

relating to the London and North Western Railway Company; and the 25 and 26 Vic., cap. 90, and any other Acts relating to the Keighley and Worth Valley 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 an ordnance 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 the county of York, at his office in Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1872.

Barr, Nelson, and Barr, 4, South-parade, Leeds, Solicitors for the Bill.

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

In Parliament.—Session 1872.—3.

Ross and Ledbury Railway.

(Incorporation of Company; Construction of Railways from Ross to Ledbury; Conversion into Railway of Canal between Dymock and Ledbury; Commutation of Canal Rent-charge into Stock of the Great Western Railway Company; Working Agreements; Powers to Great Western, and Ross and Monmouth Railway Companies to subscribe; 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 confer on the Company power to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

1. A railway, commencing in the parish of Ross, in the county of Hereford, by a junction there with the Great Western Railway, about five chains to the eastward of the passenger shed of the said Great Western Railway at Ross, and terminating in the parish of Dymock, in the county of Gloucester, in a pasture field, called the "Four Acres," situate near a place called "The Maypole," and belonging, or reputed to belong, to Reginald Wynniatt, Esquire, and in the occupation of Charles Price, and numbered 1534 on the tithe commutation map of the parish of Dymock, which intended railway Number 1 will be situated within, or pass from, in, through, or into the following parishes, townships, and places, or some of them, that is to say:—

Ross, Weston-under-Penyard, Brampton-Abbotts, Upton-Bishop, Linton, Yatton, and Much Marcle, in the county of Hereford, and Kempsey and Dymock, in the county of Gloucester.

2. A railway to be wholly situated in the parish of Ross, commencing by a junction with the Ross and Monmouth Railway, at or near the bridge whereby the turnpike road leading from Ross to Gloucester is carried over the said Ross and Monmouth Railway, and terminating by a junction with Railway No. 1, in a field called "The Moors," part of the glebe lands of the rectory of Ross, and numbered 488 on the tithe commutation map of the said parish of Ross.
3. A railway commencing in the parish of Dymock, at the hereinbefore described termination of Railway No. 1, and terminating in the parish of Ledbury, in the county of Hereford, by a junction with the Great Western Railway, at the western extremity of the bridge, whereby the Great Western Railway is carried over the public highway leading from Ledbury to Bromyard; which intended Railway No. 3 will be situated within, or pass from, in, through, or into the following parishes, townships, and places, or some of them, that is to say:—Dymock, Kempsey, and Preston, in the county of Gloucester; Much Marcle, Little Marcle, Yatton, Donnington, and Ledbury, in the county of Hereford.

To enable the Company to purchase by compulsion, and also by agreement, land, houses, canals, 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 existing rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

To enable the Company to cross, divert, alter, or stop up, for the purposes of the intended Act, and either temporarily or permanently roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

To authorize the Company to stop up and discontinue the navigation of that portion of the Hereford and Gloucester Canal, now vested in the Great Western Railway Company, which lies between Dymock and Ledbury; and to appropriate and utilize for the purposes of the intended railways, all or any part of the said canal between the places aforesaid, freed and discharged from all duties, liabilities, and responsibilities connected with that part of the said canal, and to enter into and give effect to agreements between the Company and the Great Western Railway Company for the sale and purchase of that part of the said canal, and to authorize the Great Western Railway Company to sell the same and to substitute stock, either with or without a preference or priority, of that Company for the canal rent charge of £5,000 per annum, now payable under the Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870, to the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation.

The Act will authorise and give effect to contracts and arrangements between the Company, on the one hand, and the Great Western Railway