction of a Pier or Jetty and Breakwater, and formation of Harbour at Holywell Bay; Working arrangements; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "The Company") and to authorise the Company to make and maintain the works, and exercise the powers following (that is to say):—

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

A Railway (No. 1) to commence in the parish of Saint Allen, in the county of Cornwall, by a junction with the authorised railway of the Central Cornwall Railway Company, in a field, numbered 13, in the said parish on the deposited plans of the Central Cornwall Railway, referred to in the Central Cornwall Railway Act, 1865, and to terminate in the parish of Perranzabuloe, in the county of Cornwall, at or near a place or farm called Treamble, in a field, numbered 1352 on the tithe map of the said parish of Perranzabuloe, which said intended Railway (No. 1) will be made, or pass from, in, through, or into the several parishes, townships and extra-parochial or other places following, or some of them, that is to say, St. Allen, Newlyn East, Perranzabuloe, Perran, Zelah, Treamble, Stampes and Cubert, all in the county of Cornwall.

A Railway (No. 2) situate in the said parishes

of Perranzabuloe and Cubert, in the county of Cornwall, to commence by a junction with the intended Railway (No. 1), at the termination thereof as hereinbefore described, and to terminate at the sea coast, at or near Holywell Bay, in a piece of land commonly called Cellar Cove Hill, numbered 1289 on the tithe map of the said parish.

A Railway (No. 3) to commence in the parish of St. Allen, in the county of Cornwall, by a junction with the authorised railway of the Central Cornwall Railway Company, in a field numbered 52 in that parish, on the deposited plans of the Central Cornwall Railway, referred to in the Central Cornwall Railway Act, 1865, and to terminate in the parish of Perranzabuloe, in the county of Cornwall, at or near a place or farm called Treamble, in a field numbered 1352 on the tithe map of the said parish of Perranzabuloe, which said intended Railway (No. 3) will be made or pass from, in, through, or into, the several parishes, townships, and extra-parochial, or other places following or some of them, that is to say, St. Allen, Newlyn East, Perranzabuloe, Zelah, Treamble, Stampes, and Cubert, all in the county of Cornwall.

To make and maintain a pier or jetty, with all proper works and conveniences connected therewith, to commence from and out of the intended Railway (No. 2) at the termination thereof as above described, and extending in a westerly direction, 200 yards or thereabouts, into the sea, which said intended pier or jetty will be situate wholly within or adjoining the said parish of Perranzabuloe, in the county of Cornwall.

To make and maintain a breakwater so as to form a harbour at Holywell Bay, in the parish of Perranzabuloe, in the county of Cornwall, commencing at or near Penhale Point, in or near a piece of land numbered 3123 on the tithe map of the parish of Perranzabuloe, and terminating at certain rocks called Carter's Rocks, lying in the sea near the said point, called Penhale Point, which said intended breakwater and the works and conveniences connected therewith will be wholly made, or situate in, or adjoining the said parish of Perranzabuloe, in the county of Cornwall, and to form into a harbour so much and such part of Holywell Bay aforesaid as will be situate and lie between an imaginary straight line drawn from the northernmost rock of the said Carter's Rocks, in an easterly direction for three-quarters of a mile, and an imaginary straight line drawn in a southerly direction from the termination of the said firstly described imaginary line to the shore.

To make, provide, lay down, and maintain shipping places, wharves, warehouses, jetties, landing places, dolphins, buoys, beacons, lightships, lighthouses, tug boats, dredge boats, moorings, and other works and conveniences in connection with or for the purposes of the intended harbour, pier or jetty, and other works, or any of them.

To maintain and improve the intended harbour, and from time to time to dredge, scan, deepen, preserve, and improve all channels from time to time forming a means of access thereto, or to the intended pier or jetty.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, canals, streams, cuts, creeks, channels, sewers, drains, rivers, navigations, and other works within or adjoining the aforesaid parishes as it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To empower the Company to reclaim, acquire, and purchase by compulsion or agreement, lands, houses and hereditaments, or any easements or rights of way over lands for the purposes of the intended Act, and to vary and extinguish all existing rights and privileges connected therewith, and all or any rights or 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 authorize the Company to levy tolls, rates, dues, and other charges for or in respect of the said intended railways, pier, harbour and works, and to grant exemptions from the payment thereof.

To make provision for the management, use, regulation, and protection of the intended harbour, pier, and other works and conveniences, the regulation and control of shipping, persons, animals and goods frequenting or using the same, 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.

To enable the Company on the one hand, and the Central Cornwall Railway Company or any Company or Companies for the time being, owning or working the railways of the Central Cornwall Railway Company, or any or either of such Companies on the other hand, from time to time, to enter into contracts or agreements for or with respect 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, or of any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the same undertakings, the payment to be made and the conditions to be performed with respect of such working, use, management, and maintenance, the interchange, accommodation, conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, and the fixing, division, and appropriation of the receipts and revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such contract or agreement as aforesaid, and to confirm any agreement already made, or which prior to the passing of the intended Act may be made respecting any of the matters aforesaid.

To incorporate with the intended 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," and "The Harbour, Docks, and Piers Clauses Act, 1847."

To alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of "The Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864," and "The Central Cornwall Railway Act, 1865."

And notice is hereby further given, that plans and sections of the said intended works, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the "London Gazette," will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office, at Bodmin, 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 in or through which the said works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated the 13th day of November, 1865.

In Parliament. Session 1866.

City of London Corporation Gas.

(Purchase of Lands and Erection of Gas Works in the parish of West Ham, in the county of Essex. Power to the Corporation of the City of London to supply Gas within the City of London and Liberties. Powers as to Laying of Pipes in certain Parishes. Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to authorise the Mayor, Aldermen, and Commons of the city of London (in this notice called the Corporation) to supply gas for public and private purposes within the city of London and liberties thereof, and for such purposes to exercise all or any of the following powers (that is to say), to purchase, by compulsion or by agreement, the lands, hereditaments, and premises following, or any part thereof, namely, the lands in the parish of West Ham, in the county of Essex, on part of which the petroleum stores of Messrs. Drew and Campbell are erected, bounded on the south by the River Thames, on the north by the North Woolwich-road, on the east by marsh land, and on the west by other marsh land, and on such lands, or any of them, or any part thereof, to erect and maintain gas works, gasometers, retorts, machinery apparatus, buildings, approaches, roads, works, and conveniences, and to manufacture gas and the several matters producible from the residual products arising or resulting from the manufacture of gas, and generally to carry on the operations and works which are carried on by corporations and companies, who manufacture and supply gas for public and private lighting.

To authorise the Corporation to supply gas for lighting the public streets, thoroughfares, passages, and places of the city of London and liberties thereof, and to supply and sell gas to the inhabitants and occupiers of property in the said city and liberties, and for lighting public and private buildings, shops, houses, warehouses, manufactories, railways, railway stations, docks, quays, wharves, bridges, and works, and for any other purposes; and to break up and interfere with streets, roads, lanes, bridges, and other passages, and places, and sewers, drains, and pipes therein; and to lay down, place, and maintain gas pipes, lamps, pillars, and posts; and to manufacture, supply, hire, sell, and let gas meters, fittings, and gas apparatus; and to levy and collect rates, rents, and charges for the sale and supply of gas, gas meters, fittings, and apparatus; and to hold and acquire patent rights or licences

to use patent rights in relation to the manufacture and distribution of gas, and the utilisation of residual products; and to enter into contracts for a supply of gas with the Commissioners of Sewers for the city of London, and any local authorities or public departments, and generally within the city of London and liberties thereof; and also for manufacturing and storing gas, and for bringing the same for distribution from the gas works to the city, to exercise all such powers and authorities as may be given to the Corporation by the intended Bill.

To authorise the Corporation to lay down and maintain gas mains for the passage of, and for conveying gas from the intended gas works to be erected at the site before described, into the city of London for distribution, and to purchase, by compulsion or agreement, for such purposes, lands and houses. The principal line of such gas mains to commence at the gas works to be erected in the said parish of West Ham, and to pass through the following parishes, hamlets, or places, or any of them (that is to say), West Ham, in the county of Essex; Saint Leonard's, Bromley; All Saints, Poplar; Saint Ann's, Limehouse; hamlet of Ratcliff, in the parish of Saint Dunstan's, Stepney; hamlet of Mile-end Old-town, in the parish of Saint Dunstan's, Stepney; Saint George's-in-the-East; Saint Mary's, Whitechapel, all in the county of Middlesex, and to terminate at the boundary of the city of London, in Aldgate High-street, with a branch line of gas mains, commencing from the principal line in the Commercial-road, in the hamlet of Ratcliff, in the parish of Saint Dunstan's, Stepney, near the Stepney Railway Station, and passing through that hamlet and the parishes of Saint George's-in-the-East; Saint Paul's, Shadwell; Saint Mary's, Whitechapel; and Saint Botolph, Aldgate Without, all in the county of Middlesex, and terminating at Sparrow-corner, in the city of London, near to Little Tower-hill.

And also to authorise the Corporation to break up and use any street, road, bridge, highway, passage, or place in those parishes, hamlets, and places lying between the site of the proposed gas works and the city; and for the purposes of laying down and maintaining such gas mains for the conveyance of gas.

To confer on the Corporation the powers, with or without modification, contained in the "Gas Works' Clauses Act, 1847."

To authorise the Corporation to borrow money for the purposes of the Bill on mortgage, bond, annuity, or otherwise, and apply for those purposes the funds and moneys under their control, and to charge moneys borrowed on their corporate estates, revenues, rates, and rents belonging to or levied by them, and on the estates to be purchased, and the revenue, rates, and rents to arise or be levied under the Bill, and to apply the rents, rates, and profits of the gas works to the purposes of the Corporation.

To extend and apply to the purposes of the Bill the provisions, or any of them, of the "Gas Works' Clauses Act, 1847," and the "Metropolitan Gas Act, 1860," or wholly or partially to exempt the Corporation from any of the provisions of those Acts, or either of them, or to modify or alter the same with reference to all or any of the objects of the Bill, and to vary or extinguish any rights and privileges thereunder, or any other Act or Acts, letters patent, charters, or otherwise.

To authorise the compulsory purchase of lands and houses for the purposes of the Bill, and the acquiring compulsorily of easements in lands, and the taking of lands by agreement, and to

vary or extinguish all rights and privileges interfering with the objects of the Bill, to alter rates, and vary and extinguish exemptions from rates, and to confer exemptions from rates, and to make provisions for all matters necessary or incidental to the objects of the Bill.

Plans describing the lands and houses to be taken compulsorily under the powers of the Bill, and books of reference to the plans, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county, and with the Clerk of the Peace for the city of London, at his office in the Old Bailey; and on or before the same day a copy of this notice and of so much of the said plans and books of reference as relate to any of the parishes, hamlets, or places aforesaid, in which any lands or houses are intended to be taken are situate, will be deposited as follows:— With respect to the parish of West Ham, with the parish clerk of such parish, at his residence; with respect to any parish in the city of London, with the parish clerk of each parish, at his residence; with respect to every parish in Schedule A of the "Metropolis Management Act, 1855," with the vestry clerk of each such parish, at his office in that parish; and as regards any parish or place in Schedule B of that Act, with the clerk of the district board of parishes and places in which such parishes and places are included, at his office in that district.

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

William Corrie, Remembrancer, Guildhall.

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

16th November, 1865.

In Parliament—Session 1866.

London, Chatham, and Dover Railway
(New Lines, &c.)

(New Lines and Works, and Alterations of Lines in Surrey and Kent; New Streets and Alterations and Stoppage of Streets in London; New Road at Ramsgate; Abandonment of certain Authorised Lines in Surrey and Kent; Provisions affecting the London, Brighton, and South Coast, and London and North-Western Railway Companies; Running Powers and other Provisions affecting the West London, and the West London Extension Railway Companies; Money Powers and other Powers for the Company and the Kent Coast Railway Company; Provisions affecting and Contribution by the Corporation of London; Maintenance of New Road at Ramsgate by the Local Authority; Discharge of part of the Company's Property from their Mortgage and Bond Debt; Provisions as to Tenant's Compensation and Leasing Lands; Amendment of Acts.)

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

To empower the London, Chatham, and Dover Railway Company (hereinafter called "The Company," to make and maintain the following



ways with stations, approaches, and other works (to wit):—

(The Knight's Hill Junction).—A railway (No. 1), commencing in the parish of Streatham, in Surrey, by a junction with the railway secondly authorised by the London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863 (and there called part of Main Line No. 1), at or near the point where that railway is shown on the plans deposited as in that Act mentioned as crossing the road leading from the Tulse-hill Hotel to Dulwich-common, and passing from, in, through, or into the parishes, townships, and places of Streatham and Camberwell, or St. Giles Camberwell (both in Surrey), or one of them, and terminating in the said parish of Camberwell or St. Giles Camberwell, by a junction with the Railway No. 1 (Beckenham section) of the Company's Metropolitan Extensions, at or near the south end of their Herne-hill Station.

(The Denmark-hill Junction).—A railway (No. 2), wholly in the parish of Lambeth, otherwise St. Mary Lambeth, in Surrey, commencing by a junction with the Railway (No. 2) (City section) of the Metropolitan Extensions of the Company at a point 230 yards, or thereabouts, northward of their Loughborough-road Station, and terminating on the western side of Denmark-hill, by a junction with the Junction Railway No. 1, authorised by the London, Chatham, and Dover Railway (Various Powers) Act, 1865, at or near its point of junction with the London, Brighton, and South Coast Railway Company's line, as shown on the plans deposited for the purposes of that Act with the Clerk of the Peace for Surrey.

(The Peckham Curve).—A railway (No. 3), wholly in the parish of Camberwell, otherwise St. Giles Camberwell, in Surrey, commencing by a junction with the Peckham line, authorised by the London, Chatham, and Dover Railway Act, 1863, at a point ninety yards, or thereabouts, to the south-east of the crossing of that line over High-street, Peckham, and terminating by a junction with the two lines of rails appropriated to the Company and the Crystal Palace and South London Junction Railway Company, on the Peckham Junction line, authorised by the London, Brighton, and South Coast Railway (Additional Powers) Act, 1864, at or near the east side of the bridge or viaduct carrying the last-mentioned line over Rye-lane, Peckham.

(The First East London Junction).—A railway (No. 4), commencing in the said parish of Camberwell, otherwise St. Giles Camberwell, by a junction with the Crystal Palace and South London Junction Railway, at or near the bridge carrying that railway over the road called The Braid at Peckham, and passing from, in, through, or into the parishes or places of Camberwell, otherwise St. Giles Camberwell, St. Paul Deptford, and Rotherhithe, otherwise St. Mary Rotherhithe (all in Surrey), or some of them, and terminating in the last-named parish by a junction with the Railway No. 1, authorised by the East London Railway Act, 1865, on the south side of the road known as the New-road, and at or near the crossing thereof by that railway, as shown in the plans deposited for the purposes of that Act with the Clerk of the Peace for Surrey.

(The Second East London Junction).—A railway (No. 5), wholly in the said parish of Camberwell, otherwise St. Giles Camberwell, commencing by a junction with the Crystal Palace and South London Junction Railway, on the north side of the three arch bridge carrying that railway over St. Mary's-road, Peckham, and ter-

minating by a junction with the above proposed Railway No. 4, on the south side of the Queen's-road, Hatcham, and at a point sixty-five yards, or thereabouts, eastwards of the bridge built for carrying the London, Brighton, and South Coast Railway over that road.

(The Greenwich Deviation).—A railway (No. 6), wholly in the parish of Greenwich, in Kent, commencing by a junction with the Greenwich line, authorised by the London, Chatham, and Dover Railway Act, 1863, now in course of construction at a point sixty yards, or thereabouts, from the point where that line is shown on the plans deposited for the purposes thereof, with the Clerk of the Peace for Kent, as crossing the Lewisham-road, and sixty-five yards, or thereabouts, from the crossing of the Blackheath-hill by that line as shown on those plans, and terminating in the ground occupied by the Public Baths of Greenwich, at a point twenty-five yards, or thereabouts, south-west of Royal-hill, and forty-eight yards, or thereabouts, south-east of London-street.

To empower the Company to make the following new streets, and alterations of streets, with roadways and footways, and with power to make thereunder subways or archways, viz:—

(A) A new street commencing in the parish of St. Ann's Blackfriars, in the City of London, at or near the north end of the bridge carrying the Company's railway over Earl-street, and passing from, in, through, or into the parishes, townships, or places of St. Ann's Blackfriars, St. Bride's, and St. Martin Ludgate, all in the City of London, or some of them, and terminating in the said parish of St. Martin Ludgate, on the south side of Ludgate-hill, at a point opposite the southern end of the Old Bailey.

(B) A new street (wholly in the parish of St. Ann's Blackfriars, in the City of London), commencing at the point where Union-street now joins Water-lane, and running thence in an easterly direction for the distance of 25 yards, or thereabouts, and there terminating by a junction with the intended new street (A).

(C) An alteration of the levels of Union-street, wholly in the parish of St. Ann's Blackfriars, in the City of London, commencing at the eastern end of the bridge carrying Union-street under the Company's Railway, and terminating at the commencement as hereinbefore described of the intended new street (B).

(D) A new street, wholly in the parish of St. Ann's Blackfriars, in the City of London, commencing from and out of a court called Church-entry, and on the west side thereof, and running close to and parallel with the southern boundary of the graveyard belonging to the parish of St. Ann's Blackfriars for a distance of about 35 yards, and there terminating by a junction with the intended new street (A).

To empower the Company to divert or alter the course and levels of, or to stop up and to extinguish all rights of way and other rights in or over the following streets, lanes, courts, alleys, and other places in the before-named parishes and places, viz:—Pilgrim-street, Cobb's-court, Shoemaker's-row, Playhouse-yard, Dark-alley, Printing House-lane, Huish's-court, Broadway, St. Martin's-court, Stonecutter-alley, Dolphin-court, Little Bridge-street, Meeting House-court, Evangelist-court, Water-lane, Ship-yard, Fleur de Lis-court, Glasshouse-yard, Union-street, and other streets, yards, roads, alleys, courts, lanes, and places within the parishes and places before-

mentioned, and to invest the soil and site of those stopped up in the Company for their own use and benefit.

To empower the Company and the Kent Coast Railway Company, or one of them, to make a road (wholly in the parish of St. George's, Ramsgate, in the county of Kent), commencing at a point on the East Cliff facing "Truro Lodge," and terminating at or near the front of the entrance gates to the East Pier of the Royal Harbour of Ramsgate.

To empower the Company and the Kent Coast Railway Company respectively, for the purposes which they may be by the intended act authorised to execute, to exercise the following powers, viz.

(a) To deviate laterally from the lines of the intended railways, streets, road, and works to any extent within the limits of deviation shown on the plans to be deposited as hereinafter mentioned, and also to deviate vertically from the levels shown on the sections to be deposited with those plans to such extent as may be authorised by the said intended Act, and, if deemed expedient, beyond the limits of vertical deviation authorised by the Railways Clauses Consolidation Act, 1845.

(b) To cross, stop up, alter, or divert, for the purposes of the intended Act, and either temporarily or permanently, streets, courts, alleys, squares, and other places, roads, ways, rivers, navigations, canals, aqueducts, bridges, railways, tramways, telegraphs, sewers, drains, and watercourses, within or adjoining any of the aforesaid parishes, townships, or places, and to appropriate and use the subsoil or under-surface thereof.

(c) To purchase and take by compulsion or otherwise for the purposes of the intended railways, streets, road, and works, and other the purposes of the intended Act, lands, houses, and property in the before-named parishes, townships, and places.

To empower the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, to alter the tolls, rates, and charges which the Company and the other companies named in this notice are now authorised to levy on or in respect of their existing or authorised lines, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges respectively.

To provide for the maintenance and management of the intended streets and subways or archways in the City of London, by the Corporation of the City of London, and for the maintenance and management of the intended road at Ramsgate by the local authorities having charge of the roads in St. George's, Ramsgate, and for the application of their respective funds and revenues for the purpose (including, as regards the Corporation, the London Coal and Wine Duties).

To empower the Corporation of the City of London to contribute towards the cost of the intended streets, and to apply their said funds and revenues to that purpose, and to sanction and give effect to agreements between them and the Company with reference to the matters aforesaid.

To empower the Company to abandon and relinquish the construction of the whole of the Railway (No. 7) authorised by the London, Chatham, and Dover Railway (New Lines) Act, 1864 (which was to commence and terminate at the same points as the Knight's-hill Junction hereinafter described) and of the portion of the Greenwich line authorised by the

London, Chatham, and Dover Railway Act, 1863, between the commencement, as hereinbefore described, of the Greenwich deviation and the authorised termination of that line on the south-west side of Croom's-hill, and to relieve the Company from all obligations to complete the same, and from all penalties and liabilities for non-completion thereof, and to annul all agreements made and notices given by the Company for taking lands, houses, or other property for the purposes thereof, and to relieve the Company from all liability to make compensation in respect of such agreements and notices, or of their entry upon, user, or possession of lands, houses, or property for the purposes of such portion of the Greenwich line.

To empower the Company and the Kent Coast Railway Company respectively, for the purposes of the intended Act or any agreements sanctioned by it, and for other the purposes of their authorised undertakings, or any of them, to apply their respective corporate funds, and revenues, and moneys which they are now authorised to raise, and to raise more money by the creation of new shares and stock (preferential or otherwise) in their several capitals, funds, and undertakings, or some of them, and with or without special rights and privileges, and by borrowing, on mortgage or otherwise, on the security of such funds and undertakings, or any of them, and to create debenture stock.

To vary any agreements or arrangements between the Company and the London, Brighton, and South Coast Railway Company, or between the Company and the West End of London and Crystal Palace Railway Company, and the provisions of any Acts mentioned in this notice relating to such agreements or arrangements, or to the subject matters thereof, or which would affect or be affected by any of the objects of the intended Act, and to negative or vary the application of any parts of such agreements, arrangements, or provisions, to some of the proposed works and objects of the intended Act, and to extend and adapt such agreements, arrangements, or provisions to any other such works or objects.

To determine the period at which the appropriation of lines of rails to the Company and the London, Brighton, and South Coast Railway Company, under the London, Brighton, and South Coast Railway (Additional Powers) Act, 1864, and any agreements between the two Companies, shall take effect, and to repeal or amend some of the provisions of that Act, and of the other Acts mentioned in this notice relating to that matter, and to the user by the two Companies of each other's lines and works, and other matters in which they are jointly interested.

To empower the Company, and all other companies and persons lawfully using the railways of the Company, or any part thereof, to work, run over, and use with their engines, carriages, and servants, and upon payments, terms, and conditions to be defined by the intended Act, or to be (failing agreement) determined, compulsorily, by arbitration, or otherwise, the West London Railway, and also the railways of the West London Extension Railway Company, or some parts thereof, and the Kensington station, and all other stations, sidings, buildings, offices, approaches, water supplies, water engines, telegraphs, signals, signal posts, machinery, works, and conveniences on, or connected, or used with those railways and stations respectively, and to levy tolls, rates, and charges for traffic conveyed by them thereon, and to require the West London Railway Company and the West London Extension Railway Com-

pany respectively, and all other companies and persons owning or working the railways, or any portions of the railways and works so worked over, run over, or used, to afford and render all requisite facilities and services for the purposes aforesaid, and to vary and grant exemptions from the tolls, rates, and charges now authorised to be levied thereon or in respect thereof.

To sanction and give effect to agreements between the Company and the West London Railway Company and the London Extension Railway Company, the London and North-Western Railway Company, and the London, Brighton and South Coast Railway Company, or any of them, with respect to any of the objects of the Bill, and any other matters in which the contracting Companies are mutually interested, and with respect to the maintenance, management, working, and use, by either of the contracting Companies, of all or any of the railways, works, and conveniences (existing, authorised, or hereafter to be authorised) of the other of them, the conduct, interchange, accommodation, and transmission of the traffic thereof, and of traffic passing over the same to or from other railways, the supply of rolling and other stock, officers, and servants, and the fixing and levying of tolls, rates, and charges for such traffic, and with respect to the rents, tolls, drawbacks, rebates, payments, and allowances to be paid and allowed by the contracting Companies to or for each other, and all incidental matters.

To amend the West London Extension Railway Act, 1859, so as to include within the definition of "through traffic" in that Act traffic coming from or destined for any railway of the Company.

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.

To empower the Company to grant leases of any lands and property acquired or to be acquired by them, and not for the time being required for the purposes of their undertaking, and to sell reversions.

To discharge the houses and buildings of the Company, and parts of their lands, and stations, and works, and property appropriated by them to other Companies from the mortgage and bond debt of the Company, and from forming part of any security given or to be given under their existing borrowing powers, and to authorise them to borrow separately on the security thereof.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To amend the following (local) Acts, viz:—16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 96, 195, and 212; and 28 and 29 Vic., caps. 268, 269, and 347, relating to the Company:—5 and 6 Wm. 4, cap. 10; 6 and 7 Wm. 4, cap. 121; 7 Wm. 4 and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 69, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92,

and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., caps. 68, 78, 151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 191, 204, 208, 218, and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, and 314; and 28 and 29 Vic., caps. 50, 66, 273, and 379, relating to the London, Brighton, and South Coast Railway Company:—6 and 7 Wm. 4, cap. 79; 3 and 4 Vic., cap. 105; 8 and 9 Vic., cap. 156; 9 and 10 Vic., cap. 369; 10 and 11 Vic., cap. 91; 17 and 18 Vic., cap. 204, relating to the West London Railway Company:—23 and 24 Vic., cap. 134; 24 and 25 Vic., cap. 232; 26 and 27 Vic., cap. 208; and 27 and 28 Vic., caps. 195 and 274, relating to the West London Extension Railway Company:—16 and 17 Vic., cap. 180; 17 and 18 Vic., cap. 210; 19 and 20 Vic., cap. 87; 20 and 21 Vic., cap. 143; 21 and 22 Vic., cap. 104; 22 and 23 Vic., cap. 98, relating to the West End of London and Crystal Palace Railway Company:—17 and 18 Vic., caps. 201, and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 66, 78, 98, 104, 118, 143, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vic., caps. 5, 108, 177, 203, and 217; 27 and 28 Vic., caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vic., caps. 316, 333, and 334, relating to the London and North-Western Railway Company:—28 and 29 Vic., cap. 343, relating to the South-Eastern Railway Company; the Holborn Valley Improvement Act, 1864; the Whitechapel and Holborn Improvement Act, 1865; 26 and 27 Vic., cap. 46, and the other Acts relating to the London Coal and Wine Duties; "The Metropolitan Meat and Poultry Market (Western Approach) Act, 1862;" "The Metropolitan Market Acts, 1857 and 1865;" and "The London City Improvement Act, 1847."

On or before the 30th day of November, 1865, the following documents will be deposited for public inspection, and each deposit will include a copy of the notice as published in the London Gazette, viz:—

(A) Plans and sections of the proposed railways, streets, road, and works, with a book of reference to the plans, and a published map with the lines of the intended railways delineated thereon, and also plans of the additional lands and houses intended to be compulsorily taken, with a book of reference thereto, will be deposited at the offices of the respective Clerks of the Peace for Middlesex, at the Sessions House in Clerkenwell; for Surrey, at North-street, in Lambeth; for Kent, at Maidstone; for the City of London, at the Sessions House, in the Old Bailey.

(B) A copy of so much of the said plans, sections, and books of reference as relate to each parish or place in or through which the proposed railways, streets, road, and works are intended to be made, or in which any land or houses intended to be compulsorily taken, are situate, will be deposited as follows (to wit):—

For each of the parishes of Camberwell, otherwise St. Giles Camberwell; Lambeth, otherwise St. Mary Lambeth; Rotherhithe,

otherwise St. Mary Rotherhithe, with the vestry clerk of the parish, at his office.

For each of the parishes of St. Paul Deptford, and Greenwich, with the clerk of the District Board of Works for the district of Greenwich, at his office at Greenwich.

For the parish of Streatham with the clerk of the District Board of Works for the district of Wandsworth, at his office at Battersea-rise, Wandsworth; 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 28rd 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 15th day of November, 1865.

W. E. Johnson, Secretary.

London, Chatham and Dover Railway Company.

In Parliament—Session 1866.

London, Chatham, and Dover Railway.
(Chatham Dockyard Branch).

(New Line to Chatham Dockyard, with power (by Arrangement with the Admiralty), to Lay Rails and Sidings within the Chatham Dockyard, Sheerness Dockyard, and other Government Premises; Alteration of a Road in Gillingham; Separate Undertaking; Arrangements with the Admiralty; Amendment of Acts).

APPPLICATION is intended to be made to Parliament next session for an Act to authorise the London, Chatham, and Dover Railway (hereinafter called the Company), to exercise the powers or some of the powers following, viz. :—

To make and maintain a railway (wholly in the parish of Gillingham, in the county of Kent), commencing by a junction with their main line at or near where it crosses on the level the public road from Chatham-hill to Gillingham, and terminating at or near the north-east corner of the boundary wall of the present Chatham Dockyard (with stations, approaches, and other works).

To alter the levels of the said road from Chatham-hill to Gillingham, for the purpose of carrying it over the Company's main line by means of a bridge (instead of the said level crossing) and to make a bridge for that purpose (which alteration will be wholly in the said parish of Gillingham, and will commence at a point on the said road 900 feet, or thereabouts, south of the said level crossing, and will terminate at a point thereon 900 feet, or thereabouts, north of the same level crossing).

To cross, stop up, alter, or divert for the purposes of the intended Act, and either temporarily or permanently, streets, roads, ways, rivers, navigations, canals, aqueducts, bridges, railways, tramways, telegraphs, sewers, drains, and watercourses in the aforesaid parish.

To purchase and take by compulsion or agreement, lands, houses, and property for the purposes of the intended Act.

To levy tolls, rates, and charges, upon or in respect of the intended railway, to vary those which the Company are now authorised to take, and to confer exemptions from payment of the same respectively.

To raise, for the purposes of the intended Act, a separate capital, in shares or stock (preferential or otherwise), with special privileges, and to borrow

money on the credit of the undertaking, under the intended Act, and of its revenue.

And it is intended to effect by the intended Act the objects, or some of the objects, following, viz. :

To stop up the said level crossing and to extinguish all rights of way and other rights in and over the same, and to vest in the Company the soil and site of the said level crossing and adjoining portions of the said road.

To provide for the maintenance of the altered road and bridge by the local authority, liable to the maintenance of the existing road.

To constitute the undertaking under the intended Act a separate undertaking and the proprietors therein a separate proprietary, distinct from the other undertakings and proprietaries of the Company, and to appropriate the revenues of the undertaking to the purposes of the intended Act (but with provision for payment thereof of working expenses, and of contributions to the expenses of management, and to the salaries, remuneration, and wages of officers and servants of the Company).

To authorise the Company to make and carry into effect arrangements with the Lords of the Admiralty for the laying down, maintenance, use, and working of rails, sidings, works, and conveniences into, in, through, and along Chatham Dockyard and the Admiralty premises, and Sheerness Dockyard, and any other Admiralty premises, and with respect to the construction, maintenance, use, and working of the intended railway, the carriage of Government stores, materials, and other things, and of officers, servants, and workmen, and of naval officers and seamen, and with respect to the expenditure on all or any of the aforesaid works, and the payments, periodical or otherwise, fixed or varying, to be made by the Admiralty, to the Company in regard to the matters aforesaid, and the compositions for, or exemptions from tolls and charges to be allowed and granted, and with respect to 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 East Kent Railway Act, 1853;" "The East Kent Railway (Extension to Dover) Act, 1855;" and "The London, Chatham, and Dover Railway Act, 1859."

On or before the 30th day of this present November, plans and sections of the intended railway and works, a book of reference to the plans, a published map with the line of the intended railway delineated thereon, and a copy of this notice as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and also (excepting the published map) with the parish clerk of the said parish of Gillingham, at his residence.

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 15th day of November, 1865.

W. E. Johnson, Secretary, London, Chatham and Dover Railway Company.

Great Eastern Railway (Additional Powers).

(New Railways and Land for Stations at Hertford and Enfield, Deviations in Levels near Hanger-lane, and in Somersham and Ramsey Line—Tramways at Wisbeach—Level Crossing—Additional Lands in various places—Guarantee on East Norfolk Mortgages—Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the

next Session, for an Act to authorise the Great Eastern Railway Company (hereinafter called "The Company") to make and maintain the following railways, tramways, and works, with all necessary and proper stations, works, and conveniences connected therewith respectively (that is to say):

1. A railway (hereinafter referred to as Railway No. 1) commencing by a junction with the Hertford branch of the Great Eastern Railway, 230 yards or thereabouts eastward from the booking office at the Hertford Station, in the parish of St. John, Hertford, in the county of Hertford, 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, St. John, Hertford, and All Saints, Hertford, and terminating in the parish of All Saints, Hertford, at or near the east side of Bull-plain, at a point fifty yards or thereabouts from the southern end of Bull-plain; that is to say, the point where Bull-plain runs into Railway-street.

2. A railway (hereinafter referred to as Railway No. 2, and wholly situate in the parish of Enfield and county of Middlesex), commencing by a junction with the Enfield branch of the Great Eastern Railway, at a point twenty yards or thereabouts south-east of the southern extremity of the passenger platform of the Great Eastern Station at Enfield, and terminating at a point seventy yards or thereabouts west of the said station, at or near the eastern side of the turnpike road leading from Enfield to London, and twenty yards or thereabouts south of the point of junction between the said turnpike road and the road leading therefrom to the said station.

3. An embankment and wharf or wharves in the parish of Wisbeach, St. Peter, along and on the eastern side of the River Nene or Wisbeach River, commencing opposite or nearly opposite to the western end of Osborn-road, and terminating opposite or nearly opposite the western end of the road leading from the Old Roman Bank to the said river.

4. A railway or tramway (hereinafter called Tramway No. 1), commencing near the River Nene or Wisbeach River, at a point at or near the western end of Osborn-road, in the parish of Wisbeach, St. Peter, and terminating at or near Cornhill on the western side of the said river, in the said parish of Wisbeach, St. Peter.

5. A railway or tramway (hereinafter called Tramway No. 2), commencing by a junction with Tramway No. 1, at or near the junction of Lynn Road, with the new wharf, passing thence along the Lynn-road and East-street or Chase-street, and the road or street in continuation of East-street, or Chase-street, to and terminating by a junction with the Wisbeach Harbour branch of the Great Eastern Railway, at or near the spot where the said branch crosses the said road or street in continuation of East-street or Chase-street.

6. A railway or tramway (hereinafter called Tramway No. 3), commencing in the Lynn-road by a junction with Tramway No. 2 at a point opposite Bedford-street, passing thence through Bedford-street and Queen-street, and the street or road in continuation thereof, to and terminating in the road or way leading from the Old Roman Bank by the end of East-street or Chase-street, or the road or street in continuation of East-street or Chase-street to the bank of the River Nene or Wisbeach River.

