

Hall of the same parish, in 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 21st day of December next.

Dated this 14th day of November, 1872.

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

In Parliament.—Session 1873.

Wolverhampton, Walsall, and Midland Junction Railway.

(Additional Junction with the Midland Railway, near Water Orton.)

**T**HE Wolverhampton, Walsall, and Midland Junction Railway Company (who are hereinafter called the Company), intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To enable the Company to make and maintain a railway with all needful works, stations, approaches, and conveniences connected therewith, commencing by a junction with the authorized line of the Wolverhampton, Walsall, and Midland Junction Railway, in a piece of land or field, numbered, on the plans deposited for that undertaking, 37, in the hamlet of Minworth, in the parish of Curdworth, belonging to the Earl of Bradford, and in the occupation of John King, and terminating by a junction with the Thame Valley branch of the Midland Railway, in the manor of Berwood, in the parish of Curdworth aforesaid, or the hamlet of Castle Bromwich, parish of Aston-juxta-Birmingham, or one of them, about 790 yards measured in a westerly direction from the centre of the bridge which carries the said railway over the Fordrift from Park Hall to Park Lane, the said railway being wholly within the county of Warwick.

2. To enable the Company to exercise for this purpose the powers granted by the "Railways Clauses Acts 1845 and 1863," to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans, 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.

3. 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 Acts 1845, 1863, and 1869," "The Lands Clauses Acts 1845, 1860, and 1869," "The Railways Clauses Acts 1845 and 1863," and it will amend and enlarge the powers and provisions of the Wolverhampton, Walsall, and Midland Junction Railway Act, 1872 (35 & 36 Vict., cap. 182).

4. 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, as much of the Midland Railway as lies between the junction therewith of the intended railway and the Castle Bromwich Station, on the Thame Valley Branch of the Midland Railway, with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected with the said railway and portions of railway respectively.

5. 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 an Ordnance 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 Warwick, at his office at Stratford-upon-Avon; and on or before the same day, a copy of the said plans, sections, and book of reference will be deposited with the parish clerk of Curdworth, at his residence.

6. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 14th day of November, 1872.

*Baxter, Rose, Norton and Co.*,  
Westminster,  
*Corser and Fowler*,  
Wolverhampton,  
*H. and J. E. Underhill*,  
Wolverhampton,  
*Sadler and Eddowes*,  
Sutton Coldfield, }

Solicitors  
for the  
Bill.

In Parliament—Session 1873.

Rye and Denge-Ness Railway and Pier.

(Incorporation of Company; Power to Construct Railway, Pier, and other Works; Compulsory Purchase of Lands and Buildings; Tolls; Working and other Arrangements with the South-Eastern Railway Company; Contribution by that Company; Amendment of Acts relating to that Company; and other Purposes.)

**N**OTICE 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 purposes, that is to say:—

To incorporate a Company (hereinafter referred to as "the Company"), and to empower such Company to make and maintain the railway, pier, and other works hereinafter mentioned, or some part or parts thereof respectively, with all necessary stations, landing stages, sheds, approaches, works, and conveniences for or incident thereto, that is to say:—

A railway commencing in the parish of East Guildford, by a junction with the existing Railway between Rye and Ashford, belonging to the South Eastern Railway Company, at or near the drawbridge which carries that railway over the River Rother, passing thence through or into the following parishes and places, some or one of them, that is to say:—Rye, East Guildford, Winchelsea, Broomhill and Ivychurch, in the county of Sussex; and Ivychurch, Broomhill, Mydley, Old Romney, and Lydd, in the county of Kent; and terminating on the seashore, in the parish of Lydd aforesaid, at or near the line of high water, at a point about one furlong and a-half to the north-east of the Light House at Denge-Ness, together with a Pier extending from such point of termination about one hundred yards, in an easterly direction seaward, all in the said parish of Lydd.

To empower the Company to cross, alter, divert or stop up, either temporarily or permanently,