



The London Gazette.

Published by Authority.

SATURDAY, NOVEMBER 1, 1845.

At the Court at *Buckingham-Palace*, the 8th day of *August* 1845,

PRESENT,

The *QUEEN'S* Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act, passed in the session of Parliament held in the sixth and seventh years of Her Majesty's reign, intituled "An Act to make better provision for the spiritual care of populous parishes," duly prepared and laid before Her Majesty in Council a scheme, bearing date the fifth day of August, in the year one thousand eight hundred and forty-five, in the words following, that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act, passed in the session of Parliament held in the sixth and seventh years of your Majesty's reign, intituled "An Act to make better provision for the spiritual care of populous parishes," have prepared, and now humbly lay before your Majesty in Council, the following scheme, for constituting a separate district for spiritual purposes out of the parish of Cheltenham, in the county of Gloucester, and in the diocese of Gloucester and Bristol.

"Whereas it is by the said Act enacted, that if at any time it shall be made to appear to us, that it would promote the interests of religion, that any part or parts of any parish or parishes, chapelry or chapelries, district or districts, of great extent, and containing a large population, and wherein, or in parts whereof, the provision for public worship and for pastoral superintendence is insufficient for the spiritual wants, of the inhabitants thereof, or

any extra-parochial place or places, or any part or parts thereof, should be constituted a separate district for spiritual purposes, it shall be lawful, by the authority in the same Act provided (that is to say, by a scheme prepared by us, and an Order issued by your Majesty in Council, ratifying such scheme), with the consent of the bishop of the diocese, under his hand and seal, to set out by metes and bounds, and constitute a separate district accordingly, such district not then containing within its limits any consecrated church or chapel in use for the purposes of divine worship, and to fix and declare the name of such district; and it is by the same Act provided, that the draft of any scheme for constituting any such district shall be delivered or transmitted to the incumbent and to the patron or patrons of the church or chapel of any parish, chapelry, or district, out of which it is recommended that any such district, or any part thereof, should be taken, in order that such incumbent, patron or patrons, may have an opportunity of offering or making to us, or to such bishop, any observations or objections upon or to the constituting of such district; and that such scheme shall not be laid before your Majesty in Council until after the expiration of one calendar month next after such copy shall have been so delivered or transmitted, unless such incumbent and patron or patrons shall, in the meantime, consent to the same; and it is by the same Act also provided, that in every such scheme for constituting any such district we shall recommend to your Majesty in Council that the minister of such district, when duly licensed according to the same Act, shall be permanently endowed, under the provisions of the same Act, to an amount of not less than the annual value of one hundred pounds; and also, if

such endowment be of less than the annual value of one hundred and fifty pounds, that the same shall be increased to such last-mentioned amount at the least, so soon as such district shall have become a new parish as thereafter provided :

“ And whereas the said parish of Cheltenham is of great extent, and contains a large population, and the provision for public worship and for pastoral superintendence therein is insufficient for the spiritual wants of the inhabitants thereof; and it has been made to appear to us, that it would promote the interests of religion, that the particular part of such parish hereinafter mentioned and described, such part not at present containing within its limits any consecrated church or chapel in use for the purposes of divine worship, should be constituted a separate district in manner hereinafter set forth :

“ Now, therefore, we humbly recommend and propose, with the consent of the Right Reverend James Henry Bishop of Gloucester and Bristol, in testimony whereof he has signed and sealed this scheme, that all that part of the said parish of Cheltenham, described in the schedule hereunto annexed,—all which part, together with the boundaries thereof, is delineated and set forth in the map or plan hereunto also annexed,—shall be constituted a separate district for spiritual purposes accordingly; and that the same shall be named, “ The District of Saint Peter, Cheltenham.”