7. A railway or tramway (hereinafter called Tramway No. 4), commencing by a junction with

Tramway No. 1, at or near the west end of Russell-street, and terminating by a junction with Tramway No. 2, at or near the east end of Russell-street.

8. A railway or tramway (hereinafter called Tramway No. 5), commencing by a junction with Tramway No. 1, at or near the west end of Silver-street, and terminating by a junction with Tramway No. 2, at or near the east end of Silver-street.

9. A railway or tramway (hereinafter called Tramway No. 6), commencing by a junction with Tramway No. 1, at a point nearly midway between the Old Sluice and Crane Wharf, and terminating at a point in the Old Horse Fair, near East-street. Also the laying down of one or more lines of railway or tramway across the public road which intervenes between the said proposed embankment and certain lands belonging to the Company, all which said lines of railway or tramway will be situate in the said parish of Wisbeach St. Peter.

10. An alteration in the authorised levels of the railway referred to as Railway No. 3 in the Great Eastern Railway (Metropolitan Station and Railways) Act, 1864, commencing at Hanger-lane, and terminating at West Green-road, which said alteration will be situate in the parish of Tottenham, in the county of Middlesex.

11. An alteration or alterations in the levels of the railway authorised by the Great Eastern Railway (Ramsey Branch) Act, 1865, or parts thereof, between the commencement and the termination of such railway in the parishes, townships, and extra-parochial or other places following, or some of them (that is to say), of Somersham, Pidley, Pidley-cum-Fenton, Warboys, Wistow, Bury, and Ramsey, in the county of Huntingdon. And it is proposed by the intended Act to authorise or sanction the crossing on the level of a certain road, in the parish of Cavendish, in the county of Suffolk, leading from Cavendish to Belchamp by the Melford and Clare Line of the Great Eastern Railway, authorised by the Eastern Counties Railway New Lines Act, 1861, and to authorise the Company to carry Tramway No. 1 over the bridge across the River Nene, or Wisbeach River, and to lay down tram or rails along all or any roads or streets within the borough of Wisbeach, with the consent of the Local Board of Health, or other body having the charge or control over the said roads and streets.

And it is proposed by the intended Act to authorise lateral and vertical deviations from the line and level of the proposed railways and works, as shown upon the plans and sections hereinafter referred to, within the limits usually authorised by Parliament, or to be prescribed by the intended Act; also powers for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, and places aforesaid, for the purposes of the intended railways, approaches, stations, works, and conveniences, and other purposes of the intended Act; also certain lands and buildings in the said parishes of St. John, Hertford, and All Saints, Hertford, bounded on the north by the River Lea navigation; on the west by Bull-plain; on the south by Railway-street, and part of Tattle-hill; and on the east by a new road leading from Tattle-hill or Railway-street in a northerly direction, towards the said navigation, and a line drawn in a straight direction from the northern end of such new street to the said navigation. Also certain lands and buildings in the said parish of Enfield, bounded on the west by the said turnpike road leading from London to Enfield; on the north by the said

road leading therefrom to the Great Eastern Railway Station; on the east by the said station and railway; and on the south by the school premises and a line drawn from the north-eastern corner of such premises in a line with the northern boundary of such premises to the said railway; also the houses and premises, No. 1 and No. 2a, in Three Colt-lane, near Primrose-street, in the parish of St. Matthew, Bethnal-green; also the houses and premises, No. 14 and No. 15, in Primrose-street, in the same parish; also the houses and premises, No. 15 and No. 16, Church-path, and No. 2, Crescent-cottages, Cambridge-heath, in the parish of St. John, at Hackney, all in the county of Middlesex, and a house and premises, No. 9, Sun-street, in the parish of St. Botolph, Bishopsgate, in the city of London.

Also powers for the purchase of lands and buildings by agreement, and to stop up, remove, alter, or divert temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, streams, canals, and other watercourses, and waters of every description, natural or artificial, telegraphic wires or apparatus, tunnels, subways, tubes, sewers, pipes, buildings, erections, or works of any description, within or near to any of the several parishes, townships, and places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act.

And it is proposed by the intended Act to authorise the Company to guarantee interest on all or any sums which the East Norfolk Railway Company may at any time borrow on mortgage under the powers conferred by any Act or Acts of Parliament, and to appropriate to the purposes of the intended Act any of their existing or authorised funds, and to raise more money by the creation of new ordinary guaranteed or preference shares or stock in their undertaking, and by mortgage or otherwise; and it is proposed by the intended Act to authorise the taking and levying by the Company of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary or extinguish, exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights and privileges connected with any land or buildings which may be acquired by the Company under the powers of the intended Act, or any work of any description which may be stopped up, removed, altered, or diverted as aforesaid, and all other rights and privileges which would or might in any way prevent or interfere with any of the purposes of the Act being fully effected, and to grant other rights and privileges.

And it is proposed by the intended Act to amend or repeal some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—

"The Great Eastern Railway Act, 1862;" "The Eastern Counties (Epping Lines) Act, 1862;" "The Eastern Union Railway Act, 1862;" "The Great Eastern Railway (Steam Boats) Act, 1863;" "The Great Eastern Railway (Additional Powers) Act, 1863;" "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864;" "The Great Eastern Railway (Junctions) Act, 1864;" "The Great Eastern Railway (High Beech Branch) Act, 1864;" and "Great Eastern Railway (Additional Powers) Act, 1865;" "Great Eastern Railway (Capital, &c.) Act, 1865;" "Great Eastern Railway (Ramsey Branch) Act, 1865;" "Great Eastern Railway (Bishop Stortford Railway Purchase) Act, 1865;" and "Great Eastern and London and Blackwall Railway Act, 1865;" and all other Acts (if any)

relating to the Great Eastern Railway Company, and "The East Norfolk Railway Act, 1864."

And notice is hereby further given that a plan and section in duplicate of the proposed railways and works, and of the lands which may be taken under the compulsory powers of the intended Act; a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands; and a published map, with the lines of railway delineated thereon, showing their general course and direction, will be deposited for public inspection as follows, that is to say:—With respect to Railway No. 1, and all lands in the county of Hertford, with the Clerk of the Peace of the county of Hertford, at his office at St. Alban's; and with respect to Railway No. 2, and all works, lands, and buildings in the county of Middlesex, with the Clerk of the Peace of that county, at his office in Clerkenwell; and with respect to all works and lands in the county of Cambridge, with the Clerk of the Peace for that county, at his office at Cambridge; and with respect to the said embankment, tramways, and works at Wisbeach, with the Clerk of the Peace for the Isle of Ely, at his office at Wisbeach, and with the Clerk of the Peace of the county of Cambridge, at his office at Cambridge; and with respect to the alterations in levels in the railway from Somersham to Ramsay, with the Clerk of the Peace of the county of Huntingdon, at his office at Huntingdon; and with respect to all lands and buildings in the City of London, with the Clerk of the Peace of the City of London, at his office in the Old Bailey, and that a copy of so much of the said plan, section, and book of reference respectively as relates to any parish or extra-parochial place, will be deposited as follows, that is to say:—

In the case of the parish of St. Matthew, Bethnal-green, with the vestry clerk of the said parish, at his office at Bethnal-green; in the case of the parish of St. John, at Hackney, with the clerk of the Hackney District Board of Works, at his office at the Town-hall at Hackney; and in the case of any other parish, with the parish clerk of such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that all such deposits will be made before the 1st 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 the 10th November, 1865.

Maynard, Son, and Co., 57, Coleman-street, London, Solicitors for the Bill.

Great Eastern Railway
(Alexandra Park Branch).

(Railways from the Great Eastern Railway to the Alexandra Park; Increase of Capital; Agreements with Muswell Hill Estate Company, &c.; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the Great Eastern Railway Company (hereinafter called "The Company") to make and maintain the following railways, with all necessary and proper stations, works, and conveniences connected therewith respectively. (that is to say):

1. A railway (hereinafter referred to as rail-

way No. 1) commencing at a point 46 yards or thereabouts north of the north-eastern corner of the building now in course of construction in the parish of Tottenham, in the county of Middlesex, called the Alexandra Palace, and terminating at a point in the boundary fence of the Muswell-hill Estate Company, situated 550 yards or thereabouts north of Tottenham Wood House, in the said parish.

2. A railway (hereinafter referred to as railway No. 2) commencing by a junction with railway No. 1 at a point 700 yards or thereabouts from the said Tottenham Wood House, measured in a south-westerly direction, and 30 yards or thereabouts east of the boundary fence between the parishes of Tottenham and St. James Clerkenwell (detached), and terminating by a junction with the Alexandra Park branch of the Edgware, Highgate, and London Railway, authorised by the Edgware, Highgate, and London Railway Act, 1864, in a field numbered 97 in the parish of St. Mary, Hornsey, on the deposited plan referred to in the said Act.

3. A railway (hereinafter referred to as railway No. 3) commencing by a junction with railway No. 1, at a point 70 yards or thereabouts north-west of the north-western corner of the said building called Alexandra Palace, and terminating at or near the spot hereinbefore described as the termination of railway No. 2, and by a junction with railway No. 2, and the said authorised Alexandra Park branch of the Edgware, Highgate, and London Railway, or one of them.

4. A railway (hereinafter referred to as railway No. 4) commencing by a junction with railway No. 1, at or near the spot hereinbefore described as the termination thereof, and terminating in the parish of Tottenham, at a point in the Seven Sisters-road 300 yards or thereabouts from the junction of such road with the high road leading from London to Tottenham, and by a junction there with a railway authorised by the Great Eastern Railway (Metropolitan Station and Railway's Act), 1864, and therein described as railway No. 3, or with an intended deviation thereof; all which said railways and works will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following or some of them (that is to say), Tottenham, St. James Clerkenwell (detached), and St. Mary Hornsey, or some of them, all in the county of Middlesex.

And it is proposed by the intended Act to authorise lateral and vertical deviations from the line and level of the proposed railways, as shown upon the plan and section hereinafter referred to within the limits usually authorised by Parliament or to be prescribed by the intended Act; also powers for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, and places aforesaid, for the purposes of the intended railways, approaches, stations, works, and conveniences and other purposes of the intended Act; also powers for the purchase of lands and buildings by agreement, and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, streams, canals, and other watercourses, and waters of every description, natural or artificial, telegraphic wires or apparatus, tunnels, subways, tubes, sewers, pipes, buildings, erections, or works of any description, within or near to any of the several parishes, townships, and places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act; and it is proposed

by the intended Act to authorise the Company to appropriate to the purposes of the undertaking any of their existing or authorised funds, and to raise more money by the creation of new, ordinary, guaranteed or preference shares or stock in their undertaking, and by mortgage or otherwise.

And it is proposed by the intended Act to authorise the Company on the one hand, and the Muswell-hill Estate Company (Limited), or any Company to be incorporated by an Act to be passed in the next session, with power to make railways upon their lands or estate, on the other hand, to make and carry into effect agreements with respect to all or any of the matters aforesaid, and also with respect to all or any of the purposes hereinafter mentioned (that is to say), the construction, maintenance, working, and use by the said Companies, or either of them, of the said intended railways or any of them, and the stations, works, and conveniences connected therewith, the interchange, transfer, transmission and conveyance of traffic from, to, and over the intended railways and works of the Company, and the railways and works of the other Company party to the agreement, and the fixing, division, and apportionment amongst the said Companies parties to the agreement of the tolls, rates, duties, charges, and receipts in respect of all or any such traffic as aforesaid, and otherwise with respect to the undertakings, works, and traffic of the Company and of the said other Company, and to provide for the carrying of all or any such agreements into effect, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorise the taking and levying of tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all existing rights and privileges connected with any land or buildings which may be acquired by the Company under the powers of the intended Act, or any work of any description which may be stopped up, removed, altered, or diverted, as aforesaid, and all other rights and privileges which would or might in any way prevent or interfere with any of the purposes of the Act being fully effected, and to grant other rights and privileges.

And it is proposed by the intended Act to amend or repeal some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say: "The Great Eastern Railway Act, 1862," "The Eastern Counties Railway (Hopping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway (Steamboats) Act, 1863," "The Great Eastern Railway (Additional Powers) Act, 1863," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway (Junctions) Act, 1864," "The Great Eastern Railway (Highbeech Branch) Act, 1864," "The Great Eastern Railway (Additional Powers) Act, 1865," "The Great Eastern Railway (Capital, &c.) Act, 1865," "The Great Eastern Railway (Ramsey Branch) Act, 1865," "The Great Eastern Railway (Bishop Stortford Railway Purchase) Act, 1865," and "The Great Eastern and London and Blackwall Railways Act, 1865," and all other Acts, if any, relating to the Great Eastern Railway Company.

And notice is hereby further given, that a plan and section in duplicate of the proposed railways and of the lands which may be taken under the

compulsory powers of the intended Act, a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon showing their general course and direction, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex at his office in Clerkenwell; 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 the parish of Saint James Clerkenwell (detached) with the vestry clerk of the parish of Saint John and Saint James, Clerkenwell, at his office at the Vestry Hall, 23, Upper Rosoman-street, Clerkenwell, and in the case of any other parish with the parish clerk of such parish at his residence, and in the case of any other extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and that all such deposits will be made before the 1st of December, 1865, and will be accompanied by a copy of this notice, and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December, 1865.

Dated the 14th day of November, 1865.

Maynard, Son, and Co., 57, Coleman-street, London.

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

(Power to make Traffic and other Agreements confirming Agreements; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the Great Eastern Railway Company on the one hand, and the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or either of them, on the other hand, to enter into agreements with respect to all or some of the following matters (that is to say):—

Running powers to the Great Eastern Railway Company over all or certain of the railways, or parts of railways of the said other Companies, or one of them, with use of stations, works, and conveniences connected therewith.

Traffic facilities with liberty to employ separate clerks, agents, officers, and staff generally in all or any towns or places served by the systems of the Companies, parties to the agreement, or some or one of them, and for the Great Eastern Railway Company to make through rates with the Lancashire and Yorkshire Railway Company for certain traffic via the loop line of the Great Northern Railway Company.

Interchange and exchange of traffic between the Companies, parties to the agreement, or any of them, and other arrangements with reference to traffic, including the route and carriage thereof, arrangement of trains, station, and other accommodation, the fixing of tolls, rates, fares, and charges the division and apportionment *inter se* of tolls, rates, fares, charges, and receipts of every or any description, and all other matters incidental to traffic.

The terms and conditions, pecuniary or otherwise, for any powers, rights, privileges, or advantages, which may be conceded by any one of the Companies, parties to the agreement, to the others or other of them.

And it is proposed by the intended Act to authorise the said Companies respectively, or some or

one of them, so far as may be requisite for the purposes of any such agreement as aforesaid, to levy tolls, rates, duties, and charges, and be carriers upon the railways of the others or other of them, or certain of such railways, or certain parts thereof respectively, and to provide for the levying of new tolls, rates, duties, and charges, the altering of existing tolls, rates, duties, and charges, and the conferring, varying, or extinguishing of exemptions from the payment of tolls, rates, duties, and charges, and to confer upon the said Companies, or any of them, parties to any such agreement, all other powers and authorities necessary, proper, or convenient for carrying the provisions thereof into effect, and to extinguish all rights and privileges which could or might prevent or interfere with the accomplishment of any of the purposes of the Act, and to confer other rights and privileges, and to confirm certain heads of agreement, dated the 20th day of June, 1865, and made between the said three Companies, and certain other heads of agreement, dated the 3rd day of August, 1865, and made between the Great Eastern, and Manchester, Sheffield, and Lincolnshire Railway Companies, and any other agreements which may hereafter be entered into between the said Companies, or any of them, prior to the passing of the intended Act, or otherwise, to provide for carrying the same into effect, with such modifications as Parliament may think expedient.

And it is proposed by the intended Act to amend the following Acts:—the 9th and 10th Vic., cap. 71, and any other Acts relating to the Great Northern Railway Company; the 25th and 26th Vic., cap. 223, and any other Acts relating to the Great Eastern Railway Company; and the 12th and 13th Vic., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; and the 22nd and 23rd Vic., cap. 110, and any other Acts relating to the Lancashire and Yorkshire 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 the 15th day of November, 1865.

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

In Parliament—Session 1866.

New Romney Railway.

(Incorporation of Company; Construction of Works; Working and Traffic Arrangements with South-Eastern Railway Company, and 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 and works following, or one or more of them (with stations, approaches, works, and conveniences), viz:—

§ No. 1.—A railway commencing in the parish of Kennardington, at a point in a field in the occupation of Benjamin Down, about 30 yards eastward of the South-Eastern Railway, and about 300 yards south of the public road leading from Appledore to Snargate, and terminating in the parish of New Romney, at a point on the public footpath leading from New Romney to Isles Bridge, about 340 yards eastward of Isles Bridge; which intended railway will pass from, in, through, or into the parishes

and places of Kennardington, Appledore, Snargate, Brenzet, Warehorn, Brookland, Ivy-church, Old Romney, New Romney, and Lydd.

No. 2.—A railway, all in the parish of Kennardington, commencing by a junction with the Rye and Hastings Branch of the South-Eastern Railway, at or near a point opposite the southern end of the down platform at the Appledore Station on that railway, and terminating at the commencement of Railway No. 1 hereinbefore described.

No. 3.—A railway commencing in the parish of New Romney, at the termination of Railway No. 1 before described, and terminating at or near low-water mark on Denge Beach, about 240 yards south-eastward of Saunders's public-house; which intended railway will pass from, in, through, or into the parishes and places of New Romney and Lydd.

No. 4.—A railway commencing by a junction with the said intended Railway No. 3 before described, at a point about 70 yards north-eastward of Saunders's public-house on Denge Beach, and about 90 yards eastward of the drain, called Denge Marsh Gut, and terminating on the sea-shore at or near low-water mark, 760 yards north-eastward of Denge Ness Lighthouse; which intended railway will be wholly situate in the parish of Lydd.

No. 5.—A landing place or jetty at the termination of and in connection with Railway No. 3 before described, and also a landing place or jetty at the termination of and in connection with Railway No. 4 before described, with all necessary works and conveniences connected with such landing places or jetties respectively.

The said intended railways and works will be wholly situate in the county of Kent.

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 other works; 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.

And it is intended by the said Act to empower the Company, and the South-Eastern Railway Company, to make and carry into effect agreements with respect to the maintenance, management, use, and working of the railways and works of the Company, and the conveyance of traffic on the railways of the contracting parties; the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues 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., 6 and 7 Wm. IV., cap. 75, and of all other Acts relating to the South-Eastern Railway Company.

And it is also proposed to incorporate in the said

Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847."

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 day of November in the present year, with the Clerk of Peace for the county of Kent, at his office at Maidstone, 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.

Gregory, Champion, and Eady, 18, Park-street, Westminster, Solicitors.

Henry Stringer, New Romney, Kent, Solicitor.

In Parliament.—Session 1866.

East Norfolk Railway.

(Extensions to Horstead, Aylsham, and Cromer; Further Money Powers to the Company; Further Subscription and Guarantees by Arrangements with and Money Powers to the Great Eastern Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to empower the East Norfolk Railway Company (hereinafter called "The Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, with all necessary and convenient stations, approaches, bridges, roads, communications, and other works (that is to say):

A railway (No. 1) commencing in the parish of Salhouse, in the county of Norfolk, by a junction with the authorised railway of the Company at or near the fence dividing the fields, numbered respectively 21 and 26 in the said parish of Salhouse, in the plans deposited with the Clerk of the Peace for the county of Norfolk, for the purposes of the East Norfolk Railway Act, 1864, and terminating in the parish of Horstead, otherwise Horstead-cum-Stanninghall, in the said county of Norfolk, at or near and on the eastern side of the turnpike-road leading from Norwich to North Walsham, at a distance of 100 yards, or thereabouts, southward of the junction of the said turnpike-road with the public-road or turnpike-road leading from Frettenham to Coltishall, 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): Salhouse, Wroxham, Crostwick, Belaugh, Frettenham, Horstead (otherwise Horstead-cum-Stanninghall), and Coltishall, all in the county of Norfolk.

A railway (No. 2) commencing in the parish of Horstead, otherwise Horstead-cum-Stanninghall, in the county of Norfolk, by a junction with the intended railway (No. 1) at the point of termination thereof, as, hereinbefore described, and terminating in the parish of Aylsham, in the county of Norfolk, at a point about midway between the two public roads leading from the east side of the town of Aylsham to Burgh next Aylsham, and at a distance of 400 yards, or thereabouts, measured in a straight line from Aylsham church in an easterly direction, 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), Horstead, otherwise Horstead-cum-Stanninghall, Coltishall, Frettenham, Great Hantbois, Little Hantbois, Buxton, Lammass, Oxnead, Brampton, Marsham, Burgh, otherwise Burgh next Aylsham, and Aylsham, all in the county of Norfolk.

A Railway (No. 3) commencing in the parish of North Walsham, in the county of Norfolk, by a junction with the authorised railway of the Company, at or near its termination, as shown on the plans, deposited as aforesaid, and terminating in the parish of Cromer, in the county of Norfolk, at, or near, and on the southern side of the road leading from Cromer to Overstrand, at a point fifty yards or thereabouts eastward of the junction of that road, with the turnpike-road leading from Cromer to Aylsham, 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):—North Walsham, Suffield, Swafeld, Antingham, Bradfield, Gunton, Thorpe Market, Southrepps Roughton, Northrepps, Overstrand, and Cromer, all in the county of Norfolk.

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

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

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

To purchase by compulsion and by agreement, lands, houses, and hereditaments for the purposes of the intended railways and works, and of the Bill, and to vary, or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the Company and the Great Eastern Railway Company respectively are authorised to take on their respective authorised lines, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Great Eastern Railway Company to take and hold shares in and subscribe to the undertaking of the Company under the Bill,

and to guarantee to or for the Company interest or dividend on any shares or stock of the Company, and the principal or interest of their debts under the East Norfolk Railway Act, 1864, under the Bill.

To enable the Company and the Great Eastern Railway Company respectively to apply to the purposes of the proposed railways and works and of the Bill, any part of their respective corporate funds and revenues, and any money which they respectively are now authorised to raise, and respectively to raise further money for the purposes aforesaid, or for any other the purposes of the respective Companies by borrowing and by the creation of new shares and stock in their respective undertakings, 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.

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

And it is intended by the said Bill to apply to the Bill and the railways and works to be thereby authorised and other the objects of the Bill, all or some of the powers or provisions of the East Norfolk Railway Act, 1864, and especially (but not exclusively) all or any of such powers and provisions as enable the Company and the Great Eastern Railway Company to agree for the purposes mentioned in that Act, and to extend those powers and provisions to the railways and works to be authorised by and other the objects of the Bill.

And it is intended so far as may be necessary or desirable for any of the purposes of the said Bill to amend the provisions of the several Acts of Parliament following, or some of them (that is to say) The East Norfolk Railway Act, 1864, and 25 and 26 Vic., caps. 187, 195, and 223; 26 and 27 Vic., caps. 69, 83, 88, 143, 178, 190, 205, and 225; 27 and 28 Vic., caps. 95, 282, and 313; and 28 and 29 Vic., caps. 62, 100, 118, 150, 178, 184, 249, and 303, relating to the Great Eastern Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1865, plans and sections of the intended railways and works together with a book of reference to such plans, a published map with the 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 Norfolk, at his office at Aylsham, 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 and extra-parochial place, from, in, through, or into which the said railways and works will be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and that on or before the 23rd day of December next printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1865.

Maynard, Son, and Co., 57, Coleman Street,

J. O. Taylor and Son, Norwich,
Solicitors for the Bill.

In Parliament.—Session 1866.

The Merchant Shipping Company (Limited).
(Sub-division of Original Shares; Alteration of Memorandum and Articles of Association.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session thereof for leave to bring in a Bill for the following among other purposes:—

To vary the Memorandum of Association and Articles of Association of the Merchant Shipping Company (Limited), and especially to alter and reduce the nominal value or amount of the shares in the Company, and to distribute accordingly among the shares to be created under the powers of the Bill by the division of the existing shares, the sums already paid upon such existing shares of the Company.

And the Bill will accordingly vary the rights, powers, and privileges of the existing members of the Company, and of all parties who may be affected by the arrangements aforesaid.

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

Dated this 9th day of November, 1865.

Edw. Saxton, 84, Cheapside, City, Solicitor for the Bill.

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

Sirhowy Extension Railway.

(Construction of Railways—Incorporation of Company—Working Arrangements—Running Powers—Use of Newport Station—Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, for an Act to incorporate a Company (hereinafter called "The Company"), for the construction and maintenance of the railways hereinafter mentioned, and all necessary stations, approaches, and works connected therewith (that is to say):—

Railway No. 1.—A railway commencing by a junction with the Sirhowy Railway, at a point about ten chains along the line from its commencement at Nine Mile Point, in the parish of Machen, in the county of Monmouth, and terminating in a field numbered 122 on the tithe commutation map and apportionment of the parish of Bettws, in the county of Monmouth, which said intended railway, and other works connected therewith, will pass from, through, or into, or be situate within, the several parishes and places following, or some of them (that is to say):—Machen, Mynyddysllwyn, Risca, Bassalleg, and Bettws, all in the county of Monmouth.

Railway No 2.—A railway commencing by a junction with the intended Railway No. 1 hereinbefore described, at its point of termination in a field numbered 122 on the tithe commutation map, and apportionment of the parish of Bettws, and terminating by a junction with the South Wales line of the Great Western Railway, at or near the westernmost end of the up passenger platform of the Newport Station of the said Great Western Railway, which said intended railway, and other works connected therewith, will pass from, through, or into, or be situate within the several parishes and places following (that is to say):—Bettws, Malpas, Saint Woollos, all in the county of Monmouth.

Railway No. 3.—A railway commencing by a junction with the said intended Railway No. 2 in a field numbered 81 on the tithe commutation

map and apportionment of the parish of Saint Woollos, and terminating by a junction with the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company at or near a point four chains northward of the bridge carrying the said Eastern Valleys Railway over Crindaw Pill or Henllys Brook, which said intended railway and other works connected therewith, will be situate wholly in the said parish of Saint Woollos.

Railway No. 4.—A railway commencing by a junction with the aforesaid Railway No. 3, at a point in a field numbered 83 on the tithe commutation map and apportionment of the said parish of Saint Woollos, and terminating by a junction with the Eastern Valleys Railway, at a point four chains or thereabouts southward of the mile-post indicating $1\frac{1}{2}$ miles from Newport, which said intended railway will be wholly situate within the said parish of Saint Woollos.

Railway No. 5.—A railway commencing by a junction with the intended Railway No. 1 aforesaid, at a point in a field numbered 122 on the tithe commutation map and apportionment of the parish of Bettws, and terminating by a junction with the authorised Pontypool, Caerleon, and Newport Railway, in a field numbered 300 on the tithe commutation map and apportionment of the parish of Llangattock-juxta-Caerleon, which said intended railway will pass from, through, or into, or be situate within the parishes or places following (that is to say):—Bettws, Malpas, Llanvihangel, Llantarnam, Llangattock-juxta-Caerleon, all in the county of Monmouth.

Railway No. 6.—A railway commencing by a junction with the intended Railway No. 2 above described, in a field numbered 289 on the tithe commutation map and apportionment of the said parish of St. Woollos, and terminating by a junction with the South Wales line of the Great Western Railway, at or near a point two chains westward of the bridge carrying Bridge-street, Newport, over the said South Wales Railway, which said intended railway will be wholly situate in the said parish of St. Woollos.

Railway No. 7.—A railway commencing by a junction with Railway No. 1 hereinbefore described, in an enclosure numbered 128 on the tithe commutation map and apportionment of the parish of Risca, and terminating by a junction with the tramway numbered 71A on the aforesaid tithe map, and known as the Abercarne Railway, at or near a point opposite a field numbered 81, on the aforesaid tithe map, which said intended railway will be wholly situate in the said parish of Risca.

The Act will confer on the Company the following, or some of the following, powers:—

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

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

To raise capital by the creation of shares and by borrowing on mortgage or bond for the purposes of the undertaking.

To levy tolls, rates, and duties for or in respect

of the said intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

To enable the proposed Company and the Sirhowy Railway Company and Great Western Railway Company, the Alexandra (Newport) Docks Company, the Pontypool, Caerleon, and Newport Railway Company, the Newport and Usk Railway Company, the Brecon and Merthyr Tydvil Junction Railway Company, the Abercarne Railway Company, the Monmouthshire Railway and Canal Company, the London and North-Western Railway Company, the Midland Railway Company, and the Merthyr, Tredegar, and Abergavenny Railway Company, or any one or more of those Companies, to enter into contracts, agreements, and arrangements with respect to the maintenance, working, and using of the said intended railways and works, and for the supply of rolling stock and plant, and to authorise the aforesaid Companies, or any one or more of them, to work and use the same or some portion thereof, and to regulate and manage the traffic thereon, and to agree with the Company for the payment of certain tolls or sums of money for the use of the said intended railways and works, or some of them, or for the appointment of the tolls and fares received on the said intended railways and works, or some of them, or the payment of fixed sums in lieu thereof. And the Act will enable the Company and the said Companies, or any one or more of them, to enter into all such other agreements and arrangements in regard to the undertaking of the Companies, parties to such agreement, as may be deemed expedient, and as Parliament may sanction, and it will confirm any agreements made with reference to any of the aforesaid purposes.

And provision will also be made in the said intended Act for requiring and authorising the said Sirhowy Railway Company, the Great Western Railway Company, the Alexandra (Newport) Docks Company, the Pontypool, Caerleon, and Newport Railway Company, the Newport and Usk Railway Company, the Brecon and Merthyr Tydvil Junction Railway Company, the Abercarne Railway Company, the Monmouthshire Railway and Canal Company, the London and North-Western Railway Company, the Midland Railway Company, the Merthyr, Tredegar, and Abergavenny Railway Company respectively, to grant all proper and reasonable facilities for the transmission upon and along their railways, or any part thereof, of all traffic which, having passed over the said intended railways or any part thereof, may be tendered to them respectively for transmission along their own railways or any part thereof respectively, for the purpose of being conveyed on and along the said intended railways, or any part thereof, subject to such rules and regulations and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

To empower the Company, and all other Companies or persons using the intended railways or any part thereof, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, the railways hereinafter described, or some parts thereof, to be defined in the said Act, including the use of the Newport Station of the South Wales Line of the Great Western Railway, and other stations, offices, watering-places, and conveniences of every description of the Companies following, namely—The Sirhowy Railway Company, the Great Western Railway Company, the Alexandra (Newport) Docks Company, the

Pontypool, Caerleon, and Newport Railway Company, the Newport and Usk Railway Company, the Brecon and Merthyr Tydvil Railway Company, the Abercarne Railway Company, the Monmouthshire Railway and Canal Company, the London and North-Western Railway Company, the Midland Railway Company and the Merthyr, Tredegar, and Abergavenny Railway Company, or either of them, upon payment of such tolls, rates, and charges, and on such other terms and conditions as may be agreed upon or, in default of agreement, as may be determined by provisions to be contained in the said Act.

To alter, amend, enlarge, or to repeal so far as may be necessary, the powers and provisions of the Acts following or some of them (that is to say), the Sirhowy Railway Act, 1860, and any other Act or Acts relating directly or indirectly to the Sirhowy Railway Company; 5 and 6 William 4, cap. 107, and any other Act or Acts relating directly or indirectly to the Great Western Railway Company; the Pontypool, Caerleon, and Newport Railway Act, 1865; the Newport and Usk Railway Act, 1865; 22 and 23 Vict. cap. 68, and any other Act or Acts relating directly or indirectly to the Brecon and Merthyr Tydvil Junction Railway Company; 8 and 9 Vict. cap. 169, and any other Act or Acts relating directly or indirectly to the Monmouthshire Railway and Canal Company; 9 and 10 Vict. cap. 204, and any other Act or Acts relating directly or indirectly to the London and North-Western Railway Company; 7 and 8 Vict. caps. 18 and 59, and any other Act or Acts relating directly or indirectly to the Midland Railway Company; 22 and 23 Vict. cap. 59, and any other Act or Acts relating directly or indirectly to the Merthyr, Tredegar, and Abergavenny Railway Company, and any Act or Acts relating directly or indirectly to the Abercarne Railway Company.

And with the said intended Act will be incorporated, so far as may be deemed necessary, 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, 1868.

And it is intended by the Bill to define or prescribe the gauge or gauges on which the said several intended railways to be authorised by the Bill shall be constructed and maintained, and, if necessary, to exclude or limit the operation, with respect to these railways or some of them, of the provisions or some of the provisions of the Act of the 9th and 10th years of the reign of Her present Majesty, intituled, "An Act for Regulating the Gauge of Railways."

And notice is hereby also given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a published map showing the general course and direction of the said railways, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Monmouth, at his office at Newport, and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railways and works are intended to be made, together with a copy of the said Gazette notice, will, on or before the said

30th day of November, be deposited with the parish clerks of those parishes respectively at their respective residences, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

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

Dated this 9th day of November, 1865.

Henry Carnsew, 41, Parliament-street, Westminster.

Bideford, Appledore, and Westward Ho' Railway.

(Incorporation of Company for making a Railway from Bideford to Appledore, with a Branch to Westward Ho', in the county of Devon; Powers to Purchase Lands and Houses compulsorily, to take Tolls, 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 Bideford, Appledore, and Westward Ho' Railway Company," or by such other name as shall be deemed expedient (and hereinafter called "The Company"), and to authorise 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 from Bideford to Appledore (herein called Railway No. 1), commencing at a point in a field called Hogg's Marsh, belonging to Thomas Diamond and Howard Effingham Hogg, or one of them, bounded on the south by the embankment and pathway which separates the said field from the watercourse called "The Pill," and on the west by a field belonging to George Mills Frederick Molesworth, both in the parish of Northam, which said first-mentioned field is numbered 1 on the tithe apportionment map of the said parish, and the said second-mentioned field is numbered 2 on the said map, such before-mentioned point being about four chains measured at right angles eastward across the said field, from a point on the fence dividing the same from field No. 2, 6 chains and 90 links, or thereabouts, distant from the north-western corner of the said field No. 1, measured along the said fence, and the said railway, terminating at or near Appledore, at a point on the beach or foreshore in the said parish of Northam, belonging to Mr. William Yeo, and in his occupation, which said point is at the south-west angle of, and abuts upon, an inclosure in the said parish, belonging to Mr. William Yeo, and occupied by Mr. William Clibbett, and numbered 1039 on the said map, and also abuts upon a garden or inclosure which adjoins the before-mentioned inclosure 1039, to the west, and which is numbered 1038 on said map, and belongs to the said Mr. William Yeo, which said line of railway, and the stations, approaches, and works belonging thereto, will be situate, and pass, or be made in or through the several parishes and places of Bideford, Northam, and East and West Appledore, or some or one of them, in the county of Devon.

