

- John Webb, of Luton, Bedford, straw plait dealer and bonnet manufacturer.
- James Gilbert, of No. 49, Paternoster Row, London, bookseller and publisher.
- George Spearman, of Leeds, York, silk mercer.
- Richard Dutton, of No. 4, Sambrook Court, Basinghall Street, London, wool broker.
- Thomas Richmond, of Peterborough, Northampton, builder.
- Thomas Sherlock, of No. 32, Lower Rosoman Street, Saint James, Clerkenwell, Middlesex, brush maker.
- George Wood, of No. 1, Trafalgar Place, Kentish Town, Middlesex, commission agent, lately trading at No. 69, Wood Street, Cheapside, London, with William Cullen Dennes, under the firm of Dennes and Wood, shirt and stock manufacturers.
- George Morton, of Leeds, York, paper stainer.
- Joseph Lowden, of Leeds, York, ironmonger.
- Dominick Frick Albert, now or late of Manchester, dealer in mathematical instruments.
- Charles Williams, of Liverpool, Lancaster, victualler and flour dealer.
- William Alexander, of Bath, Somerset, shirt maker and outfitter.
- James Lansdown Norton, of Birmingham, Warwick, stationer and print seller.
- John Lee, of Coventry, Warwick, watch manufacturer.
- Henry Hunt, of Derby, maltster.
- Benjamin Gimson and Josiah Gimson, of Leicester, engineers and millwrights.
- Jonathan Powell, of Lugwardine, Hereford, cattle dealer and farmer.
- Phoebe Maybury, of High Street, Worcester, hosier.
- Thomas Bowser, of Morpeth, Northumberland, linen and woollen draper.

YORK, NEWCASTLE, AND BERWICK RAILWAY, GREAT NORTH OF ENGLAND, CLARENCE & HARTLEPOOL JUNCTION RAILWAY, AND HARTLEPOOL DOCK AND RAILWAY.

(LEASE AND AMALGAMATION BILL.)

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for an Act to alter, amend, enlarge, repeal, and consolidate the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the York, Newcastle, and Berwick Railway Company, (lately called the York and Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company,) passed respectively in the fifth, sixth, seventh, ninth, tenth, and eleventh years of the reign of her present Majesty Queen Victoria, and the several Acts relating to the lately dissolved Company, called the Newcastle and Berwick Railway Company, passed respectively in the ninth, tenth, and eleventh years of the reign of her said Majesty, so far as such last-mentioned Acts are still unrepealed and now in force, (which dissolved Company is now united and consolidated with the York, Newcastle, and Berwick Railway Company,) and the several Acts relating to the Great North of England, Clarence and Hartlepool Junction Railway Company, passed in the first, fifth, sixth, seventh, eighth, and ninth years of the reign of her said present Majesty, and the several Acts relating to the Hartlepool Dock and Railway Company, passed in the second and fourth years of the reign of his late Majesty King William the Fourth, and in the third and fourth years of the reign of her said present Majesty.

And it is intended by the said Act so to be applied for, to authorise and empower the Hartlepool Dock and Railway Company, and the Great North of England, Clarence and Hartlepool Junction Railway Company respectively, or one of them, to lease to the York, Newcastle, and Berwick Railway Company the railways belonging to them, the said Hartle-

pool Dock and Railway Company, and the said Great North of England, Clarence and Hartlepool Junction Railway Company respectively, and all and singular the branches thereof, and all the estate, right, title, and interest, works, conveniences, and things in, about, or appertaining thereto, or connected therewith respectively, and the messuages, tenements, lands, hereditaments, and premises of and belonging to the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence and Hartlepool Junction Railway Company, or either of them, and all and singular the docks, tidal basins, quays, wharfs, shipping places, railways, waggon ways, or other ways, approaches, entrances, warehouses, walls, jetties, and other works of the said Hartlepool Dock and Railway Company, and all the estate, right, title, and interest, conveniences, and things in, about, or appertaining thereto, or connected therewith, and the lands in or upon which the same are respectively made, erected, and being, and all other their property and effects, and all the powers and privileges now vested in them, the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence and Hartlepool Junction Railway Company, or either of them, and to enable the said York, Newcastle, and Berwick Railway Company to take the same, and accept and complete such lease, and to exercise all the powers and privileges now vested in them, the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence and Hartlepool Junction Railway Company, and to enable the said York, Newcastle, and Berwick Railway Company to levy and receive the tolls, rates, and duties, now payable or authorized to be taken for or in respect of the said docks, railways, and works respectively belonging to the said Hartlepool Dock and Railway Company, and the Great North of England, Clarence and Hartlepool Junction Railway Company, and to alter, vary, and increase such tolls, rates, and duties, and to levy other and additional tolls, rates, and duties, and to amalgamate and unite the said docks, railways and works of the said Hartlepool Dock and Railway Company, and the Great North of England, Clarence and Hartlepool Junction Railway Company respectively, with the railways and works belonging to the said York, Newcastle, and Berwick Railway Company, and, if need be, to dissolve the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence and Hartlepool Junction Railway Company, or one of them. Dated the first day of November, one thousand eight hundred and forty-seven.