“ And we further recommend and propose, that there shall be paid by us, in each and every year, to the minister for the time being of the district so recommended to be constituted, when duly licensed according to the said Act, the sum of one hundred pounds; and upon any building within such district, being duly licensed by the bishop of the diocese for the performance of divine service, according to the same Act, there shall be paid by us, in like manner, to such minister, the further sum of thirty pounds, making in the whole the sum of one hundred and thirty pounds; and that so soon as any church or chapel within such district shall have been duly approved by us, and consecrated as the church or chapel of such district, for the use and service of the minister and inhabitants thereof, and such district shall have thereupon become, according to the provisions of the same Act, a new parish for ecclesiastical purposes, there shall be paid by us, in each and every year, to the perpetual curate for the time being of such new parish, the sum of one hundred and fifty pounds; and that the said sum of one hundred pounds, one hundred and thirty pounds, or one hundred and fifty pounds, as the case may be, shall be paid by equal half-yearly payments on the first day of May and the first day of November in each and every year; and that the first such payment, or a proportionate part thereof, shall be made on the first day of May or of November next after the day of the date of the licence of such minister or of such building, or of the consecration of such church or chapel as aforesaid, as the case may be; and that in case a vacancy in the ministry

or perpetual curacy of such district or new parish shall happen on any other day than the first day of May or the first day of November, the amount payable shall be duly apportioned between and paid to the minister or the perpetual curate making the vacancy, or his personal representative or representatives, and the minister or the perpetual curate succeeding to such district or new parish.

“ And whereas it is by the said Act further enacted, that it shall be lawful, by the authority aforesaid, at any time to assign the right of patronage of any such district or new parish as aforesaid, and the nomination of the minister or perpetual curate thereof respectively, either in perpetuity; or for one or more nomination or nominations, to any ecclesiastical corporation, aggregate or sole, or to either of the Universities of Oxford, Cambridge, or Durham, or to any college therein respectively, or to any person or persons, or the nominee or nominees of such person or persons or body respectively, upon condition of such corporation, university, college, person or persons contributing to the permanent endowment of such minister or perpetual curate, or towards providing a church or chapel for the use of the inhabitants of such district or new parish, in such proportion, and in such manner, as shall be approved by the like authority :

“ And whereas certain persons, being the committee of a fund, called “ The Church Extension Fund,” have contributed and transferred to our account and into our names, in the books of the Governor and Company of the Bank of England, a sufficient sum of Three Pounds per Centum Consolidated Bank Annuities to produce the annual sum of fifty pounds towards such permanent endowment as aforesaid of the district of Saint Peter, Cheltenham, so herein recommended to be constituted as aforesaid; and such committee have also contributed and have deposited with us a sum of two thousand pounds, upon trust, to be expended upon the building of a church or chapel within the limits of the same district, and it has been agreed by the said committee, that such church or chapel, when erected and completed, shall be offered for approval by us, and for consecration as the church or chapel of the said district, for the use and service of the minister and inhabitants thereof; and whereas also a sum of two hundred and forty pounds has been deposited with us by the said committee, upon trust, to be applied in such manner as shall appear to us to be expedient, as a permanent fund, towards the repairs and maintenance of the fabric of such church or chapel :

“ And whereas the said committee have, by an instrument in writing under their hands, nominated to us the five several persons, hereinafter named and described, as trustees of the patronage in perpetuity of the said district and contemplated new parish, and of the right of nomination of the minister or perpetual curate thereof; and have, in and by the same instrument, proposed that

vacancies in the trusteeship of such patronage shall be filled up from time to time in manner hereinafter mentioned :

" We, therefore, further recommend and propose, that the patronage of the said district and new parish of Saint Peter, Cheltenham, and the right of nomination of the minister or perpetual curate thereof, shall be assigned in perpetuity to the Reverend Francis Close, perpetual curate of Cheltenham aforesaid, the Reverend John Browne, licensed curate of Trinity Church, in Cheltenham aforesaid, the Reverend Charles Bridges, vicar of Old Newton, in the county of Suffolk and diocese of Norwich, Percival White, of Clapham, in the county of Surrey, Esquire, and John Stuckey Reynolds, of Hampstead, in the county of Middlesex, Esquire, as trustees duly nominated to us for that purpose, and that such patronage and right of nomination shall for ever thereafter be exercised by the same persons, or the survivors or survivor of them, as such trustees, and by such future trustee or trustees, being a member or members of the United Church of England and Ireland, as shall from time to time be nominated by writing under the hands or hand of the trustees or trustee for the time being, or the major part of them, in the place and stead of any one or more of them who shall from time to time die, resign, or become incapable of acting; provided always, that the number of such trustees shall not at any time exceed five.