2.—A branch railway to Westward Ho' near Rock Nose (herein called Railway No. 2), commencing by a junction with Railway No. 1, in a field numbered 865 on the tithe apportionment map of the parish of Northam, belonging to Mr. William Yeo, and occupied by Mr. James Part-

ridge, at a point in the said field, seven chains or thereabouts, measured from the north-west corner of the said field, eastward, along the fence dividing it from the lane leading from Boat Hyde to the village of Northam, and terminating in a field belonging to and occupied by the Northam Burrows Hotel and Villas Company, Limited, numbered 606 on the said map, at or near a point distant three chains or thereabouts, measured along its Western boundary from the fence dividing it from the inclosure, numbered 607 on the said map, such inclosure forming the lawn in front of Youngaton Farm House, the whole of which said railway—No. 2—will pass, or be made in, or through the said parishes and places of Northam, and East and West Appledore, or one of them, in the said county of Devon.

And to construct stations, booking offices, communications, sidings, watering places, works, and other conveniences, connected with the said intended railways in the several parishes, townships, extra-parochial places, and other places before-mentioned, or some of them for working and using the said railway.

And it is intended by the said Bill to confer upon the Company powers for all or some of the objects and purposes following, that is to say:—

To deviate in constructing the proposed railways and works from the lines and levels laid down on the plans and sections thereof, to be deposited as after-mentioned, to such an extent as shall be defined upon the said plans, or authorised by the said Bill.

To purchase, compulsorily or otherwise, the lands, houses, and other property, rights, and interests in lands and houses, in the before-mentioned parishes, and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands which may be required for the purposes of the said proposed railways and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all, or any rights, and privileges in any manner connected with the said lands, houses, and other property, rights, and interests, or with any bridge, or station, public or other street, or other works, interfered with by the said intended railways or works, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them.

To levy tolls, rates, charges, and duties for or in respect of the use of the said intended railways and works, and of the carriages, waggons, trucks, and engines used thereon, and for the conveyance of traffic thereon; to alter existing tolls, rates, charges, and duties; to grant, confer, vary, and extinguish exemptions from payment of tolls, rates, charges, and duties, and to confer, vary, and extinguish other rights and privileges.

To alter, cross on the level, or over, or under, or otherwise vary, stop up, and divert, whether temporarily or permanently, all or any turnpike and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, waters, mill dams, drains, pipes, sewers, and watercourses, gas and water mains and pipes, and other works situated within or adjoining or near to the aforesaid parishes, extra-parochial or other places, or any of them which it may be necessary to cross or interfere with in the construction or use of the said intended railways and works, or any or either of them.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking, for the purpose of the carrying the said undertaking into effect, and to confer on the said intended company, and to make applicable to the objects of the said Bill, all or some of the powers

and provisions of the "Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 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 all other statutes, powers, and provisions necessary for the purposes to be authorised by the said Bill.

And it is intended by the said Bill to alter, amend, extend, and enlarge, and where necessary, to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament, following, that is to say, the 17th and 18th Vic., cap. 103, relating to the Bideford turnpike road, and any other Acts of Parliament, the provisions of which will be interfered with by the said Act, and also, if need be, to reduce or vary the tolls, rates, and charges authorised to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights and privileges.

And notice is hereby given, that duplicate plans and sections defining the lines and levels of the said intended railways, and approaches and works, and the lands, houses, and other property, which may be required to be taken for the purposes thereof, together with a books of reference to such plans, and a published map, wherein will be defined the general course or direction of each such railways, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the thirtieth day of November instant with the Clerk of the Peace for the county of Devon, at his office in Exeter, in the said county; and that a copy of so much of the said plans sections, and books of reference, as relates to each of the said parishes, or extra-parochial places in or through which the said intended railways and works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the said 30th day of November, in the case of parishes, with the parish clerk of each such parish, at his residence; and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

Printed copies of the Bill or 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 thirteenth day of November, 1865.

Thomas M. Jenkins, 7, Westminster Chambers, Victoria-street, Westminster, Solicitor for the Bill.

Charles William Hole, Bideford, Solicitor.
Dunford and Co., 39, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1866.

Wye Valley Railway.

(Incorporation of Company.—Construction of Railways.—Working Arrangements.—Running Powers.—Powers to use Chipstow and Monmouth and other Stations.—Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a company (hereinafter called "The Company,"), for the construction and maintenance of the railways hereinafter mentioned, and all necessary

stations, approaches, and works connected therewith (that is to say)—

Railway No. 1.—A railway, in this notice called railway No. 1, commencing by a junction with the South Wales line of the Great Western Railway, at or near the eastern end of the bridge carrying that railway over the river Wye, in the parish of Tidenham, in the county of Gloucester, and terminating by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway, at a point 21 chains or thereabouts, eastward of the eastern end of the bridge carrying the said last-mentioned railway over the said River Wye, in the parish of Dixon, in the county of Monmouth, which said intended railway and other works connected therewith will pass from, through, or into, or be situate within the several parishes and places following, or some of them, that is to say:—Tidenham, Lancaut, and Newland, all in the county of Gloucester; and Chapel Hill, Tintern - Parva, Llandogo, Penallt, and Dixon, in the county of Monmouth.

Railway No. 2.—A railway, in this notice called railway No. 2, commencing by a junction with the intended railway No. 1, aforesaid, at a point in a field numbered 310 on the tithe commutation map and apportionment of the said parish of Tidenham, in the county of Gloucester, and terminating by a junction with the authorised line of the South Wales and Great Western Direct Railway (Railway No. 1 Act, 1865), at or near a point marked one mile from the commencement of the said last mentioned railway, in a field numbered 36 on the plans thereof, deposited in the office at Gloucester, with the clerk of the peace for the county of Gloucester, in the month of November, 1864, which said intended railway and works connected therewith will be wholly situated in the said parish of Tidenham, in the county of Gloucester.

The Act will confer on the Company the following or some of the following powers:—

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

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

To raise capital by the creation of shares, and by borrowing on mortgage or bond, for the purposes of the undertaking.

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

To enable the Company, and the Great Western Railway Company, the South Wales and Great Western Direct Railway Company, the Worcester, Dean Forest, and Monmouth Railway Company, the Ross and Monmouth Railway Company, the Coleford, Monmouth; Usk, and Pontypool Railway Company, the Abergavenny and Monmouth Railway Company, the London and North-Western Railway Company, and the Midland Railway Company, or any one or more of them, to enter into contracts, agreements and arrangements, with respect to the maintenance, working, and using of the said

intended railway and works, or any part thereof, and for the supply of rolling stock and plant, and to authorise the aforesaid Companies, or any one or more of them, to work and use the same or some portion thereof, and to regulate and manage the traffic thereon, and to agree with the Company for the payment of certain tolls or sums of money for the use of the said intended railways and works, or some of them, or for the apportionment of the tolls and fares received on the said intended railways and works, or some of them, or the payment of fixed sums in lieu thereof.

And to enable the Company and the said Companies, or any one or more of them, to enter into all such other agreements and arrangements in regard to the undertakings of the Companies parties to such agreement, as may be deemed expedient and as Parliament may sanction, and to confirm any agreement made with reference to any of the purposes aforesaid.

And provision will also be made in the said intended Act for requiring and authorising the said Great Western Railway Company, the South Wales and Great Western Direct Railway Company, the Worcester, Dean Forest, and Monmouth Railway Company, the Ross and Monmouth Railway Company, the Coleford, Monmouth, Usk, and Pontypool Railway Company, the Abergavenny and Monmouth Railway Company, the London and North-Western Railway Company, and the Midland Railway Company, respectively, to grant all proper and reasonable facilities for the transmission upon and along their railways, or any part thereof, of all traffic which, having passed over the said intended railways or any part thereof; may be tendered to them respectively for transmission upon and along their own railways or any part thereof respectively, for the purpose of being conveyed on and along the said intended railways or any part thereof, subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

To empower the Company and all other Companies or persons using the intended railways, or any part thereof, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, the railways hereinafter described, or some parts thereof, to be defined in the said intended Act, including the use of the Chepstow Station of the said Great Western Railway, and also the use of the Monmouth Station of the Coleford, Monmouth, Usk, and Pontypool Railway, and other stations, offices, watering places, and conveniences of every description of the Companies following—namely, the Great Western Railway Company, the South Wales and Great Western Direct Railway Company, the Worcester, Dean Forest, and Monmouth Railway Company, the Ross and Monmouth Railway Company, the Coleford, Monmouth, Usk, and Pontypool Railway Company, the Abergavenny and Monmouth Railway Company, the London and North-Western Railway Company, and the Midland Railway Company, or either of them, upon payment of such tolls, rates, or charges, and such other terms and conditions as may be agreed upon, or, in default of agreement, as shall be determined in manner to be provided by the said intended Act.

To alter, amend, enlarge, or to repeal, so far

as may be necessary, the powers and provisions of the Acts following, or some of them (that is to say):—5 and 6 Will. 4, cap. 107, and any other Act or Acts relating directly or indirectly to the Great Western Railway Company: "The South Wales and Great Western Direct Railway Act, 1865;" 26 and 27 Vic., cap. 185, and any other Act or Acts relating directly or indirectly to the Worcester, Dean Forest, and Monmouth Railway Company; 17 Vict., cap. 217, and any other Act or Acts relating directly or indirectly to the Coleford, Monmouth, Usk, and Pontypool Railway Company; 1 Will. 4, cap. 51, and any other Act or Acts relating directly or indirectly to the London and North-Western Railway Company; 7 and 8 Vic., cap. 18 and 59, and any other Act or Acts relating directly or indirectly to the Midland Railway Company, "The Ross and Monmouth Railway Act, 1865;" and "The Abergavenny and Monmouth Railway Act, 1865."

And with the said intended Act will be incorporated, so far as may be deemed necessary, "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 is proposed by the intended Act to define or prescribe the gauge or gauges on which the said several intended railways to be authorised by the Act shall be constructed and maintained, and if necessary to exclude or limit the operation with respect to these railways, or some of them, of the provisions, or some of the provisions, of the Act of the 9th and 10th years of the reign of Her present Majesty, intituled "An Act for Regulating the Gauge of Railways."

And notice is also hereby given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a published map showing the general course and direction of the said railways, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Monmouth, at his office at Newport; and 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 each of the parishes in or through which the said intended railways and works are intended to be made, together with a copy of the said Gazette notice, will, on or before the said 30th day of November, be deposited with the parish clerks of those parishes respectively, at their respective residences, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his place of abode.

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

Dated this 9th day of November, 1865.

Henry Carnsew, 41, Parliament-street,
Westminster.

Salisbury and Dorset Junction Railway Company.

(Construction of railways from the Salisbury and Dorset Junction Railway to the Southampton and Dorchester Branch of the London and South Western Railway, and to Bournemouth, and to join the Poole and Bournemouth Railway and the Ringwood, Christchurch, and Bournemouth Railway. Running powers over portions of the London and South Western Railway. Facilities for traffic between the railways of the Salisbury and Dorset Junction and the London and South Western Railway Companies, working and other agreements with and other provisions affecting the London and South Western, the Ringwood, Christchurch, and Bournemouth, the Poole and Bournemouth, the Wiltshire, the North and South Wiltshire, the Wilts, and Gloucestershire, the Stonehouse and Nailsworth, the Severn Junction, the South Wales and Great Western direct and the Midland Railway Companies. Further money powers. Alteration of Tolls, Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to empower the Salisbury and Dorset Junction Railway Company (hereinafter called "The Company,") to make and maintain the railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all proper and convenient approaches, roads, stations, sidings, and conveniences connected therewith, that is to say:

1st. A railway (No. 1) commencing in the parish of West Parley, in the county of Dorset, by a junction with the railway of the Company at a point thereon, distant three furlongs three chains or thereabouts, (measuring in a northerly direction along that railway) from its termination at the gatekeepers lodge, No. 19, situate at Westmoors, on the Southampton and Dorchester Branch Railway of the London and South Western Railway Company, and terminating in the parish of Ham Preston, in the said county of Dorset, at a point two chains or thereabouts, from and to the southward of a point in the Wimborne and Ringwood Turnpike Road, distant two furlongs one chain, or thereabouts (measuring in an easterly direction along the said turnpike road) from and to the east of the eastern side of the Burial Ground (abutting upon the turnpike road) attached to Steephill Nunnery, which said intended railway, No. 1, will be made wholly in the said parishes of West Parley and Ham Preston in the county of Dorset.

2ndly. A railway (No. 2) situate wholly in the said parish of Ham Preston and county of Dorset, commencing by a junction with the intended railway No. 1, above described, at or near its intended termination as above described and terminating by a junction with the Southampton and Dorchester Branch Railway of the London and South Western Railway Company, at a point distant three furlongs or thereabouts (measuring in a north-easterly direction along that branch railway) from the point where that branch railway crosses on the level, at Gatekeeper's Lodge, No. 21, the road leading from the Wimborne and Ringwood turnpike road, near Steephill Nunnery to Uddens.

3rdly. A railway (No. 3) situate wholly in the said parish of Ham Preston, in the county of Dorset, commencing by a junction with the intended railway No. 1 above described, at or near its intended termination as above described, and terminating by a junction with the said Southampton and Dorchester Branch Railway of the London and South Western Railway Company, at a point

distant two chains, or thereabouts (measuring in a north-easterly direction along that branch railway, from the before-mentioned point where that branch railway crosses on the level, at Gatekeeper's Lodge, No. 21, the before mentioned road leading from the said turnpike road near Steephill Nunnery to Uddens.

4thly. A railway (No. 4) commencing in the parish of Ham Preston aforesaid, by a junction with the intended Railway No. 1 above-described, at or near its intended termination as above-described, and terminating in the parish of Canford Magna, in the said county of Dorset, at a point distant 2 furlongs 2 chains, or thereabouts, to the north-east of the north-eastern corner of the boundary of the Bournemouth Gas Works, which said intended Railway No. 4 will be made wholly in the said parishes of Canford Magna and Ham Preston, in the county of Dorset.

5thly. A Railway (No. 5) commencing in the said parish of Canford Magna and county of Dorset, by a junction with the intended Railway No. 4 above-described, at or near its intended termination as above-described, and terminating in the parish of Holdenhurst, in the county of Southampton, at a point on the west side of Bournemouth, distant 5 chains, or thereabouts, from and to the north-west of Victoria Hotel, in Bournemouth aforesaid, which said intended Railway No. 5 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), Canford Magna, in the county of Dorset, and Christchurch, Twyneham, and Holdenhurst, in the county of Southampton.

6thly. A Railway (No. 6) wholly in the said parish of Canford Magna and county of Dorset, commencing by a junction with the intended Railway No. 4, above described, at or near its intended termination as above described, and terminating by a junction with the railway firstly described in and authorised by "The Poole and Bournemouth Railway Act, 1865," at a point distant 5 chains, or thereabouts, in a south-easterly direction from the south-eastern extremity of the premises of the Bourne Valley Pottery.

7thly. A Railway (No. 7) commencing in the parish of Canford Magna, in the county of Dorset, by a junction with the intended Railway No. 6 above described, at a point distant one furlong, or thereabouts, in a south-easterly direction from the south-eastern corner of the boundary of the Bournemouth Gas Works and terminating in the parish of Christchurch Twyneham, in the county of Southampton, by a junction with the intended Railway No. 5 above-described, at a point distant 1 furlong 3 chains, or thereabouts, in a south-easterly direction from the rifle butt of the Bournemouth Rifle Corps, in the last-mentioned parish, which said intended Railway No. 7 will be made wholly in the said parishes of Canford Magna, in the county of Dorset, and Christchurch Twyneham, in the county of Southampton.

8thly. A Railway (No. 8) commencing in the parish of Downton, in the county of Wilts, by a junction with the railway of the Company at or near the intended Downton Station now in course of erection on that railway, and terminating in the parish of Eling, in the county of Southampton, by a junction with the Southampton and Dorchester Branch Railway of the London and South Western Railway Company, at a point distant 5 chains, or thereabouts (measuring along that branch railway), to the west of the western side of the farm buildings abutting on the northern side of that branch railway, and belonging to, or reputed to belong to, and in the occupation of James Rose, Esquire; which said intended Railway No. 8 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), Downton, Bramshaw, Landford, Plaitford, West-Wellow, Hamptworth, and No Man's Land, in the county of Wilts, and Bramshaw, East Wellow, Minestead, and Eling in the county of Southampton.

9thly. A railway (No. 9) commencing in the parish of West Parley, and county of Dorset, by a junction with the Railway of the Company, at a point thereon hereinbefore described as the commencement of the intended railway No. 1, and terminating in the parish of Ringwood, in the county of Southampton, by a junction with the Ringwood and Christ Church Railway, at or near the point marked on the plans deposited with the Clerk of the Peace of the county of Southampton, for the purposes of, and referred to in the Ringwood, Christchurch, and Bournemouth Railway Act, 1859, with the figure 2, as denoting the distance of three miles and two furlongs from the commencement of that railway, which said intended Railway No. 9, 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:—Cranborne, West Parley, and Woolslap, in the county of Dorset, and Ringwood, Christchurch, East Parley, Westheath, Ashley, Hurn, and Ringwood, in the county of Southampton.

And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes following, that is to say:—

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

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

To purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the intended works, and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

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

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

To classify, regulate, and define the capital of the Company.

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

And it is also intended by the said Bill to empower the Company, either by agreement or otherwise, to run over, work, and use with their

engines and carriages, and for the purposes of their traffic of every description the railways and portions of railways following, that is to say:—

1. So much of the railways of the London and South Western Railway Company as lie between the point at West Moors, in the said parish of West Parley, where the railway of the Company will join the Southampton and Dorchester Branch Railway of the said London and South Western Railway Company, and the stations of the last-named Company at Wimborne and Poole respectively, together with those stations respectively.

2. So much of the railways of the London and South Western Railway Company as lie between the point of intended junction before described, of the intended railway No. 8 with the Southampton and Dorchester Branch Railway of that company, and their station or stations at Southampton, and the docks at Southampton, together with that station or those stations.

3. So much of the railways of the said London and South Western Railway Company as lie between the point in the parish of Alderbury, where the railway of the company will join the Salisbury and Bishopstoke Branch Railway of the said London and South Western Railway Company, and the station of the last-named Company at Salisbury, together with that station.

Together with all other stations and sidings, platforms, roads, booking and other offices, warehouses, sheds, water, water engines, machinery, works and conveniences connected or to be connected with the said several railways, or portions of railway, respectively.

And it is also intended by the Bill to make effectual provision for the speedy, direct, and convenient interchange, transmission, and delivery of traffic between, from, to, at, and over, and beyond the authorised and intended railways of the Company and the railways belonging to or worked by the said London and South Western Railway Company, or any part or parts thereof respectively, and for the employment of servants and agents by either of the two companies at and upon the railways and stations of the other of them, or any of them, or any part or parts thereof and for through-booking and through-rates, and for ascertaining by compulsory arbitration, or in such manner as may be prescribed by or under the Bill, the terms and conditions on which such facilities shall be afforded.

To empower the Company to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned railways and portions of railways of the London and South Western Railway Company, and to alter the tolls, rates, and duties now authorised to be taken thereon respectively.

And it is also intended by the said Bill to empower the London and South Western Railway Company, the Ringwood, Christchurch, and Bournemouth Railway Company, the Poole and Bournemouth Railway Company, the Wiltshire Railway Company, the North and South Wiltshire Railway Company, the Wilts and Gloucestershire Railway Company, the Stonehouse and Nailsworth Railway Company, the Severn Junction Railway Company, the South Wales and Great Western Direct Railway Company, and the Midland Railway Company, or any or either of them, and the Company to enter into and carry into effect contracts, agreements, and arrangements for, or with reference to, the construction, maintenance, working, and using, by any or either of the contracting companies, of the railways and works of the other or others of them,

or any part thereof, and with reference to the regulation, management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

And it is intended, so far as it may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say:—24 and 25 Vic., cap. 190, relating to the Company; 28 and 29 Vic., cap. 318, relating to the Wiltshire Railway Company; 28 and 29 Vic., cap. 19, relating to the Poole and Bournemouth Railway Company; 22 and 23 Vic., cap. 95; and 26 and 27 Vic., cap. 134, relating to the Ringwood, Christchurch, and Bournemouth Railway Company; and 4 and 5 Wm. 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 94, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 122, 177, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 124, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vic., caps. 90, 109, 192, and 208; 27 and 28 Vic., caps. 87, 166, 174, and 227; and 28 and 29 Vic., caps. 89, 102, 103, 104, 268, and 304; relating to the London and South-Western Railway Company; "The North and South Wiltshire Junction Railway Act, 1865;" "The Stonehouse and Nailsworth Railway Act, 1863;" "The Severn Junction Railway Act, 1865;" "The South Wales and Great Western Direct Railway Act, 1865;" "The Wilts and Gloucestershire Railway Act, 1864;" and 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 19, 164, 221, 230, 231, and 245; and 28 and 29 Vic., caps. 98, 178, 335, and 359, relating to the Midland Railway Company.

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

And that on before the 23d day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1865.

Hodding, Townsend and Co., 3 Princes-street, Storey's-gate, Westminster, Solicitors for the Bill.

City and London Bridge Railways.

(Construction of Railways—Incorporation of Company—Amendment of Acts.)

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

To incorporate a Company (who are hereinafter referred to as "The Company,") and to enable them to make and maintain the following railways, together with the necessary stations, approaches, and other works connected therewith, that is to say:—

Railway No. 1. A railway commencing at the south-east corner of a building, formerly part of St. Thomas's Hospital, but now the property of the London Bridge Land Company (Limited), at the corner of St. Thomas-street and Joiner-street, abutting upon the northern side of St. Thomas-street, and upon the western side of Joiner-street, in the parish of St. Thomas, Southwark, in the county of Surrey, and terminating in that part of Leadenhall Market known as the Hide Market, at a point about two yards or thereabouts north of a point on the south side of a building supported on pillars, leased to William Osborne and John Flemwell, and in their occupation, situate in the western portion of the said Hide Market, such last-mentioned point being three yards or thereabouts from the south-east corner of the said building, in the parish of Saint Peter-upon-Cornhill, in the city of London, which railway will pass from, through, or into the following parishes and places, or some of them (that is to say)—St. Thomas, Southwark, St. Olave, Southwark, both in the county of Surrey; and St. Botolph by Billingsgate, St. George, Botolph-lane, St. Andrew Hubbard, St. Dionis, Backchurch, All Hallows, Lombard-street, St. Peter-upon-Cornhill, all in the city of London.

Railway No. 2. A railway commencing by a junction with railway No. 1, at the termination thereof hereinbefore described, and terminating at a point three yards or thereabouts south of a point on the south side of a building formerly known as

St. Salvador House, but now called the East Indian Railway House, in or near Alderman's-walk, about eight yards or thereabouts from the south-eastern corner of the said building, in the parish of St. Botolph Without Bishopsgate, in the city of London, which railway will pass through or into the following parishes and places, or some of them (that is to say): St. Peter-upon-Cornhill, Saint Andrew Undershaft, St. Helen Within Bishopsgate, St. Ethelburga, All Hallows-on-the-Wall, St. Botolph Without Bishopsgate, all in the city of London.

And in the said Bill the following powers, or some of them will be taken, namely:—

To authorise the Company to provide stations, stationary steam engine or building sheds, warehouses, yards, depôts, and works, and to acquire compulsorily or use lands acquired by them for the purposes of erecting houses and buildings for the labouring classes or otherwise, within the limits of deviation to be described on the plans hereinafter mentioned.

To authorise the Company to appropriate or use the under-surface of the River Thames, and any street, square, road, or lands traversed by or situated near the intended railways and works, and to stop up, cross, divert, or alter any street, road, canal, railway, pipes, sewers, drains, or thoroughfares, and to appropriate the same and any courts or places for the purposes of the said intended railways and works when stopped up.

To enable the Company to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, stations, buildings, warehouses, depôts, and other purposes, and to levy tolls, rates, and charges, in respect thereof, to alter tolls, rates, and charges, to grant exemptions from tolls, rates, and charges, and to confer on the Company other rights and privileges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts (Amendment) Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" with such modifications of those provisions as may be contained in the Bill with respect to alterations from the lines and levels of the works, the assessing of compensation in respect of property injuriously affected, the leasing and resale of property, the prevention of frauds upon the Company, and obstructions upon the said intended railways or otherwise; and it will amend, enlarge, or in part repeal the powers and provisions of the following Acts, or some of them; that is to say:—6 Wm. IV., cap. 75, and any other Act or Acts relating directly or indirectly to the South-Eastern Railway Company; "The Metropolitan District Railway Act, 1864;" 4 and 5 Wm. IV., cap. 83, and any other Act or Acts relating directly or indirectly to the London and South-Western Railway Company; 5 and 6 Wm. IV., cap. 10, and any other Act or Acts relating to the London, Brighton, and South Coast Railway Company; 3 and 4 Wm. IV., cap. 46, and any other Act or Acts relating directly or indirectly to the London and Greenwich Railway Company; 17 Vic., cap. 132, and any other Act or Acts relating directly or indirectly to the London, Chatham, and Dover Railway Company.

And notice is hereby further 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, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses respectively, a published map showing the general course and direction of the said intended railways, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the county of Surrey, at his office at Lambeth; and with the Clerk of the Peace for the city of London, at his office at the Sessions House, Old Bailey; and that on or before the said 30th day of November, a copy of this notice, as published aforesaid, and of so much of the said plans, sections, and books of reference as relates to each of the several parishes or places in or through which the said 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 each parish or extra-parochial place which is included in Schedule A to the Act 18 and 19 Vict., cap. 120, for the better local management of the Metropolis, with the vestry clerk of each such parish, at his office; in the case of each parish or extra-parochial place which is included in Schedule B to that Act, with the clerk of the district board of works for the district in which such parish or place is comprised, at his office in that district.

And notice is hereby also 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 10th day of November, 1865.

Henry Carnsew, 41, Parliament street,
Westminster.

In Parliament.—Session 1866.

Wrexham, Mold and Connah's Quay and Hoylake Railways.

(Construction of Railways from Connah's Quay to the Holylake Railway, near Birkenhead; Compulsory Purchase of Lands; Tolls; Additional capital; Running Powers over Hoylake Railway, and use of Stations; Traffic Arrangements; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to enable the Wrexham, Mold and Connah's Quay Railway Company, and the Hoylake Railway Company (hereinafter called "the Companies"), or either of them, to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith, that is to say:—

Railway No. 1.

A Railway (No. 1) commencing in the ecclesiastical district of St. Marks, 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 about 7 chains measured in a northwardly direction from the bridge by which the Queen's Ferry and Flint turnpike road is carried over the said branch of the Buckley Railway, and from thence passing from, in, through, or into the parishes, townships, extra-parochial and other places following, that is to say: Northop, St. Mark's, Connah's Quay, Wepre and Hawarden, all in the county of Flint, and terminating in the parish of Hawarden, in a field upon the southwardly side of the turnpike road from Queen's Ferry to Flint, belonging to the Right Honourable the Earl Spencer, in the occupation of Mr. Gregory Burnett, numbered 24, in the parish of Hawarden, upon the plans deposited with the Clerk of the Peace for the county of Flint by the Wrexham, Mold and Connah's Quay Railway Company, in respect of the Connah's Quay Railway and Docks Bill, 1865 (Railway No. 2), at or near a point about 20 yards southward from the said Queen's Ferry and Flint turnpike road, and distant about 55 yards eastwardly from the bridge carrying the said turnpike road over the Wepre Brook.

Railway No. 2.

A Railway (No. 2) wholly situated in the parish of Hawarden, in the county of Flint, commencing by a junction with the last-mentioned Railway No. 1, at the termination thereof before described, and thence running in a south-westwardly direction, and terminating in a field belonging to the said Earl Spencer, and in the occupation of the said Mr. Gregory Burnett, north-east of the road from Killin's farm to Shotton, numbered 221A upon the plans deposited with the Clerk of the Peace for the county of Flint, in respect of the Connah's Quay Railway and Docks Bill, 1865 (Railway No. 1), at or near a point about 9 chains north-eastward of the said road from Killin's Farm to Shotton, and about 6 chains from the western fence of the said field.

Railway No. 3.

A Railway (No. 3) commencing in the parish of Hawarden, in the county of Flint, by a junction with the before-mentioned Railways Nos. 1 and 2, at the intended termination of Railway No. 1, and at the intended commencement of Railway No. 2 respectively, before described and from thence passing from, in, through, and into the parishes, townships, extra-parochial and other places following, or some or one of them, that is to say: Hawarden, Northop, Wepre, Connah's Quay, and the bank and bed of the River Dee, in the county of Flint, passing by a tunnel under the said River Dee, and thence from, in, through, or into the parishes, townships, extra-parochial and other places following, or some or one of them, that is to say, the bank and bed of the River Dee, Salt Marsh, Burton, Denhall, Ness, Neston, Hinderton, Little Neston, Park-gate, and Great Neston, in the county of Chester, and terminating in a field on the north-westwardly side of the public road leading from Neston to Leighton, known as the Leighton-road, belonging to the Rev. Mark Coxon, and in the occupation of Mr. Thomas Broster, in the township of Great Neston, in the parish of Neston, in the county of Chester, at or near a point about 20 yards from the road fence of the said field.

Railway No. 4.

A Railway (No. 4) commencing by a junction with the last-mentioned Railway (No. 3), at the intended termination thereof, before described, in the township of Great Neston, in the parish of Neston, in the county of Chester, and thence passing from, through, in, or into the following

parishes, townships, extra-parochial, and other places (that is to say), Neston, Great Neston, Leighton, Raby, Gayton, Thornton, Brimstage, Barnston, Bromborough, Bebington, Thingwall, Storeton, Prenton, Woodchurch, Upton, Noctorum, Oxton, Bidston-cum-Ford, and Bidston, in the county of Chester, and terminating by a junction with the authorised line of the Hoylelake Railway, in a field in Bidston aforesaid, known as Warden's Townfield, belonging to Robert Vyner, Esq., and in the occupation of Simon Croft, numbered 3 upon plans of the said Hoylelake Railway (No. 3), deposited with the Clerk of the Peace for the county of Chester, in respect of the said Hoylelake Railway.

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

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

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

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

To authorise the Wrexham, Mold, and Connah's Quay Railway Company, and Hoylelake Railway Company, or one of them, out of their respective corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertaking, for the purposes aforesaid, or any of them, and to increase their capital or the capital of either of them, by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, to enable the Companies, or either of them, to guarantee the payment of interest or dividends upon the whole or any portion of the capital to be raised under the intended Act, and to exercise certain rights and privileges with reference to the appointment of directors of the Companies respectively, or otherwise, as may be prescribed by the said intended Act.

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways, or to, from, or over the railways of the Companies respectively, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to Arbitration or to the Board of Trade the terms and conditions upon which such interchange, accommodation, protection and transmission and other facilities are to be afforded and effected, and so far as may be necessary for the objects and pur-

poses of the said intended Act, to alter the tolls and charges which the said Companies are now authorised to take, to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Companies to enter into agreements for the construction, 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 intended railways and the railways of the Companies, and the fixing and division between the Companies of the receipts arising from such traffic.

To enable the Companies respectively to apply any capital or funds now or hereafter belonging to them respectively, or under their respective control, to the purposes of the said Act, or any of them, and to raise further sums for such purposes by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividends, and by borrowing on mortgage, or bonds, or by any of those means, and to attach to the whole or any part of the capital of the Companies respectively, already authorised to be raised by shares or by borrowing, such priority or preference in the payment of interest or dividends as they may think fit; and also to authorise the Companies respectively 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 Companies 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 Companies as they may respectively deem expedient.

To authorise the Wrexham, Mold, and Connah's Quay Railway Company, their officers and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, the Hoylake Railway, and also to use the stations (including the terminal stations), booking offices, sidings, works, and conveniences of that Company, upon such terms, and under such payments, and upon such conditions, as shall be mutually agreed upon, or as in case of dispute, or in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions of the following Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company, viz., 25 and 26 Vict. cap. 221; 27 and 28 Vict. cap. 234; 28 and 29 Vict. caps. 176 and 261; the "Hoylake Railway Act, 1863;" and the "Hoylake Railway (New Works) 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 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 the notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Chester, at his office in Chester,

in the said county, and with the Clerk of the Peace for the county of Flint, at his office in Mold, in the said county, and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways 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.

J. J. Ridley, } Solicitors, West-
Edwards and Co., } minster.

Wyatt and Metcalfe, Parliamentary
Agents.

North and South Wiltshire Junction Railway.

Extension of Line to Devizes; Running Powers over Berks and Hants Railway; Power to lay Narrow-gauge thereon, and use of Station at Devizes; Arrangement 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 introduce a Bill for the following purposes, or some of them:—

To enable the North and South Wiltshire Junction Railway Company (who are hereinafter referred to as "The Company") to make and maintain the following railways, together with the necessary stations, approaches, and other works connected therewith (that is to say):—

Railway No. 1.—A railway commencing by a junction with the authorised line of the North and South Wiltshire Junction Railway, in the parish of Bishop's Cannings, in the county of Wilts, in a field numbered 47 on the plans deposited at the office of the Clerk of Peace for the county of Wilts, in the month of November, 1864, and referred to in the North and South Wiltshire Junction Railway Act, 1865, and terminating in a pasture field known as Spitalcroft, belonging to John Perry, and in the occupation of Charles Neale May, which said intended railway and works connected therewith will pass from, through, or into, or be wholly situate within the said parish of Bishop's Cannings.

Railway No. 2.—A railway commencing by a junction with the aforesaid Railway No. 1, in an arable field known as the Bedborough Allotment Ground, belonging to the Right Honourable Thomas Henry Sutton Sotherton Estcourt, and in the occupation of William Benger and others, in the said parish of Bishop's Cannings, in the county of Wilts, and terminating by a junction with the Hungerford Extension of the Berks and Hants Railway, about 10 yards in a south-easterly direction from the mile post on the last-mentioned railway, indicating 84½ miles from London, which said intended railway and works connected therewith will pass from, through, or into, or be wholly situate within the said parish of Bishop's Cannings, in the said county of Wilts. And in the said Bill the following powers or some of them will be taken, that is to say:—

To stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other

road, streets, highways, bridges, railways, tramways, aqueducts, rivers, navigations, streams, drains, sewers, pipes, waters, and water-courses, within the said parishes, townships, townlands, and extra-parochial and other places which it may be necessary to stop up, cross, divert, or alter, for the purposes of the said intended railways and works. To purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would interfere with the construction of the said intended railways and works, and to confer other rights and privileges.

To levy tolls, rates, and duties, for or in respect of the said intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties. To enable the Company to lay down on the Berks and Hants Railway from the aforesaid point of junction with the Hungerford Extension of the said Berks and Hants Railway to the station of the Berks and Hants Railway at Devizes, and within the said station, the necessary rails, turn-tables, apparatus, and works, to enable carriages on the narrow gauge as well on the broad gauge to use the said portion of railway and station.

