

purposes to be authorised by the intended Act, and to make other provision in lieu of the provisions so altered, amended, or repealed.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, and plans showing the lands which may be taken compulsorily under the powers of the intended Act, a book of reference to such plans, and an ordnance map with the lines of railway delineated thereon showing their general course and direction, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the several Clerks of the Peace following (that is to say):—As regards the works and lands in the East Riding of the county of York, with the Clerk of the Peace for that Riding at his office at Beverley; as regards the lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding at his office at Wakefield; and as regards the works and lands in the county of Durham, with the Clerk of the Peace for that county at his office in the city of Durham; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed works are intended to be made, or within which any lands proposed to be acquired compulsorily under the powers of the intended Act are situate, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And notice is hereby further given, that on or before the 21st 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 16th day of November, 1883.

*Geo. S. Gibb*, York, Solicitor.

*Sherwood and Co.*, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

East Herts Railway.

(Incorporation of Company; Powers to construct Railways to connect the Great Northern Railway at Enfield and Hertford with the Great Northern Railway at Broadwater, near Stevenage, and at Ashwell; compulsory purchase of Lands; Powers to levy Tolls and Rates; Power to pay Interest out of Capital; Running Powers over Railways or parts of Railways of the Great Northern Railway Company; Working and other Arrangements with Great Northern Railway Company; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "The Company"), and to enable the Company to make and maintain the railways, and other works or some part or parts thereof, following, in the counties of Middlesex and Hertford, with all necessary approaches, apparatus, sidings, stations, works and conveniences connected therewith respectively (that is to say):—

Railway No. 1, in the county of Hertford, commencing at a point in the parish of Hertingfordbury about 5 yards south of the River Maran or Mimran, and about 3 yards west of the rails of the Great Northern Railway Company's Hertford Branch, and terminating at a point in the parish of St.

John's, Hertford, about 3 yards north of the rails of the said Hertford Branch of the Great Northern Railway Company, and about 130 yards east of the booking office of the said Company at Hertford Station. The said Railway No. 1 forming with the said Hertford Branch between the said points a double line of railway.

Work No. 1A, in the county of Hertford, to widen the said Hertford Branch of the Great Northern Railway Company between the crossing of the River Maran, or Mimran, by the said branch, in the parish of Hertingfordbury, and the Hertford Station of the Great Northern Railway Company, in the parish of St. Andrew, Hertford; and to alter and improve the existing levels and gradients, and for that purpose to alter the levels of any road or footpath.

Railway No. 2, commencing in the county of Middlesex by a junction with the Great Northern Railway Company's Enfield Branch, at a point in the parish of Enfield about 200 yards south of the booking office of the said Great Northern Railway Company's Enfield Station, and terminating in the county of Hertford by a junction with the Hertford Branch of the Great Northern Railway Company at the point in the parish of Hertingfordbury above described as the commencement of the intended doubling by the construction of Railway No. 1.

Railway No. 3, in the county of Hertford, commencing by a junction with the Hertford Branch of the Great Northern Railway Company at the point in the parish of St. John's, Hertford, above described as the termination of the intended doubling by the construction of Railway No. 1, and terminating in the parish of Datchworth at a point about 160 yards due south of the "Three Horse Shoes" publichouse.

Railway No. 4, in the county of Hertford, commencing in the parish of Datchworth by a junction with Railway No. 3 at a point about 160 yards due south of the "Three Horse Shoes" publichouse, and terminating in the parish of Ashwell by a junction with the Hitchin and Cambridge Branch of the Great Northern Railway Company at a point about 700 yards east of where the said Hitchin and Cambridge Branch crosses the road leading from Ashwell Village to Slip End.

Railway No. 5, in the county of Hertford, commencing in the parish of Datchworth by a junction with Railway No. 3, at a point about 160 yards due south of the "Three Horse Shoes" publichouse, and terminating in the parish of Knebworth by a junction with the up road of the Great Northern Main Line, at a point about 150 yards north of the crossing of the said main line by a footpath leading from the "Roebuck Inn," Broadwater, to Knebworth Village.

Railway No. 6, in the parish of Knebworth, in the county of Hertford, commencing by a junction with Railway No. 5, at a point in or near to the western boundary of the high road leading from Woolmer-green to Broadwater, about 500 yards south of the "Roebuck Inn," and terminating by a junction with the down road of the Great Northern Main Line at a point about 150 yards north of the crossing of the said main line by a footpath leading from the "Roebuck Inn," Broadwater, to Knebworth Village.

All which said railways and works will pass from, through, or into the following parishes, townships, or places, or some or one of them