" And we further recommend and propose, that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Act, or of any other Act of Parliament.

" SCHEDULE.

" The district of SAINT PETER, CHELTENHAM, being—

" All that part of the parish of Cheltenham, in the county of Gloucester, and in the diocese of Gloucester and Bristol, situate on the northern side of the river Chelt, and on the western side of an imaginary line, commencing at a point (marked *a* on the map or plan hereunto annexed) in the middle of the Gloucester-road, where it crosses the said river, and thence extending towards the north east, along the middle of such road, as far as the middle of the Tewkesbury road, and thence eastward, along the middle of such last-mentioned road, to a point (marked *b* as aforesaid) opposite to the middle of a certain street or road called White Hart-row, and thence northward along the middle of such street or road, and of a certain new and unfinished street or road, situate at the western end of the Cheltenham workhouse, and called the 'Workhouse-road,' as far as the middle of a certain road called Maidenhorn-lane, and thence towards the north east along the middle of such last-mentioned road to a point (marked *c* as aforesaid) opposite to the middle of the road

leading to Marl-hill, and thence northward along the middle of such last-mentioned road, as far as the boundary of the said parish of Cheltenham."

And whereas the draft of the said scheme has been transmitted to the incumbent and to the patrons of the church of the parish out of which it is intended that the district therein recommended to be constituted shall be taken, pursuant to the said Act; and such incumbent and patrons have respectively consented to the said scheme:

And whereas the said scheme has been approved by Her Majesty in Council; now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same, and every part thereof, shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct, that this Order be forthwith registered by the Registrars of the two several registries of the diocese of Gloucester and Bristol, at Bristol and Gloucester.

Wm. L. Bathurst.

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 enlarge the powers and provisions of two Acts, passed in the eighth year of the reign of Her present Majesty, the one intituled "An Act for making a railway from a place, in the parish of Bole, in the county of Nottingham, near to the town and port of Gainsborough, to the town and port of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, with branches to the district or place called New Holland, and to the town of Market Rasen, to be called 'The Great Grimsby and Sheffield Junction Railway;'" the other intituled "An Act for making additional docks and other works at the haven of the town and port of Great Grimsby, and for amending the Acts relating to the said haven;" and in such Bill it is intended to authorize the amalgamation of the said railway and docks and other works, and to vest the same in one company, and to give to and confer upon such company all the powers, rights, and privileges at present possessed or which may be exercised by the Great Grimsby and Sheffield Junction Railway Company and the Grimsby Dock Company by virtue of such Acts, or otherwise; and it is intended to confer upon such amalgamated company the power of taking tolls, rates, and duties for the use of the railway, docks, and other works, vested in the said companies, or authorized to be constructed by such Acts, or by any other Act or Acts which may be hereafter passed; and for the purpose of such amalgamation it is intended, if necessary or desirable, to repeal the said Acts, or one of them, and to obtain other powers in lieu thereof, and to make any alterations which may be deemed

advisable in the rates, tolls, and duties by such Acts respectively authorized to be taken.—Dated this 21st day of October 1845.

Haywood, Bramley, and Gainsford,
Smith and Hinde,
Geo. Babb, } Solicitors.

Mitcham and South Western Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to make and maintain a railway, with all necessary and proper works and conveniences connected therewith, to commence at or near the Cricketer's Public House, at or near Mitcham Green, in the county of Surrey, and thence to pass from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places following, that is to say;—the parish of St. Peter and St. Paul Mitcham, the parish of St. Nicholas Tooting Graveney, the parish of St. Leonard Streatham, and the parish of All Saints Wandsworth, and to terminate at the London and South Western Railway, at a point situated between the tram road and the bridge over the said railway leading from Tooting to Wandsworth.