To enable the Company to run over and use with their own engines, carriages, and waggons, and their officers and servants, that part of the Berks and Hants Railway which lies between the aforesaid point of junction with the Hungerford Extension of the said Berks and Hants Railway hereinbefore described, and the said Devizes station, together with the said station, and all other stations, offices, watering places, and conveniences connected with such portion of the said railway, and to regulate and determine by the said Bill, or by agreement, arbitration, or otherwise, the tolls, rates, and duties to be payable by the Company to the Berks and Hants Railway Company in respect of such user, and, if necessary for such purposes, to alter and reduce the tolls, rates, and duties now leviable upon such part of the Berks and Hants Railway.

To authorise the Company to apply to the purposes of the intended railways and works, and to the other purposes of the intended Bill, their corporate funds, and for those purposes and also for the purposes of their authorised undertaking, to raise money by creating new shares or stock in one or more classes, and by attaching thereto, or to any class thereof, and also to any unissued shares, and to any shares substituted for shares forfeited, surrendered, or cancelled, or to any class of such shares respectively, any preference or priority in payment of interest or dividend, and other special privileges, and by borrowing on mortgages or bonds, and by creating debenture stock.

To empower the Company to make provision for the cancellation of shares forfeited and issued; the surrender, merger, sale, or other disposition of shares forfeited or liable to forfeiture, and of other shares in the Company; and the creation or issue of new or substituted shares in lieu thereof, and the division of shares into half-shares, or otherwise.

To alter, amend, or in part to repeal so far as may be necessary, the powers and provisions of the Berks and Hants Railway Company's Act 22nd and 23rd Vic., cap. 108, and any other Act or Acts relating directly or indirectly to the Berks and Hants Railway Company; 5 and 6 William 4th, cap. 107, and any other Act or Acts relating directly or indirectly to the Great Western Railway Company; and the North and South Wiltshire Junction Railway Act, 1865.

To incorporate with the Bill the necessary provisions of "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Act, 1863;" and "The Companies Clauses Act, 1863."

And notice is hereby further given, that the duplicate plans and sections of the said intended railways and works, and of the lands and houses 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, and a published map showing the general course and direction of the said railways, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Wilts, at his office at Marlborough, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railways and works will be made, together with a copy of the said Gazette notice, will, on or before the said 30th day of November be deposited with the parish clerk of each such parish, at his place of abode, and, in the case of any extra-parochial place, with the parish clerk of an adjoining parish, at his place of abode.

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

Dated this 9th day of November, 1865.

Henry Carnesew, 46, Parliament-street, Westminster.

In Parliament.—Session 1866.

Hoylake Railway.—(Extension.)

(Extension to Heswell and Parkgate.—Compulsory Purchase of Lands, Tolls.—Additional Capital.—Power to Wrexham, Mold, and Connah's Quay Company to Subscribe.—Amendment of Acts and other purposes.)

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

Railway No. 1.—A Railway commencing in the parish of West Kirby, in the county of Chester, by a junction with the authorised line of the Hoylake Railway Company at the termination thereof, in a field known as part of the Common, on the eastward side of the road from Hoylake to Birkenhead, belonging to the Right Honourable the Lord Stanley, of Alderley, and in the occupation of William Croxton, and thence passing from, in, through, or into the several townships; extra parochial and other places following, or some of them, that is to say, Hoylake, Little Meols, West Kirby, Grange, Frankby, Caldy, Thurstaston, Irby, Pensby, Heswell, Heswell-cum-Oldfield, Bromborough, Gayton, Leighton, Great Neston, and Neston, and

terminating in the parish of Heswell, in the said county of Chester, in a field belonging to Arthur Henry Davenport, Esq., and in the occupation of Mrs. Martha Totty, upon the south-eastwardly side of the road known as Dick Manners-lane, leading from Heswell, to the River Dee, at or near a point distant about 30 yards south-eastwardly from the road fence of the said field, and about 40 yards south-westwardly from the north-eastern fence thereof.

Railway No. 2.—A railway commencing in the parish of Heswell, in the said county of Chester, by a junction with the before-mentioned Railway No. 1, at the intended termination thereof, before described, and thence passing from, in, through, or into the several townships, extra-parochial, and other places following, or some of them, that is to say—Thurstaston, Heswell, Heswell cum-Oldfield, Bromborough, Gayton, Leighton, Great Neston, Parkgate, and Neston, and terminating in the parish of Neston, in the said county of Chester, in a field on the north-westwardly or left side of the public road leading from Neston to Leighton, known as the Leighton-road, belonging to the Reverend Mark Coxon, and in the occupation of Mr. Thomas Brester, at or near a point about twenty yards from the road fence of the said field.

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

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

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

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

To enable the Company to apply any capital or funds now or hereafter belonging to them or under their control to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such and other purposes, and also 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 by borrowing on mortgage or bonds, or by any of those means, and to attach thereto, or to any portion of the present authorised capital of the Company, a preference or priority in the payment of interest or dividends, either with or without powers of voting, and to cancel any part of the shares in the capital of the Company, and to grant others in lieu thereof upon such terms and conditions as shall be prescribed 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 and the affairs thereof generally 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 Wrexham, Mold, and Connah's Quay Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration, or to the Board of Trade, the terms and conditions upon which such interchange, accommodation, protection, and 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 are now authorised to take, to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Wrexham, Mold, and Connah's Quay 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 railways of the Company and the railways of the Wrexham, Mold, and Connah's Quay Railway Company, and the fixing and division between the said Companies of the receipts arising from such traffic.

To authorise the Wrexham, Mold, and Connah's Quay Railway Company, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertaking, for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act; to enable the Wrexham, Mold, and Connah's Quay Railway Company to guarantee payment of interest or dividends upon the whole or any portion of the capital to be raised under the intended Act, and to exercise rights and privileges with reference to the appointment of directors of the Company, or otherwise, as may be prescribed by the said Act.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of "The Hoylake Railway Act, 1863," "The Hoylake Railway (New Works) Act, 1865," and the following Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company; viz.:—25 and 26 Vict., cap. 221; 27 and 28 Vict., cap. 234; 28 and 29 Vict., caps. 176 and 261; and any other Acts relating to those Companies or either of them.

And notice is hereby further given that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof,

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

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

Dated this 16th day of November, 1865.

Edwards and Co., Westminster;

J. J. Ridley, Westminster,

Solicitors for the Bill.

Wyatt and Meicaffe, Parliamentary Agents.

Brecon and Merthyr Tydfil Junction Railway Company.

(Notice of Application to the Board of Trade for Authority to raise additional Capital.)

THE Brecon and Merthyr Tydfil Junction 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 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, No. 7, Bank-buildings, in the city of London, to all applicants, at the price of 6d. 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 16th day of November, 1865.

Cobb and Price, Brecon, Solicitors for the Company.

In Parliament—Session 1866.

Bradford and Colne Railway.

(Incorporation of Company for making a Railway from the Midland Railway, near Shipley, to the Lancashire and Yorkshire Railway, near Colne—Powers to the Midland and Lancashire and Yorkshire Railway Companies, and over their respective undertakings.)

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

No. 23044.

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a Company (herein referred to as "The Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:—

A railway, commencing by a junction with the Midland Railway, in the township of Shipley, and parish of Bradford, in the West Riding of Yorkshire, at a point about 200 yards westward from the iron plate on the said Midland Railway, indicating the distance of 11 miles from Leeds (which said plate is let into the wall of the tunnel at Shipley), passing thence through or into the following parishes, townships, and places, or some of them, that is to say, Shipley, Saltaire, Bradford, Cottingley, Bingley, Wilsden, Harden, Cullingworth, Haworth, Stanbury, and Keighley, in the West Riding of Yorkshire, and Wycoller, Laneshaw Bridge, Winewall, Trawden, Colne, Great Marsden, Little Marsden, and Whalley, in the county palatine of Lancaster, and terminating by a double junction with the East Lancashire section of the Lancashire and Yorkshire Railway, one of such junctions to be in the said township of Colne, at or near the bridge carrying the said East Lancashire Railway over the turnpike road leading from Colne to Nelson, and the other of such junctions to be in Great Marsden and Little Marsden, at or near the mile post on the said East Lancashire Railway, indicating fifty-one and a quarter miles from Liverpool.

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 effect junctions with the said Midland and East Lancashire Railways, at any point within the limits of deviation, to be defined upon the plans after mentioned, and otherwise to interfere with those railways, 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; to levy tolls, rates, and charges, in respect thereof, and to exercise other rights and privileges.

To authorise the Midland 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 advantage over their respective existing and authorised capital; 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 Midland 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, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company and all companies and persons lawfully using the railway of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon, or be settled by arbitration, or defined by the Bill, 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 Midland Railway as will be situate between the proposed junction with that railway and Bradford, and also over so much of the said East Lancashire section as will be situate between the proposed junction with that railway and Colne.

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 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 7 and 8 Vic., cap. 18, and of any other Acts relating to the Midland Railway Company, and of the 22 and 23 Vic., cap. 110, and of any other Acts relating to the Lancashire and Yorkshire Railway Company.

Duplicate plans and sections describing the lines, situations, 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 West Riding of Yorkshire, at his office at Wakefield; and 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 such 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.

Gregory, Champion, and Eady, 18, Park-street, Westminster, Solicitors.

Weatherhead and Burr, Bingley; *Hartley and Carr*, Colne, Local Solicitors.

Dyson and Co., Parliamentary Agents.

In Parliament.—Session 1866.

Beddgelert Railway.

(Extension and deviation.)

Extension to Llyn Gwynant, deviation and abandonment of parts of authorized line, compulsory purchase of lands, tolls, additional capital, amendment of Acts and other purposes.

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

A railway wholly situate in the parish of Beddgelert, in the counties of Merioneth and Carnarvon, commencing by a junction with railway No. 2, authorised by the Beddgelert Railway Act, 1865, in the hamlet of Nantmor, in a field belonging to Mrs. Ann McKillar, in the occupation of Henry Evans, adjoining the river Glaslyn, at a point 25 chains or thereabouts to the south-west end of Llyn Dinas, and terminating, near the farm house in a field known as part of Hafody Llan Farm, belonging to John Williams Jones, and occupied by Mrs. Evans, north of the bridge that carries the Beddgelert and Capel Curig turnpike-road over the aforesaid river, which said railway will be made in, through, and will be wholly situate in the parish of Beddgelert, in the counties of Merioneth and Carnarvon.

And also to enable the Company to make and maintain a deviation of the railway No. 1, authorised by the last-mentioned Act, commencing by a junction with that railway in the parish of Llanfihangel-y-pennant, in the county of Carnarvon, in a field, numbered 58 on the plans deposited with the Clerk of the Peace for the county of Carnarvon in respect of that rail-

way, and terminating by a junction with the said railway in the parish of Beddgelert, in the county of Merioneth, in a field, numbered 116 on the said deposited plans.

To abandon the formation of so much of the said authorized railway as will be rendered unnecessary by reason of the construction of the said intended deviation.

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

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parish, as it may be necessary to stop up, alter, or divert by reason of the construction of the said intended new and substituted railway and works, or any part thereof.

To purchase by compulsion or otherwise any land and houses for the purposes of the said intended new and substituted railway and works, and to alter vary or extinguish all existing rights and privileges connected with such lands and houses which would in any manner impede or interfere with the construction and use of the said intended new and substituted railway and works, or any part thereof.

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

To enable the Company to apply any capital or funds now or hereafter belonging to them or under their control to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend by borrowing on mortgage or bonds, or by any of those means, and to attach to any portion of the present authorised capital of the Company a preference or priority in the payment of interest or dividends, and to cancel any part of the shares in the capital of the Company, and to grant others in lieu thereof upon such terms and conditions as shall be prescribed by the said intended Act, and also to authorise the Company to issue in preferred, half shares and deferred half shares the whole or any part of the capital authorised by the before-mentioned Act of the Company to be raised, or which the Company may be authorised to raise by the intended Act, and generally to make such provisions with respect to the capital of the Company as may be deemed expedient.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the Beddgelert Railway Act, 1865.

And notice is hereby given that duplicate plans and sections of the said intended new and substituted railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, houses, and hereditaments, together with a published map with the line of the intended new and substituted railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, 1865, with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon, in the said county, and with the Clerk of the

Peace for the county of Merioneth, at his office in Dolgelley, in the said county, and that a copy of the said plans and sections and book of reference, and also a copy of this notice, as published in the London Gazette, will on or before the said 30th day of November, be deposited with the parish clerk of the parish of Beddgelert, at his place of abode.

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

Dated this 9th day of November, 1865.

E. Breese, Port Madoc, Solicitor for the Bill.

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

Kensington Improvement.

(Powers to Metropolitan Board Works to effect Improvements at and near High-street, King-street, &c., in the parish of St. Mary Abbott, Kensington; Amendment of Acts, &c.)

NOTICE is hereby given that the Metropolitan Board of Works, in this notice referred to as the Board, intend to apply to Parliament in the ensuing session for leave to bring in a Bill to make the following improvements and new streets, or any of them, all in the parish of St. Mary Abbott, Kensington, in the county of Middlesex, and to exercise all or any of the following powers, that is to say:

An improvement in the High-street, Kensington, by widening the same on the southern side thereof, such widening to commence at the west side of Young-street, and at about 30 yards from its junction with High-street, and to terminate 50 yards or thereabouts westward of the junction of King-street with High-street.

A new street, in substitution of a portion of the present street called King-street, such new street to commence from and out of High-street, about 15 yards to the eastward of the present line of King-street, and to terminate in King-street, about 60 yards south of the junction of King-street with High-street, measured along the present course of King-street.

An improvement of King-street, by widening the same on the western side thereof, from the proposed termination of the last mentioned intended new street to a point about 50 yards from the place where King-street unites with Kensington-square.

A new street, commencing from and out of Young-street, about 50 yards south of the junction of Young-street with High-street, and terminating in the intended new street in substitution of part of King-street, at or near its termination as before described.

The Bill will contain all or any of the following powers, that is to say:

To authorise the Board to make junctions and communications with any existing streets which may be joined, intersected, or interfered with, or be contiguous to the lines of the intended new streets and improvements, and to alter the line or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the intended new streets and improvements, or otherwise, and to stop up and appropriate the courts, passages, and places, called Market-court, Market-place, Gardiner's-buildings, Duckmanton's-yard, the part of King-street between its present junction with High-street and the termination of the new street in substitution of part of King-street, as before described; and also any other streets, courts, yards,

squares, passages, alleys, and places within the limits of lateral deviation to be described on the plans hereinafter mentioned; to deviate from the lines and levels of the intended works, and to construct all such subways, sewers, drains, and works, as are necessary or incident to the formation of the proposed new streets and improvements, or any of them.

Also to authorise the Board to purchase, by compulsion, lands, houses, and easements for the purposes of the said intended new streets and improvements, and for the providing space for the erection of houses and buildings adjoining and near the same, or within the limits of deviation to be described on the plans hereinafter mentioned, and for the other objects of the Bill, and to authorise the leasing and re-sale of lands, or otherwise.

Also to authorise the Board to borrow money for the purposes of the Bill, and to charge, levy, and apply, for the purposes of the Bill, the rates and funds authorised to be levied and raised by them by virtue of the "Metropolis Management Act, 1855," the "Metropolis Management Acts, 1856, 1858, and 1862," or any of them, and to amend the said Acts.

To make provision for the repair and maintenance of the new and improved streets by the vestry of the parish in which the same will be situate.

To vary and extinguish all rights and privileges which will interfere with the objects of the Bill; to confer exemptions from rates and duties; and to confer other rights and privileges.

To incorporate the "Lands Clauses Consolidation Act, 1845," with certain exceptions and modifications with respect to liability to rates and taxes, the taking of portions of property, and otherwise.

On or before the 30th day of November instant, duplicate plans and sections of the proposed new streets, improvements, and works, and describing the lands, houses, and buildings which will or may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell Green; and that, on or before the said 30th day of November, copies of the said plans, sections, and book of reference, and a copy of this notice, will be deposited with the vestry clerk of the parish of St. Mary Abbott, Kensington, at his office at the Vestry-hall, Kensington.

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 18th day of November, 1865.

John Pollard, Clerk of the Metropolitan Board of Works, Spring-gardens.

The Discount Corporation, Limited.

(Subdivision of Original Shares—Alteration of Memorandum and Articles of Association—Amendment of Act.)

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

1. To enable the Discount Corporation, Limited, to divide each of the original shares of £100 in their capital into shares of smaller amount.

2. For that and other purposes, to alter the Memorandum and Articles of Association of the said Corporation, dated respectively, the 9th day of October, 1863, and to amend "The Companies Act, 1862."

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, 1865.

Flux and Argles, 1, East India-avenue, Leadenhall-street, Solicitors to the Bill.

Fearon, Clabon, and Fearon, 21, Great George-street, Westminster, Parliamentary Agents.

In the Matter of the Companies Act, 1862, and of the South Foxdale Silver Lead Mining Company (Limited).

NOTICE is hereby given, that a petition for the winding up of the above-named Company, by the Court of Chancery, was, on the 23rd day of November, 1865, presented to the Lord Chancellor, by David Lloyd, of No. 26, Birchington-lane, in the city of London, Surveyor, being a shareholder and contributory of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Stuart, on the 8th day of December, 1865; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Act, should appear at the time of hearing, by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

Alfred Watson, of No. 18, Cannon-street, in the City of London, Solicitor for the Petitioner.

In the Matter of the Companies Act, 1862, and of the Glucose Sugar and Colouring Company (Limited).

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery was, on the 24th day of November, 1865, presented to the Lord Chancellor, by William Shears, of Bankside, Southwark, in the county of Surrey, Copper-smith and Engineer, a creditor and contributory of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor, Sir William Page Wood, on the 9th day of December, 1865; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company, under the above Act, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

Vandercom, Cree, and Law, of No. 23, Bush-lane, in the City of London, Solicitors for the Petitioner.

In the Matter of the Companies Act, 1862, and of the Metropolitan Paper Making Company (Limited).

NOTICE is hereby given, that a petition for the winding-up of the above-named Company by the Court of Chancery, was on the 25th day of November, 1865, presented to the Lord Chancellor by William Denny Ruck, of British Grove Works, Chiswick, in the county of Middlesex, Gentleman, a contributory of the said Company, and that the said petition is directed to be heard before the Vice-Chancellor Kindersley, on the 8th day of December, 1865; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company, under the above Act, should appear at the time of hearing by himself or his counsel for that purpose, and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

Gibbs and Tucker, Solicitors for the Petitioner, No. 3, Lothbury, London.

In the Matter of the Companies Act, 1862, and of the General Floating Dock Company (Limited).

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery was, on the 27th day of November, 1865, presented to the Master of the Rolls by Dominique Hollard, of 16, Boulevard Malesherbe, Paris, in the Empire of France, administrator of Vincent Sulpice Jarry, deceased; Edmond Morel, of 48, Rue Laffitte, Paris; Claudius Cunit, Engineer, of 43, Boulevard Malesherbe, Paris; the Baron de Reiset, of No. 6, Rue de Milan, Paris; Josephine Louise de Noville, of Marbach, in the Department of Moselle, in the Empire of France, Widow; and Oswald-Thirion, of 18, Rue de la Pepinière, Paris, 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.

Michael Abrahams, of No. 17, Gresham-street, in the City of London, Solicitor for the Petitioners.

In Chancery.

In the Matter of the Companies Act, 1862, and of the Marlborough Club Company (Limited).

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery, was, on the 21st day of November, 1865, presented to the Lord Chancellor by Ferrand Oliphant; and that the said petition is directed to be heard before the Vice-Chancellor Kindersley, on the 8th day of December, 1865; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Act, should appear at the time of hearing, by himself or his counsel, for that purpose; and a copy of the petition will be

furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

Charles Henry Edmands, No. 1, New-inn.

In the Matter of the Companies Act, 1862, and of the Axton Mining Company (Limited).

NOTICE is hereby given, that the Vice-Chancellor Wood has fixed the 9th day of December, 1865, at three o'clock in the afternoon, at his chambers, No. 11, New-square, Lincoln's-inn, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 23rd day of November, 1865.

SALE OF OLD STORES AT WOOLWICH.

Admiralty, Somerset-Place,
November 18, 1865.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Wednesday, the 29th instant, at twelve o'clock at noon, the Commodore Superintendent will put up to sale in Her Majesty's Dock Yard at Woolwich, several lots of

OLD STORES,

Consisting of Buntin, Leather, India Rubber, Lignum Vitæ, Cordage Shakings, Canvas Rags, Coal Sacks, Cordage Boltrope, Cordage (Hawserlaid and Cablelaid), Cordage (White and Manilla), Hammock Rags, Canvas Cuttings, Traversing Machine, &c., &c., &c., all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

CONTRACT FOR TEAMS OF HORSES FOR WOOLWICH.

Contract Department, Admiralty,
Somerset House, November 15,
1865.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Tuesday, the 5th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's Dock Yard at Woolwich with

TEAMS OF HORSES,

under a contract for twelve months certain, and further, until the expiration of three months' warning.

A form of the tender and conditions of contract may be seen in the Lobby of the Storekeeper-General's Department, Admiralty, Somerset House.

No tender will be received after two o'clock on the day of treaty; nor will any be noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Teams for Woolwich," and must also be delivered at the Department of the Storekeeper-General, Admiralty, Somerset House, accompanied by a letter signed by two responsible persons, engaging to become bound with the person tendering in the sum of £500 for the due performance of the contract.

CONTRACT FOR BALL BAGS, &c.

(FOR THE ROYAL MARINES).

Contract Department, Admiralty,
Somerset House, November 16,
1865.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Thursday, the 30th instant, at twelve at noon, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford, all such quantities of

BALL BAGS, FITTED WITH OIL BOTTLES COMPLETE,

as shall from time to time be demanded for the use of the Royal Marines, under a contract for twelve months certain, and further, until the expiration of three months' warning.

Patterns of the articles may be seen at the Royal Marine Office, New-street, Spring-gardens, between the hours of eleven and two.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application in the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House, where the conditions of the contract may be seen.

No tender will be received after noon on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Ball Bags, &c.," and must also be delivered at the Department of the Comptroller of Victualling, Admiralty, Somerset House, signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £200 for the due performance of the contract.

CONTRACT FOR 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
Torquay

Separate tenders must be made for each port, and at a rate per 100 pounds, instead of at per cwt., and no attention will be paid to any offers not so made. Contractors in claiming payment for vegetables supplied are to make out their invoices in pounds, at per 100 pounds.

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 (Berhaven)
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.

Ardishaig
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 Fulmouth to be slaughtered on the spot, and the cattle for Portland to be slaughtered not further from that port than Weymouth; the Contractor for Portland is also to deliver the meat on board Her Majesty's ships and vessels.

The Contractor for Portland and Weymouth is to reside at Weymouth.

The Contractor for any of the other places 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, Greenock, Galway, Londonderry (for Lough Foyle); and to the Postmasters at each of the other places.

Forms of tender may also be obtained on application at the Lobby of the Department above mentioned, or to the proper officer at either of the above places.

No tender will be received after twelve o'clock at noon on the day of treaty, nor any noticed unless made on the printed form provided for the purpose; but it will not be necessary that the party tendering, or an Agent appointed by him, should attend at this office, as the result of the offer received from each person will be communicated to him and to his proposed sureties in writing.

Every tender must be delivered at the Department of the Controller of the Victualling, Admiralty, Somerset House, and signed by two responsible persons, engaging to become bound with the person tendering in the sum of £1,500 for the due performance of each of the contracts of Sheerness, Portsmouth, Plymouth, and Queenstown and Kinsale; and in the sum of £300 for each of the other Contracts.

The Contractors to pay half the amount of the Stamps on their contracts and bonds.

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.

No. 23044.

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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.

CONTRACT FOR COALS FOR BARBADOES

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 12th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Store at Barbadoes,

1,000 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 Barbadoes," 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.

CONTRACT FOR NORTH AMERICAN GOODS.

Contract Department, Admiralty,
Somerset House, November 25,
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 12th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Store at Her Majesty's several Dock Yards,

North American Yellow Pine Yards and Bowsprits, Yellow Pine, Red Pine, and Rock Elm Timber, Ash Oar Rafters, and Spruce Deals.

A form of the tender and conditions of contract, and a distribution of the articles, 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 North American Goods," 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 £5,000 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.

National Industrial Life Assurance and General Deposits and Advance Company.

No. 29, New Bridge-Street,
Blackfriars, London.

NOTICE is hereby given that an Ordinary General Meeting of the Shareholders of this Company will be held at the office, as above,

on Thursday, 14th December next, at eleven a.m., to receive the report of the Directors and to transact the ordinary business of the Company.—Dated this 25th November, 1865.

Charles Woodroffe, Secretary.

Canada Company.

No. 1, East India-Avenue,
Leadenhall-Street, November 23, 1865.

THE Court of Directors of the Canada Company hereby give notice, that in conformity to the Charter, a half-yearly General Court of Proprietors will be held at the Company's Offices, as above, on Thursday, the 21st day of December next, at one o'clock precisely, for the purpose of determining on a Dividend, and upon the general business of the Company.

By order of the Court,

G. Molineux, Secretary.

NOTICE is hereby given, that the Partnership between us the undersigned, James Yeld Stephens and George Bartér, in the business of Land Surveyors and Estate Agents, at No. 16, Widemarsh-street, in the city of Hereford, under the firm of Stephens and Barter, was this day dissolved by mutual consent, and in future the business will be carried on by the said George Barter on his separate account, and who will pay and receive all debts owing from and to the said partnership in the regular course of business.—Witness our hands this 31st day of October, 1865.

J. Y. Stephens.

George Barter.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Nicholson, Thomas Empringham, and Arthur Edwin Baron, as Coal Merchants, in Carlisle-street, in the borough of Kingston-upon-Hull, under the firm of Nicholson, Empringham and Company, was dissolved by mutual consent, so far as regards the above-named Arthur Edwin Baron, from the 1st day of October, 1865; and all debts owing from and due to the said copartnership will be paid and received by the said William Nicholson and Thomas Empringham.—As witness our hands this 11th day of November, 1865.

William Nicholson.

Thos. Empringham.

Arthur Edwin Baron.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Nicholson, Thomas Empringham, and Arthur Edwin Baron, as Wine and Spirit Merchants, in Carlisle-street, in the borough of Kingston-upon-Hull, under the firm of William Nicholson and Company, was dissolved by mutual consent, so far as regards the above-named Arthur Edwin Baron, from the 1st day of July, 1865; and all debts owing from and due to the said late copartnership will be paid and received by the said William Nicholson and Thomas Empringham.—As witness our hands this 11th day of November, 1865.

William Nicholson.

Thos. Empringham.

Arthur Edwin Baron.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Simpson and Thomas Groom, at Crumpsall, near Manchester, in the county of Lancaster, and at Street Bridge Works, Royton, in the said county, as Bleachers and Dyers, has been dissolved by mutual consent. The business at Street Bridge Royton will in future be carried on by the said Thomas Groom, and the business at Crumpsall by the said James Simpson, on their own account respectively.—Dated this 21st day of November, 1865.

James Simpson.

Thomas Groom.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Manners and William Cheshire, carrying on business at Rugeley, in the county of Stafford, as Sheet Iron Rollers and Tin Plate Manufacturers, under the style or firm of Cheshire, Manners, and Company, has been dissolved by mutual consent; and that the said business will in future be carried on by the said John Manners, by whom all debts owing to or from the said partnership firm will be received and paid.—As witness our hands this 17th day of October, 1865.

John Manners.

William Cheshire.

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, trading in Shrewsbury, in the county of Salop, under the style or firm, of Appleyard and Walters, as Ale, Porter, and Hop Merchants, and Wool Buyers, on Commission, was this day dissolved by mutual consent, and in accordance with the articles of partnership in that behalf provided.—As witness our hands this 22nd day of November, 1865.

*Robert Appleyard.
John Oscar Walters.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Murray Richard Workman, Clerk, and Henry Burnard Owen, carrying on business as Clerical and Scholastic Agents, and Proprietors of the Church and School Gazette, at No. 10, Southampton-street, Strand, in the county of Middlesex, was, on the 14th day of October last, dissolved by mutual consent. The clerical and scholastic business will in future be carried on by the said Henry Burnard Owen alone, who will receive and pay all debts due thereto or therefrom. The Church and School Gazette paper will in future be carried on by the said Murray Richard Workman alone, who will receive and pay all debts due thereto or therefrom.—Witness our hands this 16th day of November, 1865.

*M. R. Workman.
Henry Burnard Owen.*

NOTICE is hereby given, that the Partnership between the undersigned, William Cliff Brown, and John Baker, in the business of Steam Turners and Cabinet Manufacturers, at Canon's Marsh, in the city and county of Bristol, under the style of W. C. Brown and Co., was this day dissolved by mutual consent, and the said John Baker will pay and receive all debts owing from and to the said partnership.—Witness our hands this 23rd day of November, 1865.

*William Cliff Brown.
John Baker.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph William Branson and David Murray, of Birmingham, Builders and Contractors, under the firm of Branson and Murray, was this day dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said David Murray, by whom the said business will in future be carried on.—As witness our hands this 25th day of November, 1865.

*Josh. W. Branson.
David Murray.*

NOTICE is hereby given, that the Partnership between the undersigned, John Wilkinson Preston and Joseph Westmoreland, both of Guiseley, in the county of York, in the trade or business of Joiners and Builders, at Guiseley aforesaid, or elsewhere, was this day dissolved by mutual consent; all debts owing to or by the said partnership will be received and paid by the said Joseph Westmoreland, who will continue the business.—Witness our hands this 23rd day of November, 1865.

*John Wilkinson Preston.
Joseph Westmoreland.*

THE Partnership between the undersigned, under the firm of Turner and Eastwood, is this day dissolved by mutual consent. All debts owing to and by the firm will be received and paid by the said C. Turner.

*C. P. Turner.
O. A. Eastwood.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Meyer and Alfred James Newton, at No. 144, High-street, in the borough of Kingston-upon-Hull, as Grain and Seed Brokers, trading under the style or firm of Meyer and Newton, has been dissolved by mutual consent as from the 31st day of October last. All debts due to and owing by the said partnership will be received and paid by the said Alfred James Newton, by whom the business will in future be carried on in his own name for his sole benefit.—As witness our hands this 24th day of November, 1865.

*Rd. Meyer.
Alf. J. Newton.*

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, Ellen Aris and William John Aris, as Hotel Keepers, at West Cowes, in the Isle of Wight, under the style or firm of Ellen Aris and Son, is this day dissolved by mutual consent; and the business will in future be carried on by the said Ellen Aris.—Dated this 9th day of November, 1865.

*Ellen Aris.
W. J. Aris.*

NOTICE is hereby given, that the Partnership lately subsisting between us, in the city of Carlisle, in the trades or businesses of Printers, Stationers, and Lithographers, was this day dissolved by mutual consent.—Dated this 20th day of November, 1865.

*James Cuddy Mason.
James Brown.*

NOTICE is hereby given, that the subscriber, Thomas Black, of Castle Heaton, in the county of Northumberland, Farmer, ceased upon the 12th day of 1866, to be a partner of Thomas Black and Sons, Spade Manufacturers and Millers, at Ford Forge, in the county of Northumberland, and Sea View Iron Works, near Berwick-upon-Tweed, in the county of the borough and town of Berwick-upon-Tweed; and that the said trades or businesses have since that date been and will in future be continued by the subscribers, John Black, of Ford Forge aforesaid, and George Black, of Sea View Iron Works aforesaid, both Spade Manufacturers, the remaining partners under the firm of Thomas Black and Sons as hitherto.—As witness our hands this 11th day of November, 1865.

*Tho. Black.
John Black.
George Black.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Nicholls and Henry John Nicholls, of Liverpool, in the county of Lancaster, as Wholesale Jewellers, Watch-Tool, and Material Dealers, Watch Manufacturers and Importers of French and Swiss Manufactures for Home and Export, lately carrying on business under the style of H. Nicholls and Son, was this day dissolved by mutual consent.—Dated the 4th day of November, 1865.

*Henry Nicholls.
Henry John Nicholls.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, James Nicholson and Richard Roberts, as Painters, Glaziers, and Paper Hangers, at No. 47, Church-street, Soho, in Liverpool, in the county of Lancaster, under the firm of Nicholson and Roberts, was, on the 8th day of November instant, dissolved by mutual consent, so far as regards the said Richard Roberts, who on that day retired from the concern; and that all debts due and owing to or by the late firm will be received and paid by the said James Nicholson.—As witness our hands this 22nd day of November, 1865.

*James Nicholson.
Richard Roberts.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Benjamin Arthur Brickwell and William Weller, executors of William Weller, deceased, as Brewers, Maltsters and Farmers, at Amersham, in the county of Bucks, has been dissolved as from 22nd October last.—Dated this 24th day of November, 1865.

*Benjn. A. Brickwell.
William Weller.*

NOTICE is hereby given, that the Partnership between the undersigned, James Constantine Negreponce, Constantine James Negreponce, Michael James Negreponce, and John James Negreponce, in the trade or business of Merchants at Liverpool, England, under the style or firm of C. and M. Negreponce, was this day dissolved by mutual consent. Mr. John James Negreponce, of Liverpool aforesaid, is empowered to discharge and settle all debts due to and by the said copartnership concern.—Witness our hands this 10th day of November, 1865.

*J. C. Negreponce. C. J. Negreponce.
M. J. Negreponce. John James Negreponce.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Bennett MacLachlan and George Frederick Flower, carrying on business as Auctioneers House and Estate Agents, at No. 11, Southampton-buildings, Chancery-lane, in the county of Middlesex, was dissolved by mutual consent on the 13th day of November instant.—Dated this 14th day of November, 1865.

*William Bennett MacLachlan.
George Frederick Flower.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Shaw, Caroline Cecelia Shaw, and Hannah Smith, carrying on the trade or business of Shoe Manufacturers, at No. 156, in Icknield-street East, Birmingham, in the county of Warwick, under the style or firm of Smith and Shaw, is this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1865.

*Hannah Smith.
James Shaw.
Caroline Cecelia Shaw.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Gerrard and William Hawkes, carrying on business at Bucknall, in the county of Stafford, under the firm or style of The Bucknall New Colliery Company, has been dissolved by mutual consent.—As witness our hands this 24th day of November, 1865.

*William Hawkes.
Joseph Gerrard.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Joshua Heap and Joshua Taylor, and carried on at Ashton-under-Lyne, under the firm of Joshua Heap and Company, has been this day dissolved by mutual consent.—As witness our hands this 17th day of November, 1865.