RICHARDSON & GUTCH, } York, }
HENRY NEWTON, } Solicitors.
JOHN BURRELL, Durham, }
THOMAS BELK, Hartlepool, }

YORK, NEWCASTLE, AND BERWICK RAILWAY.

DEVIATION AND ABANDONMENT OF PART OF THE THIRSK AND MALTON BRANCH.

NOTICE IS HEREBY GIVEN, that application is intended to be made to Parliament in the ensuing Session for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company (lately called the York and

Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company,) passed respectively in the 5th, 6th, 7th, 9th, 10th, and 11th years of the Reign of her present Majesty, and to enable the said York, Newcastle, and Berwick Railway Company to deviate or alter part of the York, Newcastle, and Berwick Railway, called the Thirsk and Malton Branch Railway, and to make and maintain the Railways, Branch Railways, and Works following, or some of them, with proper Works and Conveniences connected therewith, that is to say, a Railway commencing by a Junction with the present authorised Line of the said Thirsk and Malton Branch Railway in or near a Field belonging to Charles Gregory Fairfax, Esquire, and in the occupation of Robert Kilvington, at or near to the West Side of the Turnpike Road leading from York to Helmsley, near the Village of Gilling, in the Township and Parish of Gilling, in the North Riding of the County of York, thence passing from, in, through, or into the several Parishes, Townships, and Extra-Parochial or other Places following, or some of them, that is to say, Gilling, Grimstone, Cawton, Stonegrave, Yearsley, Oswaldkirk, Ampleforth, Ampleforth St Peter, Ampleforth Oswaldkirk or Oswaldkirk Quarter, Ampleforth Birdforth, Thorp-le-Willows, Byland, Byland cum Membris, Wass, Oldstead, Kilburn, High Kilburn, Low Kilburn, Newburgh, Coxwold, Angram, Angram Grange, Wildon, Wildon Grange, Thornton on the Hill, Baxby, Thornton with Baxby, Hushwaite, Carlton, Carlton-Hushwaite, Thormanby, Birdforth, Sessay, Hutton-Sessay, Brafferton, Helperby, Raskelf, and Easingwold, all in the said North Riding of the County of York, and terminating by a Junction with the Railway now or lately called the Great North of England Railway, near to where the Road leading from Raskelf to Boroughbridge is carried over the same Railway by a Bridge in the Township of Raskelf, in the Parish of Easingwold, in the said North Riding, and which Railway, now or lately called the Great North of England Railway, now forms part of the Main Line of the York, Newcastle, and Berwick Railway, and is in the occupation of and agreed to be purchased by the said York, Newcastle, and Berwick Railway Company. And also a Railway commencing by a Junction with the above mentioned intended Railway, at or near a Point marked A on the Plans thereof, to be deposited as hereinafter mentioned, in the Township of Raskelf, in the Parish of Easingwold, and terminating by a Junction with the said Railway, now or lately called the Great North of England Railway, near the Fifteenth and a Half Mile Post, (measured from York,) in the Township and Parish of Brafferton, and passing from, through, or into the several Parishes, Townships, and Extra-Parochial or other Places of Easingwold, Raskelf, and Brafferton, all in the said North Riding.

And it is also proposed by the said intended Act to enable the said York, Newcastle, and Berwick Railway Company to abandon and relinquish the construction of the following portions of the Line of their said Thirsk and Malton Branch Railway, namely, so much of the said Thirsk and Malton Branch Railway as is authorised to be made by the "Newcastle and Darlington Junction (Thirsk and Malton Branches) Railway Act, 1846," and lies between a Point marked twelve miles two fur-