And it is intended to apply for power, in the said Act, to deviate in the construction of such railway, and other works, from the line or situation thereof as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to stop up, alter, vary, or divert such highways, turnpike and other roads, railways, passages, rivers, streams, brooks, and watercourses within the parishes and places hereinbefore mentioned as it may be necessary to stop up, alter, vary, or divert, for the purpose of constructing the said railway, and the works connected therewith respectively.

And it is proposed, by the said Act, to incorporate a company for the purpose of making and maintaining the said intended railway, with powers for the compulsory purchase of lands, houses, tenements, and hereditaments required for that purpose, and to levy tolls, rates, or duties upon or in respect of the said intended railway, or works connected therewith; and also with power to lease and sell the said railway.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and works, and the lands and hereditaments proposed to be taken for the purposes thereof, together with books of reference, containing the names of the reputed owners, lessees, and occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November next, with the Clerk of the Peace for the county of Surrey, at his office, in the parish of St. Mary, Lambeth, in the said county of Surrey; and a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes, in or through which the said railway and works

will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his place of abode.—Dated this 20th day of October 1845.

Timothy Tyrrell, Guildhall, London.

Sheffield and Lincolnshire Junction Railway.

WHEREAS notices were duly published in the month of November last, in the London Gazette, the Sheffield and Rotherham Independent, the Nottingham Journal, the Derbyshire Courier, the Lincoln, Rutland, and Stamford Mercury, and the Lincoln Standard newspapers, that application was intended to be made in the then next ensuing session of Parliament, for leave to bring in a Bill "to incorporate a company, and to give to such company power to make and maintain a railway, commencing by a junction with the Sheffield, Ashton-under-Lyne, and Manchester railway, at or near Osborne-street, in the township of Brightside Bierlow, in the parish of Sheffield, in the west riding of the county of York, and to terminate at or near a place known by the name of Whinleys, otherwise Welham Whinleys, in the township or hamlet of Welham, in the parish of Claborough, otherwise Claborough, in the county of Nottingham, and thence by means of two diverging communications or branches, one of such communications or branches to commence by a junction with the said main line, at or near the said place known by the name of Whinleys, otherwise Welham Whinleys, in the said township or hamlet of Welham, in the said parish of Claborough, otherwise Claborough, and to terminate at or near the port of Gainsborough, otherwise Gainsburgh, upon or near the bank or wharf on the west side of the river Trent, in the parish of Beckingham, in the said county of Nottingham; and the other of such communications or branches to commence by another junction with the said main line, at or near the said place known by the name of Whinleys, otherwise Welham Whinleys, and to terminate at or near the High-street, in the parish of Saint Mark, in the city of Lincoln, and county of the same city:

And also to make and maintain a branch railway from and out of the said intended main line of railway, in the parish of Handsworth, in the west riding of the said county of York, to join the Midland Railway, otherwise called the North Midland Railway, in the parish of Beighton, in the county of Derby:

And also to make and maintain another branch railway from and out of the said intended main line of railway, in the parish of Aston-cum-Aughton, otherwise Aston with Aughton, in the west riding of the said county of York, also to join the said Midland Railway, otherwise called the North Midland Railway, in the said parish of Aston-cum-Aughton, otherwise Aston with Aughton."

And whereas such application was made in pursuance of the aforesaid notices, and the Bill for making the said railway (save and except the said diverging communication or branch commencing by a junction with the said main line, at

or near the said place known by the name of Whinleys, otherwise Welham Whinleys, in the said township or hamlet of Welham, in the said parish of Clarbrough, otherwise Clareborough, and terminating at or near the High-street, in the parish of Saint Mark, in the said city of Lincoln and county of the same city) was ordered by the House of Commons to be engrossed, but by reason of the termination of the said session, no further proceedings were had thereon:

Now, notice is hereby given, that it is intended in the next session of Parliament to present a petition to the House of Commons for leave to re-introduce the said Bill so ordered to be engrossed, and to proceed to pass the same into a law, with such modifications therein as to Parliament may seem meet.—Dated this tenth day of October 1845.

Smith and Hinde,
Haywood, Bramley, and Gains- } Joint
ford, } Solicitors,
Sheffield.

Direct London and Portsmouth Railway.

Notice of Intention to present Petition for Re-introduction of Bill in the ensuing Session.