*Joshua Heap.
Joshua Taylor.*

EDMUND KIRBY, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon the estate of Edmund Kirby, late of Yardly Gobron, 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 26th day of April, 1864, are hereby required to send the particulars of such claims or demands to John Clarke Roper, of Grafton Regis, in the said county of Northampton, Gentleman, or John Malsbury Kirby, of the town and county of Northampton aforesaid, Grocer (the acting executors of the deceased), at the office of John Malsbury Cooke, of Towcester, 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.

WILLIAM INGRAM, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of William Ingram, late of Barking Side, in the county of Essex, Baker and Grocer (who died on the 20th day of July, 1865, and whose will was proved on the 24th day of August last, in the Principal Registry of Her Majesty's Court of Probate, by Lionel Ingram, of Hedgeman's Farm, Barking Side aforesaid, Farmer, one of the executors named in the said will, the other executor thereby appointed having renounced probate thereof), are hereby required to send in such claims against the estate of the said testator to the said executor, at his residence aforesaid, on or before the 23rd day of December next, after which day the said executor will distribute the assets of the said testator among the parties entitled thereto, having regard to the claims of which the said executor shall then have notice; and 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 the distribution of the said assets. And further, all persons indebted to the testator's estate are requested forthwith to pay to the said executor the amount of their respective debts.—Dated this 14th day of November, 1865.

W. MURRAY, SON, and HUTCHINS, No. 11, Birchin-lane, London, E.C., Solicitors to the said Executor.

JOHN HUDDY RETALLACK, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of Her present Majesty, Queen 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 John Huddy Retallack, late of the parish of Ladoek, in the county of Cornwall, Farmer (who died on the 12th day of February, 1865, and of whose will probate was granted on the 14th day of August, 1865, by the District Registry of Her Majesty's Court of Probate, at Bodmin, to Edward Tank and John Crocker, both of the aforesaid parish of Ladoek, Farmers, the executors therein named), are desired to send the particulars of such claims and demands in writing addressed to the said executors, at the offices of Messrs. Hodge, Hockin, and Marrack, Solicitors, Truro, Cornwall, on or before the 6th day of January next, after 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 the said executors shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not have had notice.—Dated the 22nd day of November, 1865.

HODGE, HOCKIN, and MARRACK, Truro, Solicitors to the said Executors.

SAMUEL HOWARD, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Samuel Howard, late of the Coach and Horses Public House, Stratford, in the county of Essex, Licensed Victualler (who died on or about the 24th day of September, 1865, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 17th day of October, 1865, by John Lound, the sole executor therein named), are required to send in the particulars of their debts or claims to the said executor, at our office, No. 23, Ely-place, Holborn, in the county of Middlesex, on or before the 31st day of December next, at the expiration of which time the said executor will distribute the whole of the assets of the deceased among the parties entitled thereto, having regard only to the debts or claims of which he shall then have notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 23rd day of November, 1865.

JAMES and CURTIS, No. 23, Ely-place, London, E.C., Solicitors for the Executor.

Re WILLIAM STONER, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of William Stoner, late of Wike, in the parish of Harewood, in the county of York, Farmer, deceased (who died at Wike aforesaid, on the 23rd day of July, 1864, and whose will was proved in the Wakefield District Registry of the Court of Probate, on the 18th day of November, 1864, by James Rhodes, of Alwoodley, Farmer, and John Daniel, of Ripton, Farmer, the executors named in the said will), are hereby required to send in the particulars thereof to us, the undersigned, at our offices, No. 63, Albion-street, in Leeds, on or before the 9th day of December next, and at the expiration of that time the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims of which they shall then have notice; and that the said executors will not afterwards be liable for the assets so distributed, or any part thereof, to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 3rd day of November, 1865.

BLACKBURN and SON, Solicitors for the said Executors.

JOHN DODSON, Esquire, 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 claims or demands upon or against the estate of John Dodson, late of Swavesey, in the county of Cambridge, Esquire, deceased (who died on the 15th day of January, 1865, and whose will was proved on the 20th day of March, 1865, in the District Registry of Peterborough attached to Her Majesty's Court of Probate, by John Osborn Daintree, of Lolworth, in the said county of Cambridge, Esquire, and Simon Alfred Daintree, of Fendrayton, in the said county of Cambridge, Esquire, the executors named in the said will), are hereby required, on or before the 6th day of January, 1866, to send the particulars of their respective claims or demands to the said executors, at the office of James Vaughan, in the town of Huntingdon, in the county of Huntingdon, Solicitor. And notice is hereby further given, that the said executors will, on and after the said 6th day of January, 1866, proceed to distribute the assets of the said John Dodson, deceased, among the parties entitled thereto, having regard only to the claims or demands of which the said executors shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 23rd day of November, 1865.

JAS. VAUGHAN, Huntingdon, Solicitor to the said Executors.

ANN SHARP, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and other persons having any claim or demand upon or against the estate of Ann Sharp, late of Brighouse, in the parish of Halifax, in the county of York, deceased, the Wife of William Sharp, now also deceased (who died on the 22nd day of August, 1859, and letters of administration, with the will annexed, of such personal estate and effects of the said Ann Sharp, deceased, as she (the deceased) by virtue of certain articles of settlement, and of all other powers and authorities her enabling, had a power to appoint or dispose of, and had by her said will appointed or disposed of accordingly, but no further or otherwise, were, on the 11th day of November, 1865, duly granted by and out of the Wakefield District Registry attached to Her Majesty's Court of Probate, to William Wrigley Widdop, of Brighouse, in the parish of Halifax, in the county of York, the lawful Attorney of John Sharp, the son of the said Ann Sharp, deceased, now residing at Bathurst, in the colony of New South Wales), are requested to send particulars, in writing, of such claims and demands to the said William Wrigley Widdop, or to us, the undersigned, Solicitors of the said administrator, on or before the 6th day of January next. And notice is hereby given, that after the said 6th day of January next, the said William Wrigley Widdop, as such administrator, as aforesaid, will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and that the said administrator 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 he shall not then have had notice.—Dated this 23rd day of November, 1865.

CHAMBERS and CHAMBERS, Brighouse, near
Normanton, Solicitors to the said Administrator.

WILLIAM COLLINGS and MARY COLLINGS, his Wife, both 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, 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 debts, claims, or demands whatsoever against the estates of William Collings, late of Devonport, in the county of Devon, Shoemaker (who died on the 11th day of August, 1845, and whose will was proved in the Archdeaconry Court of Totnes, on the 9th day of September, 1845, by Mary Collings, the executrix named in the said will, and Mary Collings, his Wife, also late of Devonport aforesaid, who died on the 18th day of March, 1865, and whose will, with a codicil thereto, were proved in the Exeter District Registry of Her Majesty's Court of Probate, on the 7th day of July, 1865, by William Peek, the executor named in the said will), are hereby required to send in the particulars of such debts, claims, or demands to me, the undersigned, on or before the 10th day of January next, at the expiration of which period the said William Peek will proceed to distribute the assets of the said William Collings and Mary Collings, deceased, which may have come to his hands, as executor of the said Mary Collings, and as legal representative of the said William Collings (as executor of such executrix as aforesaid), among the parties entitled thereto, having regard only to those debts, claims, or demands of which he shall then have had notice; and after which period the said executor will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands the said executor shall not then have had notice.—Dated this 23rd day of November, 1865.

EDWARD ORAM GARD, Solicitor, No. 20,
St. Aubyn-street, Devonport.

GOWLER NEVILLE, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim against the estate of Gowler Neville, late of Doddington, in the Isle of Ely and county of Cambridge, Farmer (who died on the 2nd day of November, 1864, and whose will, with a codicil thereto, was proved on the 8th day of December, 1864, in the Peterborough District Registry of Her Majesty's Court of Probate by William Neville, of Glassmoor, in Whittlesey, in the said Isle of Ely and county of Cambridge, Farmer, and John Neville, of Doddington aforesaid, Farmer, the executors therein named), are requested to send in the particulars of their claims to us, the undersigned, Solicitors to

the said executors, at our office in March, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 23rd day of November, 1865.

WISE and DAWBARN, Solicitors, March.

EDWARD INGLE, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim against the estate of Edward Ingle, late of Doddington, in the Isle of Ely and county of Cambridge, Farmer (who died on the 15th day of November, 1864, and whose will, with a codicil thereto, was proved on the 3rd day of October, 1865, in the Peterborough District Registry of Her Majesty's Court of Probate by Joseph Jones, of Wimblington, in the said Isle of Ely and county of Cambridge, Farmer, Thomas Richards, of Wimblington aforesaid, Farmer, and Gideon Infield, of Benwick, in the said Isle of Ely and county of Cambridge, Farmer, the executors therein named), are requested to send in the particulars of their claims to us, the undersigned Solicitors to the said executors, at our office in March, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 23rd day of November, 1865.

WISE and DAWBARN, Solicitors, March.

PHILIP WARD, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand on or against the estate of Philip Ward, late of the East India United Service Club, and of New House, Pinner, in the county of Middlesex, a Lieutenant in Her Majesty's Indian Army who died on the 12th day of September, 1865, and of whose personal estate and effects letters of administration were, on the 16th day of November, 1865, granted by the Principal Registry of Her Majesty's Court of Probate to Nelson Ward, of No. 2, Onslow Villas, Pinner aforesaid, Esquire), are hereby required to send particulars of such claims to the said Nelson Ward at the office of Mr. William Johnson, No. 3, Frederick-place, Gray's-inn-road, in the county of Middlesex, on or before the 10th day of January next, after which day the said Nelson Ward will proceed to distribute the whole of the assets of the said deceased in due course of law, having regard only to those claims of which he shall then have notice; and the said Nelson Ward will not be answerable or 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 24th day of November, 1865.

WM. JOHNSON, No. 3, Frederick-place, Gray's-inn-road, London, W.C., Solicitor for the said Administrator.

CHESHIRE, Deceased.

Pursuant to the Act of Parliament, of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors of, and all other persons having or claiming any debt, claim, or demand from or against the estate of Alfred Banner Cheshire, late of Liverpool, in the county of Lancaster, who died on the 13th day of March, 1865, intestate (and letters of administration of whose personal estate and effects were on the 22nd day of May, 1865, granted by the Principal Registry of Her Majesty's Court of Probate to Richard Amery, of Darke's Lodge, Potter's-bar, in the county of Hereford, the lawful cousin german, and one of the next of kin of the said intestate), are hereby required to send in particulars of their respective debts, claims, or demands to the said administrator, at the office of Mr. Matthew Bateson Wood, Solicitor, No. 19, Princess-street, Manchester, on or before the 30th day of December, 1865, at the expiration of which time the said administrator will proceed to distribute the assets of the said Alfred Banner Cheshire, deceased, among the parties entitled thereto, having regard only to the claims of which the said administrator may then have had notice, and will not be liable for the assets so distributed to any person or persons of whose claims he shall not then have had notice.—Dated this 21st day of November, 1865.

M. BATESON WOOD, Solicitor to the Administrator, No. 19, Princess-street, Manchester.

MRS. ANNE BUNCE, Deceased.

Notice to Creditors.

Pursuant to Act 22 and 23 Vict., chap. 35, sec. 29.

THE executors of Anne Bunce, formerly of Harbledown, in the county of Kent, afterwards of Saint Martin's Hill, in the parish of St. Martin, in the city of Canterbury, and late of No. 21, Saint George's-place, in the said city of Canterbury, Widow, who died on the 6th day of October, 1865, hereby give notice to all persons claiming to be creditors or otherwise, to have any claim or demand against the estate of the said deceased, that they are required on or before the 6th day of January, 1866, to send the particulars of their debts or other claims or demands on the estate to Mr. Allen Fielding, Solicitor to the executors, Bridge-street, Canterbury, and that otherwise the executors will distribute the deceased's assets amongst the parties entitled thereto, having regard to the claims of which they shall then have notice, and that they will not be liable for any claim of which such notice shall not have been given at the time of such distribution.—Dated this 25th day of November, 1865.

ALLEN FIELDING, Bridge-street, Canterbury.

Pursuant to the provisions of the Act 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

THE creditors of Benjamin Hanson English, late of No. 165, Strand, in the county of Middlesex, Esq. (who died on the 16th day of January, 1862, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 9th day of February, 1862, by Benjamin Matthew Oliver, and Alfred Lewis, the executors thereof), are hereby required, on or before the 26th day of December, 1865, to send the particulars of their claims or demands in writing to the said Benjamin Matthew Oliver and Alfred Lewis, at the office of Messrs. Pownall, Son, Cross, and Knott, No. 9, Staple-inn, in the said county of Middlesex, the Solicitors of the said executors. After the said 26th day of December, 1865, the said executors will proceed to distribute the assets of the said Benjamin Hanson English amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and the said executors will not be liable for the assets so distributed to any person of whose claim they shall not at the time aforesaid have had notice.—Dated this 25th day of November, 1865.

POWNALL, SON, CROSS, and KNOTT, No. 9, Staple-inn, Middlesex.

In Chancery.

In the Matter of an Act of Parliament, made and passed in the session holden in the 19th and 20th years of the reign of Her present Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates;" and in the matter of lands and hereditaments, called Tynywerglodd, situate in the parish of Llanllyfyn, in the county of Carnarvon, devised by the will of Hugh Thomas, late of Trevor and Beaumaris, in the county of Anglesey, Esq., deceased, and now in the occupation of Pierce Hughes and others.

NOTICE is hereby given, that a Petition in the above-mentioned matters was, on the 13th day of November, 1865, presented to the Lord High Chancellor of Great Britain by the Reverend Hugh Thomas, of Old Newton Vicarage, in the county of Suffolk, Clerk; William Hugh Thomas, of Trevor, in the county of Anglesey, a Lieutenant in Her Majesty's 49th Regiment, and Margaret Thomas, of Bangor, in the county of Carnarvon, Spinster, whereby the said petitioners prayed that the petitioner, Hugh Thomas, might execute a lease of all the quarries, rocks, and beds of slate, slate-stone, and other stone, which then were or thereafter should be found, gained, worked, dug, opened, or discovered within, under, or upon the farm and lands of him, the said Hugh Thomas, commonly called or known by the name of Tyny Werglodd (save and except certain dwelling-houses and other buildings, and certain plots, pieces or parcels of land delineated on the map or plan drawn on the back of the second skin of the indenture in the said petition mentioned, and therein coloured pink), situate in the parish of Llanllyfyn, in the county of Carnarvon, and then or late in the tenure or occupation of Pierce Hughes, his under-tenant's or assigns, with other powers and privileges, to George Clement, John Phillips, Robert Ransom, and Francis William Staines, all of Hastings, in the county of Sussex, Gentlemen, upon the terms of an agreement for that purpose entered into by them for the term of 40 years from the 25th day of March, 1864, at the yearly rent of £130, and subject to certain royalties. And notice is hereby also given, that the petitioners may be served with any order of the Court or notice relating to the subject of the said petition at the office of Messieurs Hollings, Sharp, and Ullithorne, situate at No. 1, Field-

court, Gray's-inn, the county of Middlesex.—Dated this 25th day of November, 1865.

HOLLINGS, SHARP, and ULLITHORNE,
Solicitors for the Petitioners.

In Chancery.

In the Matter of the Act passed in the session of Parliament, held in the 19th and 20th years of Her present Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates," and of an Act of Parliament made and passed in the session holden in the 27th and 28th years of the reign of Her present Majesty, intituled "An Act to further Amend the Settled Estates Act, 1856," and in the matter of certain lands and hereditaments devised by the will of Robert Gunter, Esq., deceased (that is to say), (1) All those two pieces of garden ground, containing together 12 acres; 2 roods, 32 perches, formerly Whitbreads, now in the respective occupations of Mr. William Rubergall and Mr. Brandreth Gibbs, situate in Wandon, otherwise Wandown; otherwise Waltham, otherwise Waltham Green, in the parish of Fulham, in the county of Middlesex. (2) All that capital messuage situate at Earle's-court, in the parish of Saint Mary Abbots, Kensington, in the said county, with the lands and other hereditaments thereto adjoining and belonging, which were purchased by the said Robert Gunter, deceased, in the year 1829, of Nathaniel Gostling, Esq., and are now in the respective occupations of Miss Elizabeth Burney, Dr. Robert Gardiner Hill, Mr. Williams, and Michael Feiton. (3) All that piece of land or ground at North End, in the said parish of Fulham, formerly Thorpe's, containing 1 acre or thereabouts, now in the occupation of Mr. William Rubergall, and which was purchased by the said Robert Gunter, deceased, in the year 1833, of William Apptin. (4) All those the copyhold messuages, gardens, lands, and other hereditaments situate at North End aforesaid, which were purchased by the said Robert Gunter, deceased, in the year 1829, of Mary Rice, Widow, and which are now in the occupation of the said William Rubergall. And in the matter of the following messuages, lands, and hereditaments, situate at Earle's-court aforesaid, also devised by the will of the said Robert Gunter deceased, and which were purchased by him of the devisees of the late Samuel Hutchins, in the year 1844, that is to say: (5) The White Hart public-house and house adjoining, with the garden and out-buildings thereto, now in the occupation of John Hayter. (6) A piece or parcel of ground on which five cottages, numbered 1 to 5, South-row have been erected. (7) A piece or parcel of vacant ground, situate behind South-row aforesaid, and on part of which a school-house or building at present stands. (8) A piece of vacant ground, containing about 278 square yards, adjoining to the west of South-row aforesaid.

NOTICE is hereby given, that a Petition in the above-mentioned matters was, on the 9th day of November, 1865, presented to the Lord High Chancellor of Great Britain, by Robert Gunter, of Wetherby Grange, in the county of York, Esq., late a Captain in Her Majesty's 4th Dragoon Guards, James Gunter, of Earle's-court, Kensington, in the county of Middlesex, Esq., a Captain in Her Majesty's 1st or King's Dragoon Guards, William Edward Maude, of Liverpool, in the county of Lancaster, Esq., and Helen Caroline Benyon Gunter, of Wetherby Grange aforesaid, Spinster, an infant under the age of 21 years, by the said Robert Gunter, her father and guardian, praying that an order of His Honour Vice-Chancellor Wood, dated the 19th day of July, 1862, in the said petition referred to, might be altered and amended by striking out of the said order the conditions which require that leases granted in pursuance thereof should, in addition to the conditions required by the first above-mentioned Act, contain such covenants, conditions, and stipulations as the Judge should appoint, and should be settled by the Judge, and that it might be ordered that the leases to be granted by the trustees or trustees for the time being of the said will of the said Robert Gunter, of the premises numbered 1, 2, 3, and 4 in the title of the said petition, in pursuance of the said order, might be in such terms and upon such conditions as are required by the said Act, without applying to the Judge in each case. That a contract, dated the 26th day of July, 1865, with the Metropolitan District Railway Company for the sale to the said Company of the premises numbered 5, 6, and 8 in the said title might be carried out, and that the purchase money to be received thereunder might be paid to the said James Gunter and William Edward Maude, as trustees of the said will. That general powers to grant leases of the premises numbered 7 in the said title, in conformity with the above Acts, and subject to the provisions and restrictions therein contained, might be vested in the trustees for the time being of the said will, such power to be exercised with the con-

sent, in writing, of the tenant for life for the time being of the said premises. And notice is hereby given, that the petitioners may be served with any order of the Court or notice relating to the subject of the said petition, at the office of their Solicitors, Messieurs Robinson and Tomlin, No. 36, Jermyn-street, in the county of Middlesex.—Dated this 25th day of November, 1865.

ROBINSON and TOMLIN, Solicitors for the Petitioners.

In Chancery.

TO be sold, pursuant to a Decree of the High Court of Chancery, made in a cause, *Ewings v. Waite*, with the approbation of the Vice-Chancellor Sir John Stuart the Judge to whose Court the said cause is attached, in one lot, by Mr. Daniel Cronin, the person appointed by the said Judge, at Garraway's Coffee-house, Change-alley, Cornhill, in the city of London, on Tuesday the 12th day of December, 1865, at twelve o'clock.

A freehold estate at Norbiton, in the parish of Kingston-upon-Thames, in the county of Surrey, containing 191A 3A 26P, or thereabouts, late the property of John George Waite, deceased.

Particulars whereof may be had of Messrs. Ford and Lloyd, Solicitors, No. 4, Bloomsbury-square; of Messrs. Powle and Loversy, Solicitors, No. 7, New-inn; of John Chapple, Esq., Solicitor, No. 10, Great Carter-lane, Doctor's Commons; and of Messrs. Daniel Cronin and Sons, Auctioneers and Estate Agents, No. 1, Vernon-place, Bloomsbury-square.

PURSUANT to a Decree of the High Court of Chancery, made in the matter of the estate of William Evan Howlett, and in a cause *John Charles Howlett and another, against John Howlett*, the creditors of William Evan Howlett, late of Wellington-street, Victoria-park, in the county of Middlesex, and of Billingsgate-market, in the city of London, Fishmonger, who died in or about the month of February, 1865, are, on or before the 23rd day of December, 1865, to send by post, prepaid, to Augustine Edwin Tower, of No. 90, Lower Thames-street, in the city of London, the Solicitor of the defendant, John Howlett, the administrator of the said William Evan Howlett, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, Middlesex, on Wednesday, the 10th day of January, 1866, at half-past twelve o'clock in the afternoon, 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 *Dove against Phillips*, the creditors of Charles John Phillips, late of Parker-street, Lincoln's-inn, and of College-street North, in the county of Middlesex, Gold Flatter, who died in or about the month of April, 1862, are, on or before the 20th day of December, 1865, to send by post, prepaid, to Messieurs C. and H. Bell, of No. 36, Bedford-row, London, the Solicitors of the above-named defendants, Margaret Phillips, Charles James Phillips, and Thomas Charlton, the executors of the said Charles John Phillips, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, Middlesex, on Tuesday, the 9th 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 Louisa Farnsworth, otherwise Lucas, Spinster, deceased, and in a cause *Francis Ford, and Sarah his wife, plaintiffs, against William Ward and Alice Ann, his wife, defendants*, the creditors of Louisa Farnsworth, otherwise Lucas, late of No. 21, Ecclestone-street South, Pimlico, in the county of Middlesex, Spinster, who died in or about the month of February, 1865, are, on or before the 22nd day of December, 1865, to send by post, prepaid, to Messrs. Paterson and Son, of No. 7, Bouverie-street, Fleet-street, in the city of London, the Solicitors of the defendant Alice Ann Ward, wife of the defendant William Ward, which said Alice Ann Ward is the administratrix of the said Louisa Farnsworth, otherwise Lucas, deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they

will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in the Rolls-yard, Chancery-lane, Middlesex, on Tuesday, the 19th day of January, 1866, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1865.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Elizabeth Harrison, and in a cause of *Wright and another against Myatt and others*, the creditors of Elizabeth Harrison, late of No. 7, Queen's-row, Grove-road, Camberwell, Surrey, and formerly of No. 16, Carlton House-terrace, Middlesex, Widow, who died in or about the month of September, 1863, are, on or before the 13th day of December, 1865, to send by post, prepaid, to Messrs. William Myatt and William James Myatt, of No. 27, Basinghall-street, in the city of London, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir John Stuart, at his chambers, situated at No. 12, Old-square, Lincoln's-inn, Middlesex, on the 22nd day of December next, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1865.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Edwards, of Heightley, in the county of Montgomery, Farmer, deceased, and in a cause *John Hickman against William Allan*, the creditors of the said John Edwards, late of Heightley, in the county of Montgomery, Farmer, who died in or about the month of August, 1864, are, on or before the 1st day of January, 1866, to send by post, prepaid, to William Pryce Yearsley, Esq., of Welchpool, in the county of Montgomery, the Solicitor of the defendant, William Allan, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir John Stuart, at his chambers, situated at No. 12, Old-square, Lincoln's-inn, Middlesex, on Friday, the 12th day of January, 1866, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1865.

Re William Lynham's Assignment.

WHEREAS by a deed bearing date the 5th day of May, 1865, William Lynham, of Stockport, in the county of Chester, Innkeeper, conveyed and assigned all his freehold, real, leasehold, and personal estate and effects (except his necessary wearing apparel) to Manfred Byron Megson, of the city of Manchester, in the county of Lancaster, Wine and Spirit Merchant, as Trustee for the equal benefit of the creditors of the said William Lynham; and whereas the said deed, having been duly executed or by writing assented to by a majority in number, representing three-fourths in value, of the creditors of the said William Lynham, was, on the 31st day of May, 1865, duly registered in the Court of Bankruptcy, London, pursuant to the provisions of "The Bankruptcy Act, 1861," and thereby became binding on all the creditors of the said William Lynham; notice is hereby given, that the said Trustee purposes, at the expiration of fourteen days from the 28th day of November, 1865, to declare and pay to all the creditors of the said William Lynham who shall have executed or by writing assented to the said deed before the expiration of the said fourteen days, a Dividend on the amount of their respective debts; and that all creditors who shall not have executed or by writing assented to such deed at the expiration of the said fourteen days from the 27th day of November, 1865, will be excluded from such Dividend.—Dated this 18th day of November, 1865.

BOOTE and RYLAND, Solicitors to the said Trustee, No. 45, George-street, Manchester.

The Bankruptcy Act, 1861.

In the Matter of a Deed of Conveyance by John Millington, of the city and county of Bristol, Merchant and Ship and Insurance Broker, of all his Estate and Effects to a Trustee, for the benefit of the Creditors of the said John Millington.

NOTICE is hereby given, that a meeting for Auditing the Accounts of the said Trustee, and declaring a Final Dividend of the estate of the said John Millington will be held at the offices of Messrs. Barnard, Thomas, and Co., Accountants, in Albion-chambers, in the city of Bristol, on Monday, the 11th day of December next, at twelve o'clock at noon precisely. Creditors who have not sent in

their claims are requested to do so to the said Accountants, before the above-mentioned day, or they will be excluded from the benefit of the said Dividend.

HENRY BRITTAN and SON, Solicitors, No. 3, Small-street, Bristol.

The Bankruptcy Act, 1861.

In the Matter of a Deed of Conveyance for the benefit of Creditors executed by Benjamin Drew, of Stalbridge, in the county of Dorset, Saddler, dated the 20th day of September, 1865, to James May Shattock, of the city of Bristol, Saddlers' Ironmonger, and James Hellyar, of Cerne, in the said county of Dorset, Currier (trustees), and which deed has been perfected as by law required for binding all the creditors of the said Benjamin Drew.

NOTICE is hereby given, that a meeting of the creditors of the said Benjamin Drew will be held at the offices of Messrs. Gwynn and Westhorp, No. 3, All Saints-court, Bristol, on Friday the 15th day of December, 1865, at two o'clock in the afternoon, for the purpose of Auditing the Accounts of the said trustees and declaring a Dividend. All creditors who have not already sent in their claims are required to do so to the undersigned on or before the said 15th day of December next, or they will be excluded from the benefit of the said Dividend.—Dated the 23rd day of November, 1865.

GWYNN and WESTHORP, No. 3, All Saints'-Court, Bristol, Solicitors to the said Trustees.

The Bankruptcy Act, 1861.

In the Matter of a Deed of Assignment for the benefit of Creditors, executed by Philip Richards, of Nelson-street, in the city of Bristol, General Merchant.

NOTICE is hereby given, that an Audit and Dividend Meeting will be held at the offices of Mr. John Price, Solicitor, No. 6, Nicholas-street, Bristol, on Friday, the 8th day of December, 1865, at one o'clock in the afternoon. All creditors who have not already sent in their claims to the trustees are required to send them to the above offices, before Wednesday, the 6th day of December, 1865, or they will be excluded from the benefit of the Dividend.—Dated this 24th day of November, 1865.

JOHN PRICE, Solicitor, Bristol.

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—15,016.

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—William Kaye, of No. 3, Barnes-street, in the city of Manchester, in the county of Lancaster, News and Refreshment Room Keeper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Robinson, of Todmorden, in the county of Lancaster, Grocer, and William Stanley Lythgoe, of Manchester aforesaid, Refreshment Room Keeper, (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assurance by the debtor of all his real and personal estate and effects to the trustees, to sell and divide the proceeds among all the creditors of the debtor as in bankruptcy; and release by creditors.

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—15,017.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—10th November, 1865.

Date of execution by Debtor—10th November, 1865.

Name and description of the Debtor, as in the Deed—John Bromiley, of Bolton, in the county of Lancaster, Waste Dealer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Pearson, of Bolton aforesaid, Waste Dealer (trustee), 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 trustee, to be administered for the benefit of the debtor's creditors, as in bankruptcy; and a release by the creditors to the debtor.

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—15,029.

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—Thomas Waddington, of No. 1, John's-row, Old Ford-road, Bow, in the county of Middlesex, Baker and General Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, by which the debtor covenants to pay to his creditors sixpence in the pound on their debts within one week after registration of the said deed; and a release from them to him.

When left for Registration—24th 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—15,030.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—8th November, 1865.

Date of execution by Debtor—8th November, 1865.

Name and description of the Debtor, as in the Deed—Thomas Moss, of Sheffield, in the county of York, Draper (debtor), of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Walter Bousfield Westhead, of the city of Manchester, Merchant (trustee), of the second part; the creditors, of the third part.

A short statement of the nature of the Deed—Assignment of all the real and personal estate of the debtor to the trustee, upon trust, for his creditors equally; and a release to the debtor.

When left for Registration—24th 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—15,031.

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, by W. South, and 28th October, 1865, by John Carman.

Names and descriptions of the Debtors, as in the Deed—John Carman and William South, of No. 11D, East-road, City-road, in the county of Middlesex, Iron-mongers.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Peter Rose Dummett, of No. 19, Ely-place, Holborn, in the county of Middlesex, Birmingham and Sheffield, Agent (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment by the debtors to the trustee of all their stock-in-trade (including a horse and cart), book debts, and others, their partnership estate and effects, upon trust, for the benefit of their creditors; and a release by the creditors to the debtors.

When left for Registration—24th 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—15,032.

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—Joseph Bradley, of the Old Floodgate Tavern, Floodgate-street, Birmingham, in the county of Warwick, Retail Brewer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay his creditors two shillings and sixpence in the pound on demand in writing, made on or after the 1st December next; and a release from his creditors to him.

When left for Registration—24th 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—15,033.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—1st November, 1865.

Date of execution by Debtors—1st November, 1865.

Names and descriptions of the Debtors, as in the Deed—John Baker and Reuben Baker, both of Bampton, in the county of Oxford, Grocers and Copartners (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Henry Tarrant, of Witney, in the county of Oxford, Grocer and Provision Merchant (trustee).

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustee, to be administered for the benefit of the debtors' creditors, as in bankruptcy; and release by the creditors to the debtors.

When left for Registration—25th 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—15,034.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—1st November, 1865.

Date of execution by Debtor—1st November, 1865.

Name and description of the Debtor, as in the Deed—Arthur Edward Robinson, of New Kent-road, in the county of Surrey, Builder (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Robinson, of Watling-street, in the city of London, Warehouseman (surety), a creditor of the debtor, second part; Frederick Henry Collison, of No. 16, King-street, Cheap-side, in the city of London, Accountant (trustee), third part; and the creditors of the debtor other than the surety, fourth part.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay his creditors a composition of five shillings in the pound on the amount of their respective claims; within one week of the registration of such deed, secured by the separate covenants of the debtor and his surety; and a release by his creditors to him.

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

No. 23044.

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by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—15,035.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—30th October, 1865.

Date of execution by Debtor—30th October, 1865.

Name and description of the Debtor, as in the Deed—Joseph Calvert, of Kilham, in the county of York, Draper and Grocer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Calvert, of the city of York, Draper, and John Powell, of the said city of York, Draper (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustees, absolutely, to be administered for the benefit of his creditors, as in bankruptcy.

When left for Registration—25th 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—15,036.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—31st October, 1865.

Date of execution by Debtor—31st October, 1865.

Name and description of the Debtor, as in the Deed—James Hill, of Newcastle-upon-Tyne, in the county of Northumberland, Woollen Draper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Hector Moorhouse Beaumont, of Huddersfield, in the county of York, Merchant, and Frederick Crosland, of the same place, Merchant, second part; and the creditors third part.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustees, to be administered for the benefit of his creditors as in bankruptcy; and a release to the debtor.

When left for Registration—25th 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—15,037.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—31st October, 1865.

Date of execution by Debtor—31st October, 1865.

Name and description of the Debtor, as in the Deed—Thomas Hutchinson, of Wellington-terrace and Ponteland-terrace, both in Newcastle-upon-Tyne, Grocer and Provision Dealer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Usher, of Newcastle-upon-Tyne, Wholesale Grocer, and Peter Mount, of the same place, Wholesale Tea Dealer (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustees, absolutely, to be applied for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—25th 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—15,038.

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—Richard Slade, of Kingsdown, in the parish of Stratton Saint Margaret, in the county of Wilts, Grocer, Baker, and Beer House Keeper (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Baker, of Waughton, in the said county of Wilts, Corn Merchant (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assignment by the debtor to the trustee of all his real and personal estate and effects, to be administered for the benefit of his creditors, as in bankruptcy; and a release by the creditors to him.

When left for Registration—25th 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—15,039.

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—Samuel Burman, of No. 87, Hurst-street, Birmingham, in the county of Warwick, Metal Dealer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; Alfred Harrison, of No. 48, Paradise-street, Birmingham aforesaid, Accountant (trustee), third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants that he will, on or before 30th November, 1865, pay to the trustee, in trust for his creditors, a composition of ten shillings in the pound on the pound on the amount of their debts; and the creditors release the debtor therefrom.

When left for Registration—25th 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—15,040.

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—Isaac Thornton, of Millbridge, in the parish of Hirstal, in the county of York, Machine Maker.

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 7s. 6d. in the pound to the debtor's creditors, in full satisfaction of their claims against him, to be secured by the promissory notes of Mr. John Thornton, of Liversedge, in the parish of Hirstal, in the county of York, Machine Maker, dated the 1st November, 1865, and to be paid by three equal instalments, on the 1st March, the 1st July, and the 1st November, 1866.

When left for Registration—27th 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—15,041.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—9th November, 1865.

Date of execution by Debtor—9th November, 1865.

Name and description of the Debtor, as in the Deed—Charles William Marchbank, of Bradford, in the county of York, Photographic Artist and Assistant Innkeeper, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Lund, of Manningham, near Bradford, in the county of York, Grocer (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to trustee, to be administered, for the benefit of his creditors, as in bankruptcy; and a release from them to him.

When left for Registration—27th 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—15,042.

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—James Holroyd, of Leeds, in the county of York, Commission Agent.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Deed Poll.

A short statement of the nature of the Deed—A Deed for payment by the debtor to his creditors of one shilling and sixpence in the pound, upon their several debts, and in full discharge thereof; and a release from them to him.

When left for Registration—27th 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—15,044.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment by debtor of all his estate and effects; and release to debtor.

Date of Deed—31st October, 1865.

Date of execution by Debtor—31st October, 1865.

Name and description of the Debtor, as in the Deed—James Renny, of Stewart's-lane, Battersea, Surrey, Soap Maker, trading under the style of Thomas Grace and Company (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; Henry Alcock, of No. 27, Bishopsgate-street, Within, London, Merchant; and James Thomas, of No. 21, St. Helen's-place, London, Russia Broker (trustees), third part.

A short statement of the nature of the Deed—Assignment for benefit of creditors; and release to debtor.

When left for Registration—27th 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—15,045.

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—Charles Corfe, of No. 72, High-street, Birmingham, in the county of Warwick, Hosier and Haberdasher, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, second part; and John Howe, of Bedford-road, Birmingham aforesaid, Accountant's Clerk (trustee), third part.

A short statement of the nature of the Deed—A Composition of 10s. 6d. in the pound, payable within a month from the date of registration of the deed.

When left for Registration—27th 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—15,046.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—22nd November, 1865.

Date of execution by Debtor—22nd November, 1865.

Name and description of the Debtor, as in the Deed—Thomas Govier, of Broadninch, in the county of Devon, Innkeeper, Victualler, Brewer, and Maltster (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Matthews, of Broadninch aforesaid, Paper Manufacturer, and Richard Haydon, of Broadninch aforesaid, Baker (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustees, to be administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—27th 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—15,047.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—16th November, 1865.

Date of execution by Debtor—16th November, 1865.

Name and description of the Debtor, as in the Deed—William Bailey, of Fleetwood-on-Wyre, in the county of Lancaster, Grocer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Crook, of Preston, in the county of Lancaster, Tea Merchant, and William Drewry, of Fleetwood-on-Wyre aforesaid, Grocer (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, to be administered for the benefit of the debtor's creditors as in bankruptcy, with a release from the creditors to the debtor.

When left for Registration—27th 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—15,048.

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—John Brook, of Halifax, in the county of York, Coal and Lime Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Walton, of Halifax aforesaid, Agent (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; and a release by the creditors to him.

When left for Registration—27th 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—15,049.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—9th November, 1865.

Date of execution by Debtor—9th November, 1865.

Name and description of the Debtor, as in the Deed—Walter Sergeant Sutton, of Cambridge-street, in Sheffield, in the county of York, Licensed Victualler, of first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors, of second part; and Joseph Osborn, of Sheffield aforesaid, Commercial Traveller (trustee).

A short statement of the nature of the Deed—A Covenant by the debtor to pay before the 4th day of May next to the trustee a sum sufficient to pay his creditors a composition of one shilling in the pound, to be so applied by the trustee; and a release by the creditors to the debtor.

When left for Registration—27th 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—15,050.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—31st October, 1865.

Date of execution by Debtor—31st October, 1865.

Name and description of the Debtor, as in the Deed—John James Claridge, of the parish of Speen, in the county of Berks, Baker and Grocer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Tayler, of Speen aforesaid, Grocer (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 the creditors of the debtor, as in bankruptcy.

When left for Registration—Monday, 27th 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—15,051.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—2nd November, 1865.

Date of execution by Debtors—4th November, 1865.

Name and description of the Debtor, as in the Deed—Andrew Macgill, of Ashburton, in the county of Devon, Surgeon.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Stephen Yolland, Corn and Seed Merchant, and Thomas Pearce, Butcher, both of Ashburton aforesaid.

A short statement of the nature of the Deed—Assignment by the debtor of all his estate and effects to the trustees, absolutely, to be administered for the benefit of his creditors, as in bankruptcy.

When left for Registration—27th 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—15,053.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—9th November, 1865.

Date of execution by Debtor—9th November, 1865.

Name and description of the Debtor, as in the Deed—William Kennedy Maxwell, of Macclesfield, in the county of Chester, Schoolmaster, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Leland Burgers and Francis Shuttleworth, both of Macclesfield aforesaid, Booksellers and Stationers (trustees), second part; and all other the creditors, third part.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustees, to be administered for the benefit of his creditors; and a release from them to him.

When left for Registration—27th 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—15,054.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—18th November, 1865.

Date of execution by Debtor—18th November, 1865.

Name and description of the Debtor, as in the Deed—John Greene Gilchrist, of West India Dock-road, in the county of Middlesex, Sail Maker (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the debtor, second part; and George Urling Smith, of No. 4, Postern-row, Tower Hill, in the city of London, Rope and Sail Maker (trustee), third part.

A short statement of the nature of the Deed—An Assignment of all the estate and effects of the debtor to the trustee, to be administered, for the benefit of his creditors, as in bankruptcy.

When left for Registration—27th 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—15,055.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—9th November, 1865.

Date of execution by Debtor—9th November, 1865.

Name and description of the Debtor, as in the Deed—Henry Bessell, of the Horse and Jockey Tavern, in Broadmead, in the city of Bristol, Licensed Victualler (debtor).

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Henry Hall Bishop, of the same city, Brewer (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor to the trustee of all the debtor's estate and effects, to be administered, for the benefit of his creditors, as in bankruptcy; and a release by the creditors to the debtor.

When left for Registration—27th 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—15,056.

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—Henry Wilson, formerly of the town and county of Newcastle-upon-Tyne, but now of South Shields, in the county of Durham, Publican, Provision, and General Dealer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Adams Douglas, of Newcastle-upon-Tyne aforesaid, Agent (trustee).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustee, absolutely, to be applied for the benefit of his creditors, after payment of all costs, as in bankruptcy; and a release from them to him.

When left for Registration—27th 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—15,057.

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—Thomas Bird, of Colwick-street, in the town of Nottingham, Grocer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Manners, of the town of Nottingham, Grocer, (trustee), second part; and the creditors of the debtor, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay to his creditors the sum of 5s. in the pound, in satisfaction of their respective debts, on the 6th day of November, 1865; and release by creditors to debtor.

When left for Registration—27th 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—15,058.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—31st October, 1865.

Date of execution by Debtor—24th November, 1865.

Name and description of the Debtor, as in the Deed—Frederick Sutton, of Brownlow-street, Holborn, in the county of Middlesex, Plumber.

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 debtor proposes to pay to all and every his creditors 5s. in the pound on their debts, by two equal instalments, at the expiration of two and four calendar months from the date of the deed; and a release to the debtor on payment of composition.

When left for Registration—27th 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—15,060.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—14th November, 1865.

Date of execution by Debtor—14th November, 1865.

Name and description of the Debtor, as in the Deed—Joseph Edward Newport, of No. 23, Somerset-buildings, in the parish of Walcot, in the city of Bath (debtor).

The names and descriptions of the trustees or other parties to the Deed, not including the creditors—Thomas Parsons, of No. 2, Anisles Belvedere, in the said city of Bath, Builder (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the creditors of the debtor agree to accept 9s. in the pound on their debts, payable by four equal instalments, at two, four, six, and eight months from the date of the deed, secured by the joint and several promissory notes of the debtor and trustee, and also by an assignment of the debtor's estate and effects to the trustee.

When left for Registration—27th November, 1865, at four o'clock afternoon.

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—15,061.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—8th November, 1865.

Date of execution by Debtor—8th November, 1865.

Name and description of the Debtor, as in the Deed—Henry Hitchins, of Prince's-place, Eattersea Rise, in the county of Surrey, Commission Agent.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Teasdale, of No. 10, Ellington-street, Barnsbury, in the county of Middlesex, Commission Agent (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment by the debtor of the messuages and premises, No. 11, Upper East Smithfield, in the city of London, No. 2, Commerce-place, St. John's Hill, Battersea Rise, Surrey, and No. 29, Grosvenor-street West, Middlesex, with their appurtenances, subject to charges thereon to the trustee, in trust, for benefit of debtor's creditors.

When left for Registration—27th 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—15,062.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—1st November, 1865.

Date of execution by Debtors—1st November, 1865.

Names and descriptions of the Debtors, as in the Deed—William Parker, of the Mains, in the city of Carlisle, John Alderson, late of Sessions Hall, in the county of Cumberland, but now of Colescote Park, Middleham, in the county of York, and Alfred Woodrow Sansome, of Cecil-street, Carlisle aforesaid, and of No. 10, Gloucester-terrace, Old Brompton, in the county of Middlesex, Cotton Manufacturers and Copartners, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Raine Marriott, of the city of Manchester, Manufacturer, Gilbert Beith, of the city of Glasgow, Merchant, and Hubert Rawson, of the said city of Carlisle (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance by the debtors of their real and personal estate and effects (except wearing apparel and leases at a rack rent) in trust to convert the same into money and distribute same amongst creditors as in bankruptcy, with power to trustees to accept compositions, to postpone conversion, to complete contracts, and employ debtors and to release them from their creditors.

When left for Registration—28th 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—15,063.

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—Henry Klose, of No. 7, Saint Stephen's-square, Bayswater, in the county of Middlesex, Teacher of Languages.

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 one shilling in the pound, payable by two equal instalments, on the 1st January, and the 1st March, 1866, to all the debtor's creditors.

When left for Registration—28th 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—15,064.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—15th November, 1865.

Date of execution by Debtor—15th November, 1865.

Name and description of the Debtor, as in the Deed—John Gunnell, of King's Lynn, in the county of Norfolk, Contractor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Frost, of King's Lynn aforesaid, Gentleman, and Charles Theophilus Ives, of King's Lynn aforesaid, Gentleman (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustees for the benefit of the debtor's creditors, as in bankruptcy; with a release to the debtor.

When left for Registration—28th 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—15,065.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—31st October, 1865.

Date of execution by Debtor—31st October, 1865.

Name and description of the Debtor, as in the Deed—James Heathwaite, of No. 5, Grundy-street, Poplar, Middlesex, Cheesemonger.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Neale, No. 73, Basinghall-street, London, Accountant (trustee).

A short statement of the nature of the Deed—Assignment of the estate and effects of the debtor to the trustee for the benefit of all creditors.

When left for Registration—28th 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—15,067.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Inspectorship.

Date of Deed—22nd November, 1865.

Date of execution by Debtor—22nd November, 1865.

Name and description of the Debtor, as in the Deed—Thomas Mackenzie, of Plantation House, Cheadle, in the county of Stafford, Gentleman, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Slaney, of Newcastle-under-Lyme, in the county of Stafford, Gentleman, and James Price, of Derby, in the county of Derby, Gentleman (inspectors), second part; and creditors, third part.

A short statement of the nature of the Deed—A Deed of Inspectorship providing for the receipt of the rents and profits and management of the debtor's real estates, until his creditors are paid twenty shillings in the pound.

When left for Registration—28th 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—15,070.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—9th November, 1865.

Date of execution by Debtor—9th November, 1865.

Name and description of the Debtor, as in the Deed—Edward Dear Kean, of No. 1, Acacia-road, Saint John's Wood, and No. 45A, Henry-street, Portland Town, in the county of Middlesex, Paper Hanging Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Smith, of Hyde-road Works, Manchester, in the county of Lancaster, Paper Stainer, and William Henry Arnott, of King-street, Manchester aforesaid, Paper Stainer (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor to the trustees of all his estate and effects, to be administered for the benefit of his creditors, as in bankruptcy; and a release to debtor.

When left for Registration—28th 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—15,072.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—14th November, 1865.

Date of execution by Debtor—14th November, 1865.

Name and description of the Debtor, as in the Deed—William Francis Stevenson, of No. 96, High-street, Camden Town, in the county of Middlesex, Builder and Contractor.

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—Composition of ten shillings in the pound, payable to all creditors, by four equal instalments, on the 21st November instant, 21st February, 21st May, and 21st August next, in full discharge of their debts; and a release to the debtor.

When left for Registration—28th 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—15,073.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—1st November, 1865.

Date of execution by Debtor—1st November, 1865.

Name and description of the Debtor, as in the Deed—John Hedges, of No. 5, Barnsbury-road, Islington, in the county of Middlesex, Provision Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, for payment by the debtor, within twenty-one days from the date thereof, of five shillings in the pound to his several creditors on the amount of their respective debts; and a release by them to him.

When left for Registration—28th 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—15,074.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—27th November, 1865.

Date of execution by Debtor—6th November, 1865.

Name and description of the Debtor, as in the Deed—George Mitchell, of No. 2, Prince's-street, Handover-square, and No. 17, Northumberland-street, Strand, in the county of Middlesex, Tailor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay all his creditors 5s. in the pound on their debts, by two equal instalments, within fourteen days and three calendar months after the deed has been registered and gazetted.

When left for Registration—28th 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—15,075.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—2nd November, 1865.

Date of execution by Debtor—2nd November, 1865.

Name and description of the Debtor, as in the Deed—

Thomas Morehead, of Wrawby, in the county of Lincoln, Grocer and Farmer, first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Robinson, of Wrawby aforesaid, Farmer, and Thomas Spouncer, of Gainsborough, in the said county, Druggist, second part (trustees), and the creditors, third part.

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 his creditors as in bankruptcy; and a release from them to him.

When left for Registration—28th November, 1865, at half-past two o'clock.

THE SEAL OF THE COURT.

ERRATUM to Gazette of November 24, 1865.—In the advertisement of the Trust Deed of William Walter Bryden, No. 14,290, page 5973, the debtor is described as a Wholesale Draper, whereas he ought to have been described as a Smallware Manufacturer.

ERRATUM—In the London Gazette of Friday, 24th November, 1865, page 5975, in the advertisement of Trust Deed, No. 15,000, the name of one of the trustees, William Waite Stork, was advertised in error William White Stork.

ERRATUM—In the advertisement of Trust Deed, No. 15,023, in the London Gazette of the 24th November instant, the name of the debtor referred to in such advertisement is incorrectly called *Swarbuck*, instead of *Swarbrick*, the latter being the correct name.

NOTICE is hereby given, that a Meeting of the Creditors of Henry Maddison, formerly of No. 84, Hatton Garden, and then and now of No. 3, Albion-cottages, Liverpool-road, Islington, both in the county of Middlesex, Dealer in Jewellery, by whom a Petition for adjudication of Bankruptcy was filed in the Court of Bankruptcy, London, on the 7th day of September, 1865, will be held at the said Court of Bankruptcy, Basinghall-street, in the city of London, on the 13th day of November, 1865, at twelve o'clock at noon precisely, before James Rigg Brougham, Esquire, a Registrar of the said Court, for the purpose of considering a proposal to be made by the bankrupt to wind up the estate under a deed of arrangement, composition or otherwise, under the 185th section of "The Bankruptcy Act, 1861."

The Bankruptcy Act, 1861.

NOTICE is hereby given, that a meeting of creditors of Peter Henry Wood, late of No. 20, Bath-street, Hulme, Manchester, out of business, and previously of No. 179, Radnor-street, Hulme aforesaid, part of the time carrying on business in Barnes-street, Manchester aforesaid, as Beerhouse Keeper, and late a Prisoner for Debt in the Manchester City Gaol, by whom a Petition for adjudication of Bankruptcy was filed in the County Court of Lancashire, holden at Manchester on the 19th day of July, 1865, will be held at the said Court, Nicholas Croft, Manchester, on the 19th day of December, 1865, at twelve o'clock at noon, for the purpose of the creditors of the said bankrupt considering the proposal now made on behalf of the said bankrupt to annul the said bankruptcy.

In the Matter of Edwin Kentfield, of No. 16, Manchester-street, Brighton, Billiard Table Proprietor. Dated 26th October, 1865.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 7s. 0½d. in the pound, upon application at my office, as under, any Tuesday, between the hours of eleven and two. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will, or the letters of administration under which they claim.—November 23, 1865.

H. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

In the Matter of Henry William Waddell, of Clapham-road, Wine Merchant. Dated 17th March, 1862.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3s. in the pound, upon appli-

cation at my office, as under, on any Tuesday, between the hours of eleven and two o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 23, 1865.

J. H. STANSFELD, Official Assignee,
No. 5, Portugal-street, Lincoln's-inn, London.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 13th day of August, 1865, against Robert Newman, of Taunton, in the county of Somerset, Chemist and Druggist.

NOTICE is hereby given, that a First Dividend (on new proofs), at the rate of 3s. 8d. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two o'clock. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 10th day of June, 1865, by William Henry Billing, of The Parade, Plymouth, in the county of Devon, Ship Chandler and Ironmonger.

NOTICE is hereby given, that a First Dividend, at the rate of 6s. 9d. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 26th day of June, 1865, by Hubert Henry Pidgeon, of Great Torrington, in the county of Devon, General Merchant and Shipowner.

NOTICE is hereby given, that a First Dividend, at the rate of 2s. 4d. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 24th day of May, 1865, against Sydney Phillips, of Tavistock, in the county of Devon, Book and Music Seller, Stationer, and Surgeon Dentist.

NOTICE is hereby given, that a First Dividend, at the rate of 15s. in the pound, is now payable, and the warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, except by the special direction of the Commissioner. Executors or administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

Declaration of Dividend under a Petition for adjudication of Bankruptcy, dated the 15th day of June, 1865, by Paul Court, of No. 23, Queen-street, in the city of Exeter, Watchmaker and Jeweller.

NOTICE is hereby given, that a First Dividend, at the rate of 11s. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, Queen-street, Exeter, on any Tuesday or Friday, between the hours of eleven and two. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of the Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.

THEOPS. CARRICK, Official Assignee.

In the Matter of Thomas Lloyd, of Hanley, in the county of Stafford, Draper.

I HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 13th day of March, 1865, may receive a Dividend of 1s. 6½d. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 24, 1865.

GEORGE KINNEAR, Official Assignee,
No. 17, Waterloo-street, Birmingham.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 26th day of August, 1865, filed in Her Majesty's Court of Bankruptcy, London, against Edmund Villiers, of No. 59, Frith-street, Soho, in the county of Middlesex, Wholesale Jeweller, Importer of Foreign Fancy Goods, and Manufacturer of Bronze and Ormolu Articles. Notice is hereby given, that by an Order of the Court, bearing date the 27th day of November, 1865, the said adjudication was annulled.—Dated this 28th day of November, 1865.

The Bankruptcy Act, 1861.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 10th day of April, 1865, filed in Her Majesty's Court of Bankruptcy for the Leeds District, against Edward Langfield, of Marsden, near Huddersfield, in the county of York, General Dealer and Merchant, upon which he was, on the 18th day of April, 1865, adjudicated a Bankrupt, and the proceedings under such bankruptcy were, by an Order of the said Court, bearing date the 8th day of May, 1865, transferred into the County Court of Yorkshire, at Huddersfield; notice is hereby given, that by an Order of the said last-named Court, bearing date the 20th day of November, 1865, the said adjudication of bankruptcy is annulled.

In the Court of Bankruptcy in London:

In the Matter of the Joint Stock Companies Act, 1856 and 1857, and in the Matter of the Cumberland Black Lead Mine Company (Limited).

WHEREAS a Petition under the provisions of the Joint Stock Companies Act, 1856 and 1857, was presented to the Court of Bankruptcy, London, on the 27th day of March, 1862, for winding up the said Company, and upon hearing the said petition, the said Company was ordered to be wound up under the provisions of the said Acts, and Mr. Hutton Hamer Stansfeld, Official Assignee, has been duly appointed by the said Court Official Liquidator of the said Company; notice is hereby given, that his Honor Mr. Commissioner Winalow, the Judge, to whose Court this matter is attached, will sit on Friday, the 8th day of December, 1865, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, London, in order to Audit the Account of the said Official Liquidator of the said Company under the said petition and winding-up order.—Dated this 27th day of November, 1865.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

James Wood Baker, formerly carrying on business and residing at Bury, in the county of Lancaster, afterwards at Sale, Lancaster, and Rhy, in Flint, then residing at No. 6, Walton-place, Knightsbridge, and late of No. 6, Allanterrace, Kensington, both in Middlesex, and while resident at the two last-named places carrying on business at No. 32, Pall Mall, Manchester, in the county of Lancaster, Merchant, Cotton Spinner, and Manufacturer, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Gaol, Whitecross-street, London, on the 22nd 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 11th 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.

Antoine Aimé, of No. 9, Lower John-street, Golden-square, Middlesex, and of No. 8, Ross-villas, Mortlake-road, Richmond, Surrey, Importer of Gun Stocks, 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 form *pauperis*), 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 11th day of December next, at twelve 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. T. W. Parkes, of No. 11, Beaufort-buildings, Strand, is the Solicitor acting in the bankruptcy.

William Clark, late of Villa-street, Walworth, in the county of Surrey, afterwards of No. 1, Lothian-road, Camberwell New-road, in the county of Surrey, afterwards of No. 34, Lee-street, Kingsland-road, in the county of Middlesex, General Shopkeeper, now of No. 10, Fort-road, Saint James-road, Bermondsey, in the county of Surrey, 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 23rd 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 11th 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. John Pullen, of No. 41, Botolph-lane, is the Solicitor acting in the bankruptcy.

William Hanks, formerly of No. 7, Brown's-lane, Spital-fields, Middlesex, Candle Maker, at same time having a residence at Walthamstow, Essex, then of Walthamstow aforesaid, Farmer, then of Phillip's-buildings, Somers-town, Middlesex, Greengrocer, then of Green Man's-lane, Islington, Middlesex, and now of No. 2, Acton-street, Kingsland-road, having a lodging at No. 9, Stonebridge-terrace, Kingsland-road, Middlesex aforesaid, Lard Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of November, 1865, is hereby required to surrender himself to Henry Philip Roche, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. E. F. Marshall, of No. 9, Lincoln's-inn-fields, is the Solicitor acting in the bankruptcy.

Charles Walker, of No. 10, Phillimore-gardens, Kensington, in the county of Middlesex, previously residing at Saint John, in the Province of New Brunswick, and formerly carrying on business at Saint John and Saint Andrews, both in New Brunswick aforesaid, as a Contractor, in partnership with Thomas Andrew Walker, and David Johnston, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of 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 11th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Laurance, Plews, and Boyer, of No. 14 Old Jewry Chambers, are the Solicitors acting in the bankruptcy.

Thomas Andrew Walker, formerly of No. 46, Stock Orchard-crescent, Holloway, in the county of Middlesex, then of No. 10, Church-buildings, Clapham, in the county of Surrey, and now of No. 10, Phillimore-gardens, Kensington, in the county of Middlesex, and formerly carrying on business at Saint John and Saint Andrews, in the province of New Brunswick, as a Contractor, in partnership with David Johnston and Charles Walker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of 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 11th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Laurence, Plews, and Boyer, of No. 14, Old Jewry-chambers, are the Solicitors acting in the bankruptcy.

Charles Johnson, of Essex-grove, Clay-street, Walthamstow, Essex, previously of No. 3, Lime Tree-cottages, Mark House-lane, Walthamstow, Essex, previously of Freetown-villas, Dalston, Middlesex, Commercial Traveller, and formerly of St. Jude's-place, Stoke Newington, Middlesex, Draper, having been adjudged bankrupt under a

Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of 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 11th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Mansfield Parkyns, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. William Lund, of No. 37, Castle-street, Holborn, is the Solicitor acting in the bankruptcy.

George Cousins, otherwise George Cuzins, of Rosedale-terrace, West Dulwich, 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 24th 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 13th 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. Richard Bastard, of No. 25, Philipot-lane, is the Solicitor acting in the bankruptcy.

Lewis Solomon, sometimes calling himself Solomon Lewis, of No. 8, Wells street, Wellclose-square, and Nos. 52, 53, and 72, Upper East Smithfield, in the county of Middlesex, Clothier, 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, 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 13th 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. Thomas Westall, of No. 3, Gray's-Inn-square, is the Solicitor acting in the bankruptcy.

Robert Marrable, late of Beckenham, in the county of Kent, Builder, and now a Prisoner for Debt in Maidstone Gaol, having been adjudged bankrupt by a Registrar of the County Court of Kent, holden at Maidstone, attending at the Prison aforesaid, 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 William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at 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.

James Sewell, late of No. 2, Warner-place, Hackney-road, in the county of Middlesex, Boot and Shoe Manufacturer, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 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 William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

Alfred Broome, late of No. 10, Newgate-street, in the city of London, and No. 16, Charrington-street, Oakley-square, in the county of Middlesex, Shipping Agent, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 20th day of November, 1865, and the adjudication being directed to be prosecuted in the Court of Bankruptcy, in London, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at one o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

James Finch, late of Red Lion-yard, Southampton-row, Bloomsbury, in the county of Middlesex, Job Master and Livery Stable Keeper, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 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 William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said

Registrar, on the 12th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

Robert Jennings, late of No. 35, Gower-street, Bedford-square, in the county of Middlesex, Commission Agent in the Wine Trade, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 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 William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

Alfred Jennings, of No. 68, Union-street, Canterbury, in the county of Kent, Butcher and Cattle Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 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 12th 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. P. Ricketts, of No. 19, Frederick-street, Gray's-inn-road, London, is the Solicitor acting in the bankruptcy.

Edmund Henton, late of Nottingham, in the county of Nottingham, Draper, but now of No. 41, Mortimer-road, Kingsland, in the county of Middlesex, Assistant to a Warehouseman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of 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 12th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. T. W. Cattlin, of No. 22, Ely-place, Holborn, London, is the Solicitor acting in the bankruptcy.

Richard John Hope, formerly of Scarborough, Yorkshire, then of Rochester, Kent, then of Iffracombe, Devonshire, then of No. 8, Gloster-place, Hyde-park, Middlesex, then of Southolt, Suffolk, and next and now of the Black Bull Hotel, Holborn, Middlesex, Clerk in Holy Orders and Schoolmaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of 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 12th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Lewis and Lewis, of Ely-place, Holborn, London, are the Solicitors acting in the bankruptcy.

Krózniski Welhelms, of No. 14, Poultry, in the city of London, Merchant Tailor, and residing at No. 11, Warrington-terrace, Paddington, in the county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th day of October, 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 12th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Lawrance, Flews, and Co., of Old Jewry-chambers, London, are the Solicitors acting in the bankruptcy.

Richard Waller (trading as R. Waller and Company), of No. 26, Jackson-road, Holloway-road, having a place of business at No. 9, Hatton-garden, previously of No. 1, Barnsbury-square, Barnsbury-park, having said place of business, formerly of No. 14, Barford-street, Liverpool-road, Islington, all in the county of Middlesex, Wholesale Jeweller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 1865, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th 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. W. R. Buchanan, of No. 13, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Stephen Chopping, of Brandon Mill, in the parish of Brandon, in the county of Essex, Miller, 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, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Rughley and Co., of No. 7, Ironmonger-lane, London, are the Solicitors acting in the bankruptcy.

Samuel Braham, of No. 9, Princes-place, Commercial-road East, Middlesex, at same time having a standing, and carrying on business as Fish Salesman in Billingsgate Market, 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 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 12th day of December next, at one in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. E. F. Marshall, of Lincoln's-inn-fields, London, is the Solicitor acting in the bankruptcy.

Joseph James Osment, late of Heracles-buildings, Westminster-road, in lodgings, out of business, previously of No. 123, Blackfriars-road, both in the county of Surrey, Licensed Victualler, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Horsemonger-lane Gaol, on the 15th 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 20th 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.

John Osborn, late of No. 1, King's Cross-road, in the county of Middlesex, Dealer in Building Materials, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, 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 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 20th day of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy aforesaid. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

Alexander Gordon, late of No. 26, Welbeck-street, Cavendish-square, having business premises at No. 14, Great Winchester-street, London, and Lewes, in the county of Surrey, Estate Agent, and Manufacturer of Artificial Stone, &c., and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, on the 20th 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 20th 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.

John Crowley, late of No. 26, Charter House-lane, in the city of London, Plumber, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, 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 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 20th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

George Richardson, late of No. 90, Nicholl-square, Hackney-road, in the county of Middlesex, Commission

Agent, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, 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 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 20th of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

John Drayton, late of Margate, in the county of Kent, Auctioneer and Dealer in Furniture and Fancy Goods, having been adjudged bankrupt by a Registrar attending at Maidstone Gaol, on the 20th 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 20th day of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy aforesaid. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

John Reeves Harris (sued, committed, and detained as John Harris), of No. 1, Gaisford-street, Kentish Town, in the county of Middlesex, Plumber, Painter, Glazier, and House Decorator, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 24th 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 20th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. Hall, of No. 65, Coleman-street, is the Solicitor acting in the bankruptcy.

William Henry Moor, formerly of Bull-lane, Stepney, in the county of Middlesex, Grocer, then of Odessa-road, Forest Gate, and now of Canning Town, both of which last-mentioned places are in the parish of West Ham, in the county of Essex, Grocer, 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 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 Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. N. Cartwright, of Plaistow, Essex, is the Solicitor acting in the bankruptcy.

Sarah Marks, of No. 38, Old Kent-road, in the county of Surrey, Draper, late of No. 108, Blackman-street, Southwark, in the said county of Surrey, Spinster, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1865, is hereby required to surrender herself 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 twelve o'clock at noon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. Hall, of No. 65, Coleman-street, is the Solicitor acting in the bankruptcy.

Isaac Barker, formerly of No. 4, Bates-place, Old Ford-road, Bethnal Green, and of Russia-lane, Old Ford-road, Bethnal Green, both in Middlesex, in copartnership with James Fancourt, as Builders and Dealers in Building Materials, and now of No. 9, Tapp-street, Mile End, Middlesex, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 twelve o'clock at noon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. Hicks, of No. 30, Moorgate-street, is the Solicitor acting in the bankruptcy.

Richard Pilton, heretofore of No. 47, Queen's-road, Bayswater, in the county of Middlesex, then, and now of No. 1, Moscow-road, Bayswater aforesaid, Dyer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy,

in London, on the 22nd of 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 Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. C. Drake, of No. 19, Basinghall-street, is the Solicitor acting in the bankruptcy.

Alfred Benjamin Johnson, of No. 32, Vere-street, Clare-market, in the county of Middlesex, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd 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 o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. C. Maddocks, of No. 15, Sergeant's-inn, Temple, is the Solicitor acting in the bankruptcy.

Rudolph Jägg, of No. 9D, New Broad-street, in the city of London, Merchant, trading under the name, style, or firm of Jung and Company, and residing at No. 47, Park-road, Haverstock-hill, in the county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of 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 of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. West and King, of No. 3, Charlotte-row, Mansion-house, are the Solicitors acting in the bankruptcy.

Charles Hunt, of No. 8, Caversham-road, Kentish Town, out of business, formerly residing at Wentworth Lodge, Finchley, and carrying on business at No. 44, Leicester-square, as Commission Agent, all in the county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of 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 two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. G. J. Parsons, of No. 5, Duke-street, Adelphi, is the Solicitor acting in the bankruptcy.

James Marshall, of No. 58, Vauxhall-walk, Lambeth, in the county of Surrey, and lately occupying Stables at a Yard, No. 6, Jonathan-street, Lambeth aforesaid, and formerly of Emmett's-yard, Webber-row, Waterloo-road, Lambeth aforesaid, Cab Proprietor, now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd 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 two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. Newman, of No. 10, Bucklersbury, is the Solicitor acting in the bankruptcy.

Henry Wilkinson, of No. 7, Commodore-terrace, Stepney, in the county of Middlesex, Traveller to a firm of Wholesale Tobacconists, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 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 20th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. E. Forbes, of No. 34, Bedford-row, is the Solicitor acting in the bankruptcy.

James Warne the younger, of Sandown, in the Isle of Wight, in the county of Hants, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th 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 20th

day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Hearn and Fardell, of Ryde, are the Solicitors acting in the bankruptcy.

Charles Toll, formerly of Golder's Lodge, Golder's-green, Hendon, in the county of Middlesex, next and now of Temple of Fortune, Hendon aforesaid, Carpenter and Builder 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 24th 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 20th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lewis and Lewis, of No. 10, Ely-place, are the Solicitors acting in the bankruptcy.

Edward Quedstedt, of Saint Lawrence, in the Isle of Thanet, in the county of Kent, Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of 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 20th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkins Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. C. Regbie, of No. 83, Essex-street, Strand, is the Solicitor acting in the bankruptcy.

Thomas William George, of Aston-juxta-Birmingham, in the county of Warwick, Commission Agent, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 27th 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 11th day of December next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 17, Watelloo-street, Birmingham, is the Official Assignee, and Messrs. Reece and Harris, of Birmingham, are the Solicitors acting in the bankruptcy.

Joseph Insley, now and for eight calendar months past residing at Cauldwell, in the county of Derby, and for the period of three years previously thereto residing at King's Bromley, in the county of Stafford, during the whole time aforesaid, in no business or occupation, and for sixteen years previously residing at Drakelow, in the county of Derby, and carrying on the business of a Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 25th 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 12th day of December next, at eleven o'clock in the afternoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Lower-pavement, Nottingham, is the Official Assignee, and Mr. H. Wright, of Birmingham, is the Solicitor acting in the bankruptcy.

Solomon William Woodroffe, of Castock, in the county of Nottingham, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 24th 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 12th day of December next, at eleven o'clock in the afternoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Lower-pavement, Nottingham, is the Official Assignee, and Messrs. Cowley and Everall, of Nottingham, are the Solicitors acting in the bankruptcy.

Richard Thomas Howell, of Llanelly, in the county of Carmarthen, Corn Merchant, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 15th 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 14th day of December next, at eleven o'clock in the afternoon precisely, at the said Court, at Bristol. Alfred John Actaman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. George Thomas of Carmarthen, and Messrs. Fussell and Prichard, of Bristol, are the Solicitors acting in the bankruptcy.

Thomas Nicholas, of Splotland, Cardiff, and Caerphilly, both in the county of Glamorgan, Grocer, Draper, and General-shop Keeper, 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 10th 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 8th day of December next, at eleven o'clock in the afternoon precisely, at the said Court, at Bristol. Alfred John Actaman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. John Price, of Bristol, is the Solicitor acting in the bankruptcy.

John Gilbert, of Talmouth, in the county of Cornwall, Earthenware 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 27th 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 8th day of December next, at twelve of the 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. G. A. Jenkins, of Penryn, Cornwall, and Mr. J. H. Terrell, of Exeter, are the Solicitors acting in the bankruptcy.

Mary Ann Price (otherwise Mary Ann Beecham), of No. 55, Finch-street, Liverpool, in the county of Lancaster, Boarding-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 23rd day of November, 1865, is hereby required to surrender herself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at eleven o'clock in the afternoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 176, South Castle-street, Liverpool, is the Official Assignee, and John Cobb, Esq., of Dale-street, Liverpool, is the Solicitor acting in the bankruptcy.

Henry Clarke Mather, late of Bristol, in the county of Somerset, Ship Owner and Merchant, and at the same time having an office in Great Saint Helen's, in the city of London, in the same business and occupation, but now of Thomas-street, in the city of Manchester, in the county of Lancaster, and of Altrincham, in the county of Chester, in both places carrying on the business of a Pawnbroker, under the style or firm of Henry Mather, 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 25th 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 14th day of December next, at eleven in the afternoon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. Joseph Elton, of Manchester, is the Solicitor acting in the bankruptcy.