WHEREAS a Bill was depending in the Right Honourable the House of Lords at the close of the last session, intituled "An Act for making a railway from the Croydon and Epsom Railway, at Epsom, to the town of Portsmouth, to be called the Direct London and Portsmouth Railway."

And whereas, in compliance with the Standing Orders of Parliament, notices were duly given, in the month of November one thousand eight hundred and forty-four, of the intention to apply to Parliament in the said last session for such Bill, which notices contain the names of the parishes, townships, and extra-parochial places from, in, through, or into which the said railway is intended to pass, and also stated the time and place of deposit of the plans and sections of the said railway, and of the books of reference thereto, at the offices of the several Clerks of the Peace of the several counties, and with the parish clerks of the several parishes through which such railway would be made:

And whereas such plans, sections, and books of reference were duly deposited at the offices of the several Clerks of the Peace following, viz. for the county of Surrey, at Lambeth; for the county of Sussex, at Lewes; and for the county of Southampton, at Winchester, on or before the thirtieth November one thousand eight hundred and forty-four, and with the parish clerks of such several parishes on or before the thirty-first December one thousand eight hundred and forty-four:

Notice is hereby given, that it is the intention of the promoters of the said Bill to present a petition for the re-introduction of such Bill in the ensuing session, and to proceed with the same as authorized by the resolutions of both Houses of Parliament, with respect to Bills pending in either House at the close of the last session.—Dated this first day of October 1845.

Burchell, Kilmour, and Parson, Parliament-
street, London.

London and York Railway Bill.

Notice of the intention to re-introduce the above-named Bill into Parliament.

WHEREAS a Bill was pending in the Right Honourable the House of Lords, on the termination of the last session of Parliament, intituled "An Act for making a railway from London to York, with branches therefrom, providing for the counties of Hertford, Bedford, Huntingdon, Northampton, Rutland, Nottingham, and the three divisions of the county of Lincoln, a railway communication with London and York, and with the manufacturing districts of Yorkshire and Lancashire, to be called 'The Great Northern Railway.'"

And whereas, in compliance with the Standing Orders of Parliament, there were duly inserted in the London Gazette of the 16th, the 21st, and the 28th days of November 1844, and also in newspapers published between the 14th of November and the 1st day of December 1844, in the counties of Middlesex, Hertford, Bedford, Cambridge, Northampton, Lincoln, Nottingham, and York, notices of the intention to apply to Parliament, in the then ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to make and maintain a main trunk railway, with all proper works, stations, and conveniences connected therewith, commencing at or near the parish of Saint Pancras, in the county of Middlesex, and passing through certain parishes, townships, and extra-parochial places (specified in the said notices) in the counties of Middlesex, Hertford, Bedford, Huntingdon, Northampton, Rutland, Lincoln, Nottingham, and York, and terminating by a junction with the Great North of England Railway, at or near the York Railway station, in the ainsty of the city of York.

And also power to make and maintain a main branch railway, with all proper works connected therewith, and smaller or side branches issuing therefrom, which main branch should diverge from the before-mentioned main line of railway in the liberty of Peterborough, in the county of Northampton, and passing through certain places (specified in the said notices) in the counties of Northampton, Lincoln, Nottingham, and York, and should terminate by a junction with the said main line of railway, in the township of Bawtry, in the parish of Blyth, in the west riding of the county of York.

And also power to make and maintain another main branch railway, with all proper works connected therewith, and a smaller or side branch issuing therefrom, which main branch should diverge from the said first-mentioned main line of railway at the north end of the town of Bawtry, in the said parish of Blyth, and passing thence through several places (specified in the said notices) in the counties of Nottingham and York, should terminate by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, in the parish of Sheffield, in the west riding of the county

of York, and by another junction with the Midland Railway, in the parishes of Rotherham and Whiston, or one of them.

And also power to make and maintain another main branch railway, with all proper works, diverging from the said main trunk railway, in the parish of Arksey, in the west riding of the county of York, passing through the several places in that county (specified in the said notices), and terminating by a junction with the Manchester and Leeds Railway, at the Wakefield station thereof, in the parish of Wakefield, with