Robert Mills and John Mills, both of Jarrow, in the county of Durham, Drapers and Tailors, trading as Mills, Brothers, having been adjudged bankrupts 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, are hereby required to surrender themselves 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 12th day of December next, at twelve of the 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 Shipley, of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

James Dobson, of Town-hill, Warrington, in the county of Lancaster, Grocer, Provision Dealer, and Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Warrington, on the 23rd of November, 1865, is hereby required to surrender himself to William Nicholson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at twelve o'clock at noon precisely, at the County Court Office, Bank-street, Warrington. William Nicholson, Esq., of Warrington, is the Official Assignee, and Messrs. Shepherd and Moore, of Warrington, are the Solicitors acting in the bankruptcy.

James Dobson, of Town-hill, Warrington, in the county of Lancaster, Grocer, Provision Dealer, and Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Warrington, on the 23rd of November, 1865, is hereby required to surrender himself to William Nicholson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at twelve o'clock at noon precisely, at the County Court Office, Bank-street, Warrington. William Nicholson, Esq., of Warrington, is the Official Assignee, and Messrs. Shepherd and Moore, of Warrington, are the Solicitors acting in the bankruptcy.

Thomas Banister, now in lodgings at No. 103, Abbey-street Within, New Accrington, in the county of Lancaster, Currier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Haslingden, on the 21st day of November, 1865, is hereby required to surrender himself to Mr. James Woods, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 26th day of December next, at twelve o'clock at noon precisely, at the said Court, at the Peel Institution, in Accrington. Mr. James Woods, of Haslingden, is the Official Assignee, and Mr. George William Barlow, of Accrington, is the Solicitor acting in the bankruptcy.

Henry Worlidge, of No. 3, Leonard-terrace, Ardwick, Manchester, Commercial Traveller, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Manchester, on the 18th day of November, 1865, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 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. E. Bent, of Manchester, is the Solicitor acting in the bankruptcy.

William Walker, of Toft-street, Salford, in the county of Lancaster, Baker and Flour Dealer, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the said Gaol, on the 14th day of November, 1865, and the said adjudication being directed to be prosecuted in the County Court of Lancashire, holden at Manchester, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 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. R. D. Law, of Manchester, is the Solicitor acting in the bankruptcy.

Charles Ingleson, of Dorset-street, Hulme, Manchester, Schoolmaster, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Manchester, on the 18th day of November, 1865, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 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 Corrigan, for nine months last past residing and carrying on business at No. 3, Exchange-street, Cheetham, near Manchester, previously at No. 9, Corporation-street, Manchester aforesaid, Boot and Shoe Maker, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Manchester, on the 18th day of November, 1865, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 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. R. D. Law, of Manchester, is the Solicitor acting in the bankruptcy.

Daniel Sheridan, of No. 11, Edward-street, in Burnley, in the county of Lancaster, Iron Broker and Waste Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Burnley, on the 23rd day of November, 1865, is hereby required to surrender himself to Henry Waddington Hartley, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 18th day of December next, at three of the clock in the afternoon precisely, at the said Court. Henry Waddington Hartley, Esq., of Burnley, is the Official Assignee, and Mr. Thomas Nowell, of Burnley, is the Solicitor acting in the bankruptcy.

Walker Peel, of Burnley-lane, Burnley, in the county of Lancaster, Blacksmith, Wheelwright, and Carter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Burnley, on the 23rd day of November, 1865, is hereby required to surrender himself to Henry Waddington Hartley, Esq., the Registrar of the said Court, at the first

meeting of creditors to be held before the said Registrar, on the 18th day of December next, at three o'clock in the afternoon precisely, at the said Court. Henry Waddington Hartley, Esq., of Burnley, is the Official Assignee, and Mr. Francis Hartley, of Burnley, is the Solicitor acting in the bankruptcy.

Thomas Makemson, of Saint Helen's-street, Cocker-mouth, in the county of Cumberland, Shoemaker and Beer-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Cocker-mouth, on the 23rd day of November, 1865, is hereby required to surrender himself to Edward Waugh, 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 three of the clock in the afternoon precisely, at the Court-house. Edward Waugh, Esq., of Cocker-mouth, is the Official Assignee, and Joseph Ramsay, Esq., of Cocker-mouth, is the Solicitor acting in the bankruptcy.

John Owen, late of Cerrigddewi-isaf, in the parish of Llangwyllog, but now of Erianall Groes, in the parish of Bodwrog, in the county of Anglesey, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Anglesey, holden at Llangefni and Holyhead, on the 23rd day of November, 1865, is hereby required to surrender himself to Mr. Samuel Dew, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at eleven of the clock in the forenoon precisely, at the said Court-house, Llangefni. Mr. Samuel Dew, of Llangefni, is the Official Assignee, and Mr. John Williams, of Beaumaris, is the Solicitor acting in the bankruptcy.

John Askew, of Nelson Inn, in the parish of Ashover, in the county of Derby, Mason and Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 14th day of November, 1865, is hereby required to surrender himself to Philip Hubbersty, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at one o'clock in the afternoon precisely, at the said Court. Philip Hubbersty, Esq., of Wirksworth, is the Official Assignee, and Mr. William John Neale, of Matlock, is the Solicitor acting in the bankruptcy.

James Moody, of Chapel-street, in the town and parish of Luton, in the county of Bedford, Whitesmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Bedfordshire, holden at Luton, on the 24th day of November, 1865, is hereby required to surrender himself to Charles A. Austin, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Luton. Charles A. Austin, Esq., of Luton, is the Official Assignee, and Mr. W. B. Simpson of Saint Albans, is the Solicitor acting in the bankruptcy.

Charles Barford, late of Windmill-street, Luton, in the county of Bedford, but now of No. 38, Brunswick-street, in Luton aforesaid, Straw Hat and Bonnet Manufacturer and Bonnet Blocker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Bedfordshire, holden at Luton, on the 24th day of November, 1865, is hereby required to surrender himself to Charles A. Austin, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Luton. Charles A. Austin, Esq., of Luton, is the Official Assignee, and Mr. George Bailey, of Luton, is the Solicitor acting in the bankruptcy.

David Curry, of No. 44, Churchill street, in the borough and county of Newcastle-upon-Tyne, Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, on the 15th day of November, 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 9th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Court-house, Westgate-street, Newcastle-upon-Tyne. Mr. John Clayton, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Thomas Forster, of the same place, is the Solicitor acting in the bankruptcy.

Henry Loe, late of No. 52, High-street, Ryde, in the Isle of Wight, in the county of Southampton, Pork Butcher, afterwards of Appuldurcombe, in the parish of Godshill, in the said Isle, Labourer, but lately a Prisoner for Debt in the County Gaol at Winchester, in the said county, having

been adjudged bankrupt on the 15th day of November, 1865, by the Registrar of the County Court holden at Winchester, and the proceedings having been ordered to be transferred to the County Court of Hampshire, holden at Newport and at Ryde, is hereby required to surrender himself to Mr. Frederick Blake, a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve of the clock at noon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. Thomas Hamilton Urry, of Ventnor, is the Solicitor acting in the bankruptcy.

Charles Thomas Smith, of No. 1, Prior's-cottages, in the parish of St. Mary in the Castle, Hastings, in the county of Sussex, Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Hastings, on the 24th of November, 1865, is hereby required to surrender himself to William Blackman Young, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Hastings. William Blackman Young, Esq., of Hastings, is the Official Assignee, and John Pitman Shorter, Esq., of Hastings, is the Solicitor acting in the bankruptcy.

William Moore Ayshford, late of the parish of Llan-gatlock-juxta-Uak, in the county of Monmouth, Miller and Farmer, and late a Prisoner for Debt in the County Gaol or Prison of Monmouth aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Monmouthshire, holden at Monmouth, on the 7th of November, 1865, is hereby required to surrender himself to James Gilbert George, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the County Court Office, Monmouth. James Gilbert George, Esq., of Monmouth, is the Official Assignee, and Mr. Robert Graham, of Newport, is the Solicitor acting in the bankruptcy.

James Frost, of No. 59, Gold-street, in the town of Northampton, in the county of Northampton, Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, on the 23rd day of November, 1865, is hereby required to surrender himself to William Dennis, Gentleman, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Sheep-street, Northampton. William Dennis, Gentleman, of Northampton, is the Official Assignee, and Messrs. Sheild and White, of Northampton, are the Solicitors acting in the bankruptcy.

William Summers, residing in lodgings at No. 95, Gooch-street, Birmingham, in the county of Warwick, Journeyman Pork Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 10th 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 of the clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Edwin Parry, of No. 13, Bennett's-hill, Birmingham, is the Solicitor acting in the bankruptcy.

Joseph Dunn, of No. 195, Bromsgrove-street, Birmingham, in the county of Warwick, Umbrella Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 11th 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. Edwin Parry, of No. 13, Bennett's-hill, Birmingham, is the Solicitor acting in the bankruptcy.

John Wainwright, residing in lodgings at Mr. Huntings, in Upper Thomas-street, Aston-juxta-Birmingham, in the county of Warwick, previously residing in lodgings at Mr. Butler's, No. 34, Aston-street, Birmingham aforesaid, previously residing in lodgings at Mr. McIntosh's, in Church Vale, Handsworth, in the county of Stafford, Journeyman Bricklayer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 24th 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 Parry, of Bennett's-hill, Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Yates, of Kempsey, in the county of Worcester, Miller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, on the 25th day of November, 1865, is hereby required to surrender himself to Henry Crisp, Gentleman, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th 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. Charles William Devereux, of Worcester, is the Solicitor acting in the bankruptcy.

James Hannam, of Yeovil, in the county of Somerset, Butcher's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Yeovil, on the 24th day of November, 1865, is hereby required to surrender himself to John Batten, 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 Registrar's Chamber, in Yeovil. John Batten, Esq., of Yeovil, is the Official Assignee, and Sidney Watts, Gentleman, of Yeovil, is the Solicitor acting in the bankruptcy.

William Kent Gaylard, of the Britannia Inn, in Yeovil, in the county of Somerset, Beerhouse Keeper and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Yeovil, on the 24th day of November, 1865, is hereby required to surrender himself to John Batten, 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 Registrar's Chambers, Yeovil. John Batten, Esq., of Yeovil, is the Official Assignee, and Sidney Watts, Gentleman, of Yeovil, is the Solicitor acting in the bankruptcy.

John Cave, of Husbands Bosworth, in the county of Leicester, Publican and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Market Harborough, on the 25th day of November, 1865, is hereby required to surrender himself to William Warraby, the 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 ten o'clock in the forenoon precisely, at the said Registrar's Office. Mr. William Warraby, is the Official Assignee, and Mr. D. A. D. Rawlins, of Market Harborough, is the Solicitor acting in the bankruptcy.

Henry Bunn, junior, of the city of Lincoln, Cordwainer, and Dealer in Boots and Shoes, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Lincoln, on the 24th day of November, 1865, is hereby required to surrender himself to Field Uppleby, Esq., 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. The above-named Registrar is the Official Assignee, and Messrs. Brown and Son, of Lincoln, are the Solicitors acting in the bankruptcy.

Stephen George Reynolds, of Wote-street, Basingstoke, in the county of Southampton, Draper and Outfitter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Basingstoke, on the 23rd day of November, 1865, is hereby required to surrender himself to John Workman Lamb, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve of the clock at noon precisely, at the County Court Office, Basingstoke. John Workman Lamb, Gentleman, of Basingstoke, is the Official Assignee, and Samuel Chandler, Gentleman, of Basingstoke, is the Solicitor acting in the bankruptcy.

Elizabeth Brindley, of No. 12, George's-crescent, Llandudno, in the county of Carnarvon, Widow, having been adjudged bankrupt by a Registrar of the County Court of Carnarvonshire, holden at Carnarvon, attending at the Carnarvon Gaol, on the 8th day of November, 1865, and the adjudication being directed to be prosecuted in the

County Court of Carnarvonshire, holden at Conway, is hereby required to surrender herself to William Hughes, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve of the clock at noon precisely, at Conway. Mr. William Hughes, of Conway, is the Official Assignee, and Mr. William Jones, of Conway, is the Solicitor acting in the bankruptcy.

William Royce, of Greetham, in the county of Rutland, Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Rutlandshire, holden at Oakham, on the 25th day of November, 1865, is hereby required to surrender himself to William Sheild and William Henry Hough, Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 14th day of December next, at three o'clock in the afternoon precisely, at the County Court Office, Melton road, Oakham. The Registrars of the Court are the Official Assignees, and Mr. W. F. Law, of Stamford, is the Solicitor acting in the bankruptcy.

William Dymonds, of the Butcher's Arms, No. 5, Barrack-street, in the borough of Devonport, in the county of Devon, Licensed Victualler, before that of No. 1, Nelson-street, in the borough of Plymouth, in the said county, Baker, before that of No. 5, Phoenix-street, in the parish of East Stonehouse, in the said county, Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at East Stonehouse, on the 25th day of November, 1865, is hereby required to surrender himself to Parmenas Pearce, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, St. George's-hall, East Stonehouse. The said Registrar is the Official Assignee, and Mr. Richard John Saltner Robins, of Plymouth, is the Solicitor acting in the bankruptcy.

N. R. Hammet, of Street, in the county of Somerset, Beerhouse Keeper and Shopkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Wells, on the 25th day of November, 1865, is hereby required to surrender himself to Edwin Lovell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at half-past ten o'clock in the forenoon precisely, at the Townhall. The said Registrar is the Official Assignee, and Mr. Bullied, is the Solicitor acting in the bankruptcy.

John Knott, late of Howdon, North Shields, in the county of Northumberland, Butcher, a Prisoner for Debt in the Gaol at Morpeth, having, on the 12th day of September, 1865, been adjudged bankrupt by the Registrar of the County Court of Northumberland, holden at Morpeth, attending at the Morpeth Gaol, and the adjudication being directed to be prosecuted at the County Court of Northumberland, holden at North Shields, is hereby required to surrender himself to Mr. James Henry Ingledew, Registrar of the said last mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at twelve of the clock at noon precisely, at the County Court Office, Norfolk street, North Shields. Mr. James Henry Ingledew, of North Shields, is the Official Assignee.

Thomas Cox the younger, formerly of Edwy-parade, Kingsholm, near the city, but in the county of Gloucester, afterwards of Worcester-street, and now of No. 12, Ox'ord-terrace, London-road, both in the city of Gloucester, Journeyman Plumber and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucester-shire, holden at Gloucester, on the 25th 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 half past eleven o'clock in the forenoon precisely, at the County Court Office, No. 1, Pranswick-road, Gloucester. Mr. Frederick Wilton, of Gloucester, is the Official Assignee, and Mr. George Peters Wilkes, of Gloucester, is the Solicitor acting in the bankruptcy.

Edmund Baker, of Loughton, in the county of Stafford, Potter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent and Loughton, on the 24th day of November, 1865, is hereby required to surrender himself to William Keary, Gentleman, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven of the clock in the forenoon precisely, at

the Office of the said Court, Townhall, Stoke-upon-Trent. The said Registrar is the Official Assignee, and Messrs Edmund and Alfred Tennant, of Hanley, are the Solicitors acting in the bankruptcy.

James Frost, of No. 59, Gold-street, in the town of Northampton, in the county of Northampton, Shoe-Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Northampton, on the 23rd day of November, 1865, is hereby required to surrender himself to William Dennis, Gentleman, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Sheep-street, Northampton. William Dennis, Gentleman, of Northampton, is the Official Assignee, and Messrs. Sheild and White, of Northampton, are the Solicitors 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.

Thomas Frederick Braybon (sued as Frederick Thomas Braybon), late of No. 25, Hyde-place, Hoxton, in the county of Middlesex, Tea Dealer, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy in London, attending at the Prison aforesaid, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-law, a Commissioner of the said Court, on the 18th of December next, at the said Court, at Basinghall-street, in the city of London, at one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 45, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Elderfield, late of No. 13, Lassada-street, Bethnal-green, in the county of Middlesex, Cab Driver, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy in London, attending at the Prison aforesaid, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-law, a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 45, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Henry Rose, late of No. 31, Pickering-place, Bayswater, in the county of Middlesex, Master Painter and Glazier, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attend-

ing at the Prison aforesaid, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

James Anthony Meade (sued as James H. Meade), late of No. 65, Sutherland street, Pimlico, in the county of Middlesex, Dealer in Shawls and Fancy Goods, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy in London, attending at the Prison aforesaid, on the 19th of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th of December next, at the said Court, at Basinghall-street, in the city of London, at one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

George William White, late of No. 17, Whittington-place, Upper Holloway, in the county of Middlesex, Pensioned Clerk of the Poor Law Commission Office, at Dublin, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 19th day of October 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

David Fiskin, late of Vine Cottage, Bell-road, Hammer-smith, in the county of Middlesex, Tallyman, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at two of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

François Lejeune, late of No. 9, Hill-street, Knightsbridge, in the county of Middlesex, Bootmaker, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Maria Simms, late of High-street, Leatherhead, in the county of Surrey, Berlin Wool Dealer, and now a Prisoner

for Debt in Horsemonger-lane Gaol, in the county of Surrey, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Prison aforesaid, on the 21st day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

George Abbott, late of East Tilbury, in the county of Essex, Cowkeeper, a Prisoner for Debt in the Gaol at Springfield, in the county of Essex, having been adjudged bankrupt by a Registrar of the County Court of Essex, holden at Chelmsford, attending at the Prison aforesaid, on the 21st day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Ellingworth, late of West Tilbury, in the county of Essex, Cattle Dealer, a Prisoner for Debt in the Gaol at Springfield, in the county of Essex, having been adjudged bankrupt by a Registrar of the County Court of Essex, holden at Chelmsford, attending at the Prison aforesaid, on the 21st day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at two of the o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Samuel Motley Bartlett, sued as Samuel Morley Bartlett, late of No. 12, Idol-lane, Great Tower-street, London, and Osborne-terrace, Bridge road, Southampton, in the town and county of Southampton, Wine Merchant, a Prisoner for Debt in the Borough Prison at Southampton, having been adjudged bankrupt by a Registrar of the County Court of Hampshire, holden at Southampton, attending at the Prison aforesaid, on the 19th day of October, 1865, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Samuel Randle, of No. 9, Clifton-villas, Camden-town, in the county of Middlesex, Commercial Traveller, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

George Charles Cooke, of No. 10, Castle-street East, Oxford Market, in the county of Middlesex, General Agent, Tailor and Outfitter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 7th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 14th of December next, at the said Court, at Basinghall-street, in the city of London, at twelve at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Wyatt, of No. 17, Great Carter-lane, Doctor's Commons, London, is the Solicitor acting in the bankruptcy.

Cornelius MacLoughlin Dillon (sued as Colin Mac Loughlin Dillon), formerly of No. 8, Eccles-street, in the city of Dublin, in Ireland, then of Oldborne, near Hungerford, in the county of Wilts, then of No. 5, Mornington-road, Regent's Park, in the county of Middlesex, then and late of Hatchett's Hotel, Dover-street, Piccadilly, in the last mentioned county, of no occupation or business, but occasionally betting on races, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of June, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Lawrence, Plews, and Co., of Old Jewry Chambers, London, are the Solicitors acting in the bankruptcy.

Benjamin Oakes, of No. 33, North Audley-street, Grosvenor-square, in the county of Middlesex, Butcher and Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 18th of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

George Augustus Crush, of No. 41, Great Russell-street, in the county of Middlesex, out of business, previously of No. 4, Hensbridge-villas, Saint John's-wood, in the said county of Middlesex, out of business, and formerly of Mountnessing, in the county of Essex, Farm Bailiff, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Francis Woodhouse, of No. 1, Park-road-villas, Whetstone, formerly renting stables at the Torrington Arms, Finchley, and now at the Bull and Butcher, High-street, Whetstone, all in Middlesex, trading under the style or firm of Woodhouse and Co., Carrier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st day of December next, at the said Court at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46,

Moorgate-street, London, is the Solicitor acting in the bankruptcy.

John Williams, formerly of No. 7, Blue Cross-street, Leicester-square, then of No. 14, James-street, Haymarket, and renting house No. 7, Blue Cross-street aforesaid, both in the county of Middlesex, Cheesemonger and Provision Dealer, and now of No. 16, Gladstone-street, Battersea, in the county of Surrey, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

John Ellison, formerly of No. 4, East-road, City-road, but now of No. 9, Bedford-street, Andover-road, Holloway, and of No. 148, City-road, all in the county of Middlesex, Cabinet Maker, and Bagatelle Table Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

John Sanderson, of No. 17, Union-street, Borough, in the county of Surrey, out of business, occupation, and employment, formerly of The Railway Tavern, No. 9, Blackfriars-road, in the said county of Surrey, Beer Retailer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Goulburn, Serjeant-at-Law, a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Frederick Milward, late of No. 4, Albert-cottages, Hammersmith, but now of No. 3, Great Marlborough-street, and of No. 7, Warwick-street, Regent-street, all in the county of Middlesex, Tailor and Breeches Maker, and carrying on business as such in copartnership with Edward Perryman, at No. 7, Warwick-street aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th day of April, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 15th of December next, at the said Court, at Basinghall-street, in the city of London, at half-past two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Hatton Hamer Stansfield, of No. 33, Lincoln's-inn-fields, London, is the Official Assignee, and Mr. W. W. Aldridge, No. 46, Moorgate-street, are the Solicitors acting in the bankruptcy.

Carl Wilhelm Hahn, sued as Carl William Hahn, formerly of Bennet-street, Stamford-street, Blackfriars, then of Marlborough-road, Peckham, having business premises at Nos. 1 and 2, Bennet's-place, Bennet-street aforesaid, then of Hope Cottage, Southampton-street, Camberwell, then of Union-square, Borough, all in Surrey, and of Bush-lane, in the city of London, then of No. 32, George-street, New Kent-road, then of No. 15, Earl-street, London-road, both in Surrey, then of No. 17, Morpeth-terrace, Victoria-park, then of No. 12, Union-street, Spitalfields, then of No. 32A, Worship-street, Finsbury, and now of No. 34, Newman-street, Oxford-street, Middlesex, Leather Bag Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, (in form pauperis) filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd

November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 9th day of January, 1866, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the Bankruptcy.

Henry Mires Upton (sued as Henry Upton), formerly of the Angel Inn, Brentford End, Isleworth, Middlesex, Licensed Victualler, and now of No. 8, Cambridge-road, Hammersmith, Middlesex, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 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 Edward Holroyd, Esq., a Commissioner of the said Court, on the 9th day of January 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitors acting in the bankruptcy.

John James Hutter, formerly of No. 52, Gracechurch-street, in the city of London, and of Marseilles, in the Empire of France, and also of Argyle Lodge, Tulse-hill, in the county of Surrey, trading under the style or firm of Hutter, Drouchet, and Co., Merchant, but now and since the month of December last of Argyle Lodge 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 5th day of September, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, at Basinghall-street, in the city of London, at half-past two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. G. S. and H. Brandon, No. 15, Essex-street, Strand, are the Solicitors acting in the bankruptcy.

Richard Henley and Joseph Henley, of Ashford, in the county of Kent, Hop and Seed Merchants, and Copartners, trading under the firm of R. and J. Henley, the said Richard Henley residing at Tonbridge Wells, in the said county, and the said Joseph Henley residing at Ashford aforesaid, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd day of July, 1865, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrence and Co., of No. 14, Old Jewry-chambers, are the Solicitors acting in the bankruptcy.

Nathaniel Price, of Loughton, in the county of Essex, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 1st day of November, 1865, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 9th day of January, 1866, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Broughton, of No. 1, Elgin Mews, Egin-road, Maidstone, in the county of Middlesex, Job Master, and Livery Stable Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th of July, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward

Holroyd, Esq., a Commissioner of the said Court, on the 19th of December next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Daer, of No. 2, Amelia-place, Walworth-road, in the county of Surrey, Bread and Biscuit Baker, 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 Edward Holroyd, Esq., a Commissioner of the said Court, on the 9th day of January 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Brice McInnes Arundel Collier, now of No. 15, Quadrant-grove, Maitland-park, in the county of Middlesex, Assistant Schoolmaster, previously of No. 32, Albert-street, Regent's-park, in the said county of Middlesex, Assistant Schoolmaster, previously thereto of No. 26, High-street, Camden Town, in the said county of Middlesex, Assistant Schoolmaster, previously of No. 6, Saint Mary-street, Brighton, in the county of Sussex, Assistant Schoolmaster, and formerly of Christ Church, Oxford, in the county of Oxford, Gentleman, 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 Edward Holroyd, Esq., a Commissioner of the said Court, on the 9th day of January next, at the said Court, at Basinghall-street, in the city of London, at one of the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Martha Oliver, formerly of No. 14, Stonefield-street, Islington, in the county of Middlesex, and now of No. 79, Seymour-street, Euston-square, in the said county, Milliner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th day of November, 1865, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 9th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Frederick Henry Christian Pantanius (known as F. Pantanius), formerly of No. 313, Oxford-street, and Park Villa West, New Park, Ealing, both in the county of Middlesex, Decorator and Upholsterer, next of Albert-road, Sandy Cove, near Kingstown, Ireland, Decorator's Manager, next of No. 15, Clarendon-road, Notting-hill, and No. 370, Oxford-street, both in Middlesex, Decorator and Upholsterer, and since and now of No. 182, Prospect-place, Edgware-road, in the said county of Middlesex, Decorator's Manager, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 1st day of November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 11th day of January next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. S. J. East, of No. 4, Orchard-street, Portman-square, is the Solicitor acting in the bankruptcy.

Thomas Riches, of West Rudham, in the county of Norfolk, Grocer and Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the

1st day of November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 11th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. E. Doyle, of No. 2, Verulam-buildings, Gray's-inn, and Mr. W. Drake, of East Dereham, are the Solicitors acting in the bankruptcy.

John Nicholls Browne, late of No. 2, Prince of Wales-terrace, Kensington, but now of No. 31, Elgin-crescent, Notting-hill, in the county of Middlesex, Gentleman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd day of November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 11th day of January 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. J. R. Chidley, of No. 25, Old Jewry, is the Solicitor acting in the bankruptcy.

John Douglas Parminter, formerly of Anglesea-place, in the town and county of the town of Southampton, and now of No. 2, Cologne-road, New Wandsworth, in the county of Surrey, Paymaster in the Royal Navy, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 3rd day of November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd, Esq., a Commissioner of the said Court, on the 11th day of January 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. S. S. and L. Emanuel, of No. 36, Finsbury-circus, are the Solicitors acting in the bankruptcy.

Henry Groves, of No. 55, Greek-street, Soho-square, in the county of Middlesex, Engraver and Printer, also of Avenue-road, St. John's-wood, in the county of Middlesex aforesaid, then of Darnley-road, Notting-hill, in the said county, and No. 55, Greek-street, aforesaid, and now of No. 2, Grove-road, Dartmouth Park-road, Upper Kentish Town, in the said county of Middlesex, and also of No. 55 Greek-street, Soho-square aforesaid, Engraver and Printer, 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 Edward Holroyd, Esq., a Commissioner of the said Court, on the 11th day of January 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. E. Doyle, of No. 2, Verulam-buildings, is the Solicitor acting in the bankruptcy.

Alexander Stephen Dunbar, of No. 14, Tavistock-place, Tavistock-square, in the county of Middlesex, out of business, but lately carrying on business at No. 38, Mark-lane, in the city of London, as a Commission Agent, Factor, Dealer and Chapman, and formerly residing at No. 68, Westbourne-park Villas, Bayswater, in the said county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 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 Edward Holroyd, Esq., a Commissioner of the said Court, on the 11th day of January 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Venning and Co., of No. 9 Tokenhouse-yard, are the Solicitors acting in the bankruptcy.

Joseph Baker, of Church-street, Bilston, in the county of Stafford, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, at Birmingham, on the 14th day of August, 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 18th day of January next, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

Jonathan Stanley, of the town of Nottingham, Coal 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 7th 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 16th day of January next, at the said Court, at the Shirehall, Nottingham, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, of Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

John Charles Thorp, of Roath, in the county of Glamorgan, Coal Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 17th of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 18th of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. T. H. Stephens, of Cardiff, and Messrs. Abbot and Leonard, of Bristol, are the Solicitors acting in the bankruptcy.

Robert Weston Sessions, of No. 84, Stokes-croft, in the city of Bristol, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 26th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 19th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Fussell and Pritchard, of Bristol, are the Solicitors acting in the bankruptcy.

James Fish the younger, of the Stag and Hounds Public House, in Old Market-street, in the city of Bristol, Licensed Victualler and Maltster, 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 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 Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 19th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Press and Inskip, of Bristol, are the Solicitors acting in the bankruptcy.

William Evans, now a Prisoner for Debt in the Gaol at Cardiff, in the county of Glamorgan, formerly of the Union, No. 5, Union-street, at Swansea, in the said county, out of business, and before then of the Union, No. 5, in Union-street, at Swansea aforesaid, Licensed Victualler, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 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 before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 18th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. John Miller, of Bristol, is the Solicitor acting in the bankruptcy.

William Linsley and Edward Armitage, both of Lady-lane, in Leeds, in the county of York, Curriers and Leather Cutters, 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 18th day of October, 1864, a public sitting, for the said bankrupts to pass their Last Examination (previously adjourned sine die), and make application for their Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. G. A. and W. Emsley, and Mr. James Rider, of Leeds, are the Solicitors acting in the bankruptcy.

Henry House and Richard House, both of Bradford, in the county of York, Waste Dealers, trading under the style or firm of House 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 18th day of March, 1865, a public sitting, for the said bankrupts to pass their Last Examination (previously adjourned sine die), and make application for their Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Wood and Killick, of Bradford, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

Samuel Thomas Barnett Norbury, of Harrogate, in the county of York, Tailor and Draper, 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 1st 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 Martin John West, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. H. B. Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Abraham Wharton, of Middlesborough, in the county of York, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 30th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

John Hartley Hudson, of Harrogate, in the county of York, Lodging-house Keeper and Letterpress Printer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 30th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Blackburn and Son, of Leeds, are the Solicitors acting in the bankruptcy.

Richard Walton, of Middlesborough, in the county of York, Wine and Spirit Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 24th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 14th day of December next, at the said Court, Commercial-building, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Brewster and Stubbs, of Middlesborough, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

William Edwards, of Ickles Rolling Mills, near Rotherham, in the county of York, Iron and Steel Roller, 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 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 William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 22nd day of December next, at the said Court, at the Council-hall, Sheffield, 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 Sheffield, is the Official Assignee, and Messrs. Hoyle and Son, of Rotherham, are the Solicitors acting in the bankruptcy.

Mary Ann Billington, of East Retford, in the county of Nottingham, Milliner and Dress Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 6th day of November, 1865, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 22nd day of December next, at the said Court, at the Council-hall, Sheffield, 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 Sheffield, is the Official Assignee, and Mr. B. C. Broomhead, of Sheffield, is the Solicitor acting in the bankruptcy.

Jesse Henry Prince, of Chesterfield, in the county of Derby, Saddler and Harness Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 10th 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 William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 22nd day of December next, at the said Court, at the Council-hall, Sheffield, 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 Sheffield, is the Official Assignee, and Mr. W. B. Fernell, of Sheffield, is the Solicitor acting in the bankruptcy.

John Whiston, formerly of Macclesfield, in the county of Chester, Carrier, but now of No. 144, Great Howard-street, Liverpool, in the county of Lancaster, Manager to a Carrier and Leather Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 9th 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 Henry James Perry, Esq., the Commissioner of the said Court, on the 18th of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Messrs. Evans, Sandys, Roose, and Lookett, of Commerce-court, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

Robert Emerson Gibson, of the Albany, Oldhall-street Liverpool, in the county of Lancaster, Merchant and Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 25th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 14th day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-street, Liverpool, is the Official Assignee, and Messrs. Bateson, Robinson, and Morris, of No. 26, Castle-street, Liverpool, are the Solicitors acting in the bankruptcy.

William Langley, of No. 247, Park-road, Liverpool, in the county of Lancaster, Joiner and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 11th 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 Henry James Perry, Esq., the Commissioner of the said Court, on the 18th day of December next, at the said Court, at Liverpool, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of Central-chambers, South Castle-

street, Liverpool, is the Official Assignee, and Martin Browne, Esq., of South John-street, Liverpool, is the Solicitor acting in the bankruptcy.

David Murray, of High-street, Longtown, in the county of Cumberland, Tea Dealer, Draper, Stationer and 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 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 Theophilus Bennet Hoskyns Abrahall, Esq., the Commissioner of the said Court, on the 14th day of December next, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles John Laidman, of Newcastle-upon-Tyne, is the Official Assignee, and Messrs. Hodge and Harle, of Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

Edward Frith Foster, of No. 243, Shales Moor, Sheffield, in the county of York, Clothier and Boot and Shoe Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 8th day of November, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Sheffield, on the 10th day of January next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Wake and Thomas William Rodgers are the Official Assignees, and Messrs. Binney and Son, of Sheffield, are the Solicitors acting in the bankruptcy.

Frederick Kastell, of Truro, in the county of Cornwall, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cornwall, holden at Truro, 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 at the said Court, at the Townhall, Truro, on the 16th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Gilbert Chilcott, of Truro, is the Official Assignee, and Frederick Marshall, of Truro, is the Solicitor acting in the bankruptcy.

Richard Crawley, formerly of Boughton Regis, in the county of Bedford, Butcher, and now of Toddington, in the county of Bedford, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Bedfordshire, holden at Luton, 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 Luton, on the 21st 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. William Gaddesden, of Aylesbury, is the Creditors' Assignee, and George Aynersley, of St. Albans, is the Solicitor acting in the bankruptcy.

Robert Blanks, of Maldon, in the county of Essex, Gunsmith, Gunpowder Dealer, Tobaccoist, and Naturalist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Essex, holden at Maldon, 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 Court-house, Maldon, on the 19th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Codd, of Maldon, is the Official Assignee, and Mr. Charles Philip Shipper, of Halstead, Essex, is the Solicitor acting in the bankruptcy.

Edward Curtis, of Middlebridge-street, Romsey, in the county of Southampton, Baker, Dealer, and Public Beershop Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Romsey, 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, Romsey, on the 16th day of January next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles John Tylee, of Romsey, is the Official Assignee, and Mr. Joseph Stratton Lobb, of Southampton, is the Solicitor acting in the bankruptcy.

John Murray, of Truro, in the county of Cornwall, Miller, late Beerhouse Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed

in the County Court of Cornwall, holden at Truro, 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 Townhall, Truro, on the 16th of December next, at ten in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Gilbert Chilcott, of Truro, is the Official Assignee, and Frederick Marshall, of Truro, is the Solicitor acting in the bankruptcy.

William Locket, of Rose, in the parish of Perranzabuloe, in the county of Cornwall, Mercer, late Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cornwall, holden at Truro, on the 11th 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, Truro, 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. John Gilbert Chilcott, of Truro, is the Official Assignee, and John Richards Paull, of Truro, is the Solicitor acting in the bankruptcy.

Richmond James, of No. 98, Blue-lane West, Walsall, in the county of Stafford, Beer House Keeper, Licensed to Sell Tobacco and Axle Pulley Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, 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, on the 9th day of December next, at the Court-house, Goodall-street, Walsall, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Frederic F. Clarke, of Walsall, is the Official Assignee, and Mr. John Glover, of Walsall, is the Solicitor acting in the bankruptcy.

Samuel Watson, of Rushall, in the county of Stafford, Miner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, on the 25th October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, on the 9th day of December next, at the Court-house, Goodall-street, Walsall, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Frederic F. Clarke, of Walsall, is the Official Assignee, and Mr. Jno. Ebsworth, of Wednesbury, is the Solicitor acting in the bankruptcy.

Richard Thomas Martell, formerly of No. 33, Cumberland-street, Portsea, Hants, and now of No. 78, Alma-terrace, Lake-road, Landport, Hants, Engineer, in the Royal Navy, serving first on board Her Majesty's ship Fox, on the home station, then on board Her Majesty's ship Vigilant, at Devonport, Devon, and on the East India station, and now on board Her Majesty's ship Asia, at Portsmouth, Hants, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, 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 at the said Court, St. Thomas'-street, Portsmouth aforesaid, on the 21st day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Howard, of Portsmouth, is the Official Assignee, and Mr. George White, of Portsea, is the Solicitor acting in the bankruptcy.

William Henry Sheath, of Osborne-street, Somers-road, Southsea, Portsea, Hants, and previously of Commercial-road, Landport, Portsea aforesaid, Grocer, Tobaccoist, and General Dealer, and Blacksmith in Her Majesty's Dockyard at Portsea aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, 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 at the said Court, St. Thomas'-street, Portsmouth aforesaid, on the 21st day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Howard, of Portsmouth, is the Official Assignee, and Mr. James Stening, of Portsea, is the Solicitor acting in the bankruptcy.

George Kelley, of Marshall's Elm, Street, in the county of Somerset, Beerhouse Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Wells, on the 11th 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, Wells, on the 8th day of January next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the said Court is the Official Assignee, and Mr. Bulhed, of Glastonbury, is the Solicitor acting in the bankruptcy.

Henry Javes, of York Town, Frimley, Surrey, Painter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Surrey, holden at Farnham, on the 17th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Farnham, on the 12th day of December next, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. W. J. Hollest, of Farnham, is the Official Assignee, and Mr. G. White, of Guildford, is the Solicitor acting in the bankruptcy.

Thomas Whittaker, formerly of Church-street, afterwards of Saint James-street, both within Burnley, in the county of Lancaster, Greengrocer, Fishmonger, and Licensed Dealer in Game, but now of Cog-lane, within Habergham Eaves, in the said county of Lancaster, Power Loom Weaver, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Burnley, 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 at the said Court, at Keighley-green, Burnley, on the 21st 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. Henry Waddington Hartley, Esq., of Burnley, is the Official Assignee, and Messrs. Backhouse and Whittam, of Burnley, are the Solicitors acting in the bankruptcy.

John Jackson Hill, of the town of Ross, in the county of Hereford, Innkeeper and Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Herefordshire, holden at Ross, 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 at the said Court, at Ross, on the 9th 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. Nathaniel Kyrle Collins, Esq., of Ross, is the Official Assignee, and Mr. John Williams, of Ross, is the Solicitor acting in the bankruptcy.

William Winterbottom, of York-street, Oldham, in the county of Lancaster, Cotton Waste Dealer, lately residing at Greenacre's-road, in Oldham aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Oldham, 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 at the said Court, at Oldham, on the 15th day of December next, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Summerscales, of Oldham, is the Official Assignee, and Mr. Oseroff, of Oldham, is the Solicitor acting in the bankruptcy.

John Walker, of Cliffe-cum-Lund, in the parish of Hemmingbrough, 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 Selby, 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 at the said Court, at Selby, 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. Charles Newstead, Esq., of Selby, is the Official Assignee, and Alfred Bantoft, Esq., of Selby, is the Solicitor acting in the bankruptcy.

John Weston, now and for about three months in lodgings, at No. 56, Tyndal-street, Ladywood, Birmingham, in the county of Warwick, the last five weeks of such period being out of business and employment, and the other part a Journeyman Castér, previously and for two weeks in lodgings at Mr. Bell's Lupin-street, Birmingham aforesaid, out of business and employment, formerly and for about five years of No. 3 House, No. 17 Court, New Bartholomew-street, Birmingham aforesaid, Castér and Carriage Furniture Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 18th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Court, Waterloo-street, Birmingham,

ham, 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.

William Alphonse Leggatt, formerly residing at lodgings in No. 43, Pilgrim-street, in the borough and county of Newcastle-upon-Tyne, and now or lately residing at lodgings in No. 2, Carlton-place, in Newcastle-upon-Tyne aforesaid, Professor of Music, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, 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-house, Westgate-street, Newcastle-upon-Tyne aforesaid, on the 19th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Clayton, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. W. C. Rousfield, of the same place, is the Solicitor acting in the bankruptcy.

James Pemble, of Birchington, in the Isle of Thanet, in the county of Kent, Butcher, late a Prisoner for Debt in Maidstone Gaol, having been adjudged bankrupt by the Registrar of the County Court of Kent, holden at Maidstone, attending at the said Gaol, on the 21st day of October, 1865, and the adjudication being directed to be prosecuted in the county Court of Kent, holden at Margate, 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, Margate, 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. Egerton Isaacson, of Margate, is the Official Assignee.

Daniel Patrick, of West-street, Farnham, out of business, lately an Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Surrey, holden at Farnham, 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 Farnham, on the 12th day of December next, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. W. J. Hollest, of Farnham, is the Official Assignee, and Mr. G. White, of Guildford, is the Solicitor acting in the bankruptcy.

William Pearse, of Watchet, in the county of Somerset, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Williton, 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 Police Court-house, Williton, on the 16th 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. Henry White, Esq., of Williton, is the Official Assignee, and Mr. William H. White, of Williton, is the Solicitor acting in the bankruptcy.

William Eames, of Burnham, in the county of Somerset, Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Weston-super-Mare, on the 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 Weston-super-Mare, on the 14th 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. Henry Davies, Esq., is the Official Assignee, and Messrs. Reed and Cook, of Bridgwater, are the Solicitors acting in the bankruptcy.

Barry Bowyer, of Little Thurlow, in the county of Suffolk, Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Haverhill, on the 7th 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 John Collyer, Esq., Judge of the said Court, at Haverhill, 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. Mr. John H. Jardine, Registrar of the said Court, is the Official Assignee, and Messrs. Cardinal and Wright, of Halsted, Essex, are the Solicitors acting in the bankruptcy.

Joseph Rolfe, of Wickhambrook, in the county of Suffolk, Farmer and Beerseller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Haverhill, on the 30th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Collyer, Esq., Judge of the said Court, at Haverhill, on the 14th 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. John H. Jardine, Registrar of the said Court, is the Official Assignee, and Messrs. Cardinal and Wright, of Halstead, Essex, are the Solicitors acting in the bankruptcy.

Mark Griffiths, formerly of Dulford, in the parish of Broadhemburg, in the county of Devon, Tailor, and late a Prisoner for Debt in the Gaol of Lewes, in the county of Sussex, but now residing at No. 82, Coleman-street, Brighton, in the county of Sussex, Tailor, having been adjudged bankrupt by the Registrar of the County Court of Sussex, holden at Lewes, attending at the Gaol of Lewes aforesaid, on the 19th day of October, 1865, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Mr. Serjeant Petersdorff, the Judge of the County Court of Devonshire, holden at Honiton, on the 12th day of December next, at the Court-house, in Honiton, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edmund Stamp, Esq., is the Official Assignee, and Thomas Floud, Esq., of the city of Exeter, is the Solicitor acting in the bankruptcy.

John Peacock Kay, of Rainton, in the county of York, Stone Mason and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Ripon, 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 Court-house, Ripon, 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. Ralph William Heslop, of Ripon, is the Official Assignee, and Mr. John Rhodes, of Ripon, is the Solicitor acting in the bankruptcy.

The first meeting of creditors has been duly held in each of the said bankruptcies, and at the several public sittings above-mentioned Proofs of Debts of creditors who have not proved will be received, and the said several bankrupts will be respectively required to surrender themselves to the said Court, and to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects, and to finish their examinations.

Notice is hereby given, that George Farrer Green, residing at Dunley, near Stourport, in the county of Worcester, and carrying on business at Kidderminster, in the same county, as a Coal Merchant, Sand Dealer and Estate Agent, adjudged bankrupt by Her Majesty's Court of Bankruptcy for the Birmingham District, on the 29th day of June, 1865, the Court has appointed a public sitting to be held at the said Court of Bankruptcy, at Birmingham (from adjournment sine die), before George Williams Sanders, Esq., the Commissioner of the said Court, on the 13th 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.

John Chester, of Loughborough, in the county of Leicester, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 24th day of October, 1865, a public sitting, for the said bankrupt to make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 19th day of December next, at the said Court, at the Shirehall, in the county of Nottingham, 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. John Harris, of Nottingham, is the Official Assignee, and Messrs. Evans, Sandys, and Co., of Liverpool, are the Solicitors acting in the bankruptcy.

NOTICE is hereby given, that a Meeting of the Creditors of John Martin Nicholas, of John-street, in the city of Bristol, Bill Discounters, and Cambridge House, Whitehall, Saint George's, in the county of Gloucester, Merchant, Dealer and Chapman, will be held on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy for the Bristol District, at Bristol, for the purpose of accepting the resignation of George Standerwick, one of the Assignees of the bankrupt's estate and effects. At this meeting proof of debts will be received.

The Bankruptcy Act, 1861.

Notice of Dividend Meetings.

Meetings of the Creditors of the Bankrupts hereinafter named will be held, pursuant to the 174th section of the said Act, at the times and places hereinafter mentioned; that is to say:—

At the Court of Bankruptcy, Basinghall-street, in the city of London, before William Hazlitt, Esq., Registrar:

Ambrose Paine and William Jones, of High-road, Lee, and also of Lewisham, both in the county of Kent, Carpenters and Upholsterers, and trading at the said places under the name, style, or firm of Paine and Jones, Copartners in Trade, the said William Jones residing at No. 5, Sheppard's-place, Lewisham, in the county of Kent, adjudicated bankrupt on the 26th day of November, 1864. A Dividend Meeting will be held on the 19th day of December next, at eleven o'clock in the forenoon precisely.

James Le Pla, of Wisbeach, in the county of Cambridge, Tailor, in the Petition for adjudication of Bankruptcy against him erroneously described as James La Pla, adjudicated bankrupt on the 13th day of April, 1864. A Dividend Meeting will be held on the 19th day of December next, at eleven o'clock in the forenoon precisely.

Charles Henry Garthwaite, of No. 9, Hamond-place, Chatham, in the county of Kent, Hair Dresser, adjudicated bankrupt on the 24th day of August, 1865. A Dividend Meeting will be held on the 19th day of December next, at eleven o'clock in the forenoon precisely.

Edward Thomas Dunn, of No. 15, Queen-street, Hammersmith, in the county of Middlesex, Commercial Clerk, previously of No. 82, Old Broad-street, to the city of London, Manager to the British and Foreign India-Rubber Company, adjudicated bankrupt on the 7th day of November, 1864. A Dividend Meeting will be held on the 19th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before Henry Philip Roche, Esq., Registrar:

William Mumford and Henry Mumford, both of Church-street, Kingston-on-Thames, in the county of Surrey, Boot and Shoe Makers and Copartners, trading under the style or firm of Mumford and Co., adjudicated bankrupts on the 28th day of October, 1864. A Dividend Meeting under the separate estates of each of the said bankrupts, will be held on the 18th day of December next, at twelve o'clock at noon precisely.

William Joshua Ffennell, of No. 31, Moreton-place, Warwick-square, in the county of Middlesex, Inspector of Fisheries for England, adjudicated bankrupt on the 29th day of May, 1862. A Dividend Meeting will be held on the 18th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Bristol District, at the Guildhall, Bristol, before the Honourable Montague Wilde, Registrar:

William Willmetts and John Henry Willmetts, of the borough of Newport, in the county of Monmouth, Ship Builders and Shipwrights and Copartners carrying on the trade of Ship Builders and Shipwrights, in copartnership together at Newport aforesaid, under the firm of W. and J. H. Willmetts, adjudicated bankrupt on the 9th day of October, 1865. A Dividend Meeting will be held on the 14th day of December next, at eleven o'clock in the forenoon precisely.

Charles Fry the younger, of Somersford Magna, in the county of Wilts, Cattle and Horse Dealer, adjudicated bankrupt on the 8th day of August, 1865. A Dividend Meeting will be held on the 21st day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Exeter District, in Queen's-street, Exeter, before John Daniel King, Esq., the Registrar:

John Pring, of Trickey's Farm, in the parish of Hemycok, in the county of Devon, Farmer, adjudicated bankrupt on the 19th day of July, 1865. A Dividend Meeting will be held on the 22nd day of December next, at half-past eleven o'clock in the afternoon precisely.

George Peard, of Barnstaple and Ilfracombe, in the county of Devon, Scrivener and Attorney-at-Law and Solicitor, adjudicated bankrupt on the 7th day of July, 1864. A Dividend Meeting will be held on the 13th day of December next, at one o'clock in the afternoon precisely.

At the Court of Bankruptcy for the Leeds District, at the Commercial-buildings, Leeds, before Patrick Robert Welch, Esq., Registrar:

Samuel Zeno, of Bradford, in the county of York, and of the city of Manchester, Stuff Merchant, adjudicated bankrupt on the 1st day of May, 1863. A Dividend Meeting will be held on the 11th day of December next, at eleven o'clock in the forenoon precisely.

George Dawson, of Shelly Hill Top, in the parish of Kirkburton, and of Huddersfield, both in the county of York, Manufacturer of Skirts and Waistcoats, Shopkeeper and Merchant, and late of Stocksmoor, in the parish of Thurstolund, as Manufacturer of Skirts and Waistcoats, and afterwards there in partnership with one Henry Silverwood, under the firm of Dawson and Company, as such Manufacturers, adjudicated bankrupt on the 9th day of October, 1863. A Dividend Meeting will be held on the 11th day of December next, at eleven o'clock in the forenoon precisely.

Daniel Rushworth, of Bradford, in the county of York, Agent, Dealer and Chapman, adjudicated bankrupt on the 10th day of December, 1864. A Dividend Meeting will be held on the 11th day of December next, at eleven o'clock in the forenoon precisely.

Thomas Dawkins, Appleby, of Leeds, in the county of York, Cheese and Bacon Factor, Grocer and Wine and Spirit Merchant, adjudicated bankrupt on the 22nd day of August, 1865. A Dividend Meeting will be held on the 11th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Leeds District, at the Council-hall, Sheffield, before James Stephen, Esq., a Registrar:

William Robson, of Broomhill, in Sheffield, in the county of York, Grocer, adjudicated bankrupt on the 2nd day of June, 1865. A Dividend Meeting will be held on the 8th day of December next, at twelve o'clock at noon precisely.

William Ward the younger, of Wellow, in the county of Nottingham, Machine Owner, adjudicated bankrupt on the 14th day of July, 1865. A Dividend Meeting will be held on the 8th day of December next, at twelve o'clock at noon precisely.

William Ward, the elder, of Ompton, in the parish of Kneessall, in the county of Nottingham, Farmer, adjudicated bankrupt on the 14th day of July, 1865. A Dividend Meeting will be held on the 8th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Liverpool District, at Liverpool, before J. Y. Lee, Esq., Registrar:

George White, of No. 8, Monk-street, Birkenhead, in the county of Chester, and residing at Willow Cottage, Higher Tranmere, in the said county of Chester, Tailor and Draper, adjudicated bankrupt on the 5th day of November, 1864. A Dividend Meeting will be held on the 14th day of December, 1865, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Manchester District, at the Athenæum, George-street, Manchester, before David Cato Maer, Esq., a Registrar:

John Whalley and Edward Whalley, both of Radcliffe Bridge, in the county of Lancaster, Manufacturers, trading under the style of John Whalley and Son, adjudicated bankrupts on the 8th day of February, 1865. A Dividend Meeting will be held on the 21st day of December next, at twelve o'clock at noon precisely.

Josiah Dawson, Henry Lees, and Edward Allen, of Nicholas-croft, in the city of Manchester, carrying on business in partnership as Fent Dealers, under the firm of Dawson and Company, the said Josiah Dawson carrying on the business of a Draper, on his own account, at Fails-worth

in the county of Lancaster, adjudicated bankrupt on the 29th day of October, 1865. A Dividend Meeting will be held on the 24th day of December next, at twelve o'clock at noon precisely.

At the County Court of Warwickshire, holden at Birmingham, before the Registrar:

Thomas Savage, in lodgings at the house of James Brindley, at the back of No 106, Great King-street, Birmingham, in the county of Warwick, Brass and German Caster, and previously of No. 361, Summer-lane, Birmingham aforesaid, Brass and German Silver Caster and Provision Dealer, adjudicated bankrupts on the 5th day of May, 1865. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

John Johns, residing in lodgings at No. 2 House, No. 30 Court, Moor-street, Birmingham, in the county of Warwick, out of business, previously of No. 87, Burbury-street, Birmingham aforesaid, Grocer and Provision Dealer, adjudicated bankrupt on the 2nd day of August, 1865. A Dividend Meeting will be held on the 11th day of December next, at ten o'clock in the forenoon precisely.

At the County Court of Durham, holden at Barnard Castle, before Wm. Watson, junior, Esq., Registrar:

Nicholas Cawthorne and Joseph Cawthorne, of Holly Moor, near Aldbrough, in the county of York, Brick and Tile Manufacturers, in partnership at Osmancroft, near Winston, in the county of Durham, adjudicated bankrupt on the 6th day of June, 1865. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Hampshire, holden at Southampton before a Registrar:

John Morgan, of the Bevois Town Hotel, in the parish of Saint Mary, in the town and county of the town of Southampton, Innkeeper, adjudicated bankrupt on the 25th day of July, 1865. A Dividend Meeting will be held on the 9th day of December next, at twelve o'clock at noon precisely.

William Harris, of Bedford-place, in the town and county of Southampton, Butcher, adjudicated bankrupt on the 1st day of May, 1864. A Dividend Meeting will be held on the 9th 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:—

William Bullen, of High-street, Blakeney, in the county of Norfolk, Plumber, Painter, Glazier, and Paperhanger, adjudicated bankrupt on the 16th day of February, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 12th day of October, 1865.

Thomas Edward Fynmore, of No. 4, Wells-road, Upper Sydenham, in the county of Kent, Commission Agent, part of the time having an Office at Forest-hill, in the said county of Kent, and late of Stratford, near Bow, in the

county of Essex, Clerk to a Brewer, adjudicated bankrupt on the 3rd day of October, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 23rd day of November, 1865.

George Edward Preece, late of No. 7, Bernard-street, Regent's-park-road, in the county of Middlesex, Commission Agent, adjudicated bankrupt on the 29th day of May, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 13th day of October, 1865.

Donald Johnson and Edward Snook, of Regent Dock, Millwall, in the county of Middlesex, Shipbuilders, trading under the style or firm of Johnson and Co., Copartners in trade, adjudicated bankrupts on the 16th day of June, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 5th day of August, 1865.

Thomas Walmsley and Hezekiah Walmsley, of Leek, in the county of Stafford, Silk Manufacturers and Copartners, trading under the style or firm of J. T. and H. Walmsley, adjudicated bankrupts on the 11th day of February, 1865. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 28th day of July, 1865.

John Reeves Harris, late of No. 5A, Goldington-crescent, Old Saint Pancras-road, in the county of Middlesex, but now of No. 24, Hawley-road, Kentish Town, in the said county, Painter and Decorator, adjudicated bankrupt on the 16th day of December, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 3rd day of February, 1864.

William Robotham, of No. 36, Granville-square, in the parish of Burslem, in the county of Stafford, Joiner and Carpenter, adjudicated bankrupt on the 4th day of October, 1865. An Order of Discharge was granted by the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 15th day of November, 1865.

Frederick Peters, of No. 1, Ebenezer-street, Cardiff, in the county of Glamorgan, Brewer's Traveller, and late of the Earl of Windsor and Volunteer Hotel, in Union-street, Cardiff aforesaid, Licensed Victualler, adjudicated bankrupt on the 3rd day of October, 1865. An Order of Discharge was granted by the County Court of Glamorganshire, holden at Cardiff, on the 23rd day of November, 1865.

William Lewis, of No. 42, James-street, Docks, in the town of Cardiff, in the county of Glamorgan, Tailor and Draper, adjudicated bankrupt on the 5th day of October, 1865. An Order of Discharge was granted by the County Court of Glamorganshire, holden at Cardiff, on the 23rd day of November, 1865.

John Elliott, of No. 272, Bute-street, in the town of Cardiff, in the county of Glamorgan, Beerhouse and Eating-house-keeper, adjudicated bankrupt on the 10th day of October, 1865. An Order of Discharge was granted by the County Court of Glamorganshire, holden at Cardiff, on the 23rd day of November, 1865.

Thomas Harrison, of the Napoleon Inn, No. 9, Dudley-place, Bute Docks, Cardiff, in the county of Glamorgan, Beer Retailer and Boarding-house-keeper, adjudicated bankrupt on the 17th day of October, 1865. An Order of Discharge was granted by the County Court of Glamorganshire, holden at Cardiff, on the 23rd day of November, 1865.

Charles Bagshaw, of Moore-street, Earlsden, in the parish of Saint Michael, Coventry, in the county of Warwick, Watch Finisher, adjudicated bankrupt on the 28th day of September, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Coventry, on the 21st day of November, 1865.

Jonathan Needham, of No. 8, Radford-road, in the city of Coventry, in the county of Warwick, Watch Manufacturer, previously of No. 19, Albion-street, Butts, in the city of Coventry aforesaid, Watch Manufacturer, adjudicated bankrupt on the 14th day of October, 1865. An Order of Discharge was granted by the County Court of Warwickshire, holden at Coventry, on the 21st day of November, 1865.

Jeremiah Harris, of Red Hill Cross, London-road, in the parish of Saint Peter-the-Great, in the county of Worcester, out of business, previously of Kate's Hill, Dudley, in the county of Worcester aforesaid, out of business, previously of Hartpury, in the county of Gloucester, Farmer, adjudicated bankrupt on the 28th day of September, 1865. An Order of Discharge was granted by the County Court of Worcestershire, holden at Worcester, on the 22nd day of November, 1865.

William Dovey, of the parish of Whitbourne, in the county of Hereford, Carpenter and Joiner, previously of Upper Howsell, in the parish of Leigh, in the county of Worcester, Carpenter and Joiner, adjudicated bankrupt on the 12th day of September, 1865. An Order of Discharge was granted by the County Court of Herefordshire, holden at Bromyard, on the 24th day of November, 1865.

Thomas Atkinson, of Penrith, in the county of Cumberland, Labourer, adjudicated bankrupt on the 19th day of September, 1865. An Order of Discharge was granted by Theophilus Hastings Ingham, Esquire, the Judge of the County Court of Cumberland, holden at Penrith, on the 16th day of November, 1865.

Henry Augustus Niblett, of No. 42, Terminus-place, Eastbourne, in the county of Sussex, Photographic Artist, adjudicated bankrupt on the 9th day of October, 1865. An Order of Discharge was granted by the County Court of Sussex, holden at Lewes, on the 14th day of November, 1865.

Charles John Ablitt, of Beccles, in the county of Suffolk, Fish Merchant and General Dealer, and Manager to Eliza Beurne, of the same place, Fish Merchant, adjudicated bankrupt on the 5th day of October, 1865. An Order of Discharge was granted by the County Court of Suffolk, holden at Beccles and Bungay, on the 22nd day of November, 1865.

Frederick Goddard, now and for the last six months, residing at No. 70, Northgate-street, in the City of Gloucester, carrying on business as a Pianoforte Maker and Seller, and Musical Instrument Seller, and Dealer in Music, adjudicated bankrupt on the 17th day of October, 1865. An Order of Discharge was granted by the County Court of Gloucestershire, holden at Gloucester, on the 23rd day of November, 1865.

John Pattick, of Commercial-street, High Orchard, in the South Hamlet, in the city of Gloucester, Seaman, Ship's Carpenter, and Beer-house Keeper, adjudicated bankrupt on the 14th day of October, 1864. An Order of Discharge was granted by the County Court of Gloucestershire, holden at Gloucester, on the 23rd day of November, 1865.

Thomas Beevers, the younger, of Harbro-terrace, Barnsley, in the county of York, Corn Dealer, previously of Clayton-in-the-Clay, near Doncaster, in the said county of York, Corn Dealer and Small Farmer, having, when a prisoner in the Castle of York, presented a Petition to the County Court of Yorkshire, holden at York, under which he was adjudicated bankrupt, and the proceedings therein having been transferred to the County Court of Yorkshire, holden at Barnsley. An Order of Discharge was granted by the County Court of Yorkshire, holden at Barnsley, on the 24th day of November, 1865.

George Atkinson, of Seacroft, in the county of York, Farmer, adjudicated bankrupt on the 2nd day of October, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Leeds, on the 22nd day of November, 1865.

Sarah Jefferson, of Whitby, in the county of York, Lodging-house Keeper, adjudicated bankrupt on the 11th day of August, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Whitby, on the 23rd day of November, 1865.

James Swan, of North Duffield, in the parish of Skipwith, in the county of York, Wheelwright, adjudicated bankrupt on the 4th day of September, 1865. An Order of Discharge was granted by the County Court of Yorkshire, holden at Selby, on the 31st day of October, 1865.

George Eyre, of Brook-street, in the borough of Derby, in the county of Derby, Butcher, adjudicated bankrupt on the 9th day of May, 1865. An Order of Discharge was granted by the County Court of Derbyshire, holden at Derby, on the 20th day of November, 1865.

John Swindells, of No. 12, Abram-street, Hulme, out of business, previously of No. 7, Butler-street, Chorlton-upon-Medlock, Beerhouse-keeper, and formerly of No. 73, Brook-street, all in Manchester, Provision Dealer, and lately a Prisoner for Debt in the Manchester City Gaol, adjudicated bankrupt (in formâ pauperis) on the 8th day of September, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 23rd day of November, 1865.

James Barton, of the Shamrock Tavern, Silver-street, within Warrington, in the county of Lancaster, Labourer, Shop-keeper, and Beerhouse-keeper, adjudicated bankrupt on the 28th day of September, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Warrington, on the 20th day of November, 1865.

James Lonsdale, late of Whalley-road, Warrington, in the county of Lancaster, Shoemaker, adjudicated bankrupt (in formâ pauperis) by a Registrar of the Court of Bankruptcy, attending at Her Majesty's Prison at Lancaster, on the 19th day of July, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Haslingden, on the 21st day of November, 1865.

John Simpson, of Fountain-street, within Oldham, in the county of Lancaster, Butcher, adjudicated bankrupt (in formâ pauperis) on the 5th day of June, 1865. An Order

of Discharge was granted by the County Court of Lancashire, holden at Oldham, on the 24th day of November, 1865.

James Hardman, of Crook-street, Great Bolton, in the county of Lancaster, Warehouseman and Manager of a Cotton Manufactory, adjudicated bankrupt on the 21st day of September, 1865. An Order of Discharge was granted by the County Court of Lancashire, holden at Bolton, on the 24th day of November, 1865.

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 10th day of September, 1865, in Her Majesty's Court of Bankruptcy for the Leeds District, against William Peacock, late of Chariot-street, Park-lane, in Leeds, in the county of York, Mason and Builder, did, on the 23rd 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 23rd day of November, 1865, grant an Order of Discharge to James Griffiths, of No. 57, Brunswick-road, in Liverpool, in the county of Lancaster, Draper, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 4th day of July, 1865; and that such Order of Discharge will be drawn up and delivered to the said James Griffiths, unless an appeal be duly entered within thirty days from the said 23rd day of November, 1865.

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 23rd day of November, 1865, grant an Order of Discharge to Daniel McNeish, of No. 12, Great Mersey-street, Liverpool, in the county of Lancaster, Shipwright, and late a Prisoner for Debt in the Liverpool Borough Gaol at Walton, in the county aforesaid, who was adjudged bankrupt under an adjudication, filed against him in the said Court on the 15th day of September, 1865, and that such Order of Discharge will be drawn up and delivered to the said Daniel McNeish, unless an appeal be duly entered within thirty days from the said 23rd day of November, 1865.

NOTICE is hereby given, that an Order of Discharge under the hand of Theophilus Bennet Hoskyns Abrahall, Esq., the Commissioner of Her Majesty's District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, and under the Seal of the Court, was, on the 10th day of October, 1865, granted to James O'Connor, of No. 210, High-street, in the borough of Sunderland, in the county of Durham, Dealer in Hardware Goods, trading under the style or firm of O'Connor and Co., who was adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed by him in the said Court of Bankruptcy, on the 14th day of August, 1865; and that such Order of Discharge will be drawn up and delivered to the said bankrupt, unless an appeal be duly entered within thirty days.

NOTICE is hereby given, that John Maurice Herbert, Esq., the Judge of the County Court of Glamorganshire, holden at Cardiff, did, on the 23rd day of November, 1865, grant an Order of Discharge, after a suspension thereof, without protection, for the period of three calendar months from the said 23rd day of November, 1865, to Daniel Neil, of the Oddfellows' Arms, Ellen-street, Newtown, Cardiff, in the county of Glamorgan, Beerhouse Keeper and Labourer, who was adjudged bankrupt under a petition for adjudication, filed by him in the said Court on the 2nd day of August, 1865, and that such order of discharge will be drawn up and delivered to the said Daniel Neil, after the expiration of the said period of suspension, unless an appeal be duly entered within thirty days from the said 23rd day of November, 1865, and notice thereof be given to the Court.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of Henry Jessop, of Kirkheaton, in the county of York, Shoemaker and Clogger, formerly carrying on business at Moldgreen, in the said county, in copartnership with Charles Durrans, under the style or firm of Jessop and Durrans, as Shoemakers and Cloggers.

WHEREAS at a public sitting of the Court held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt after the expiration of thirty days from this date, unless, in the meantime an appeal be duly entered against the judgment of the said Court.—Dated this 20th day of November, 1865.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of George Porter, of Hillhouse, in the parish of Huddersfield, Builder.

WHEREAS at a public sitting of the Court held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 20th day of November, 1865.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of William Dalton, formerly of Bath-terrace, Lockwood, since then of Linthwaite, both in the said county of York, and carrying on business as a Cotton Waste and Mungo Dealer, at Battyes-yard, Market-place, in Huddersfield, in the said county, and for the last month residing in lodging at Huddons, in Quick Mere, in Saddleworth, in the said county of York, and carrying on business there and at Huddersfield aforesaid, as a Commission Agent.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 20th day of November, 1865.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of Samuel Brook, of Brook-street, in Dalton, in the parish of Kirkheaton, in the county of York, Journeyman Mason.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 20th day of November, 1865.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of Henry Lund Watson, late of Huddersfield, in the county of York, Publican.

WHEREAS at a public sitting of the Court held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be delivered to the bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 20th day of November, 1865.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of Edward Shaw, of Huddersfield, in the county of York, Plumber and Glazier.

WHEREAS at a public sitting of the Court held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 20th day of November, 1865.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of Charles Lingard Ardron, of Moldgreen, in the parish of Kirkheaton, in the county of York, Boot and Shoemaker, heretofore trading in the said business under the name of Charles Durrans, at Moldgreen aforesaid, and theretofore in partnership, in the said business with one Henry Jessop, at Moldgreen aforesaid, under the style of Jessop and Durrans.

WHEREAS at a public sitting of the Court held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 20th day of November, 1865.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners, authorised to act under a Commission of Bankruptcy, bearing date the 2nd day of June, 1810, awarded and issued forth against William Newman, of Canterbury-square, Southwark, in the county of Surrey, and of Poole, in the county of Dorset, Merchant, Dealer and Chapman, a Bankrupt, will sit on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and

effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD GOULBURN, Serjeant-at-Law, one of Her Majesty's Commissioners, authorised to act under a Petition for adjudication of Bankruptcy, filed the 30th day of December, 1865, against John Peters and Frederick Peacock, of Lowestoft, in the county of Suffolk, Fish Merchants and Copartners, Dealers and Chapmen, will sit on the 19th day of December, 1865, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, in order to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THE estates of William McKell, Mason, sometime residing in Queen-street, Dunoon, thereafter at Brown-street, Glasgow, and now in Stockwell-place there, were sequestrated on the 16th day of November, 1865, by the Sheriff of the county of Lanark.

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 Friday, the 1st 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 17th day of March, 1866.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GAVIN HAMILTON,
73, West Nile-street, Glasgow, Agent.

THE estates of the Reverend James Ramsay, Minister of the parish of Alyth, in the county of Perth, now residing at Taymouth Lodge, Carnoustie, in the county of Forfar, were sequestrated on the 23rd day of November, 1865, by the Court of Session.

The first deliverance is dated 13th November, 1865.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Monday, the 4th day of December, 1865, within Wallace's Commercial Hotel, Alyth.

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 23rd day of March, 1866.

The Sequestration has been remitted to the Sheriff-Court of Perthshire.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MACGREGOR & BARCLAY, S.S.C., Agents,
10, Dundas-street, Edinburgh.

THE estates of William Lamb, Wright, East Linton, in the county of Haddington, were sequestrated on the 23rd day of November, 1865, by the Court of Session.

The first deliverance is dated 23rd November, 1865.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 5th day of December, 1865, within Dowell's Rooms, No. 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23rd day of March, 1866.

A Warrant of Protection has been granted to the bankrupt, and the Sequestration remitted to the Sheriff of the county of Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAMES FINLAY, S.S.C.,
29, St. Andrew-square, Edinburgh, Agent.

THE estates of the now deceased George Paul, of New-seat, in the parish of Peterhead, and county of Aberdeen, and Merchant and Shipowner, in Peterhead aforesaid, were sequestrated on the 22nd day of November, 1865, by the Sheriff of Aberdeenshire.

The first deliverance is dated the 24th October, 1865.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on the 1st day of December next, within Watt's Inn, Peterhead.

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.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ROBERT BRUCE, Solicitor, Peterhead,
Agent.
Peterhead, 22nd November, 1865.

THE estates of James Sword, Upholsterer and Furniture Dealer, Hanover-street, Edinburgh, were sequestrated on the 25th day of November, 1865, by the Sheriff of the county of Edinburgh.

The first deliverance is dated the 25th day of November, 1865.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Thursday, the 7th day of December, 1865, within Messrs. Lyon and Turnbull's Rooms, No. 51, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th 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.

WHITE-MILLAR and ROBSON, S.S.C., Agents,
8, Bank-street, Edinburgh.

All Letters must be Post-paid and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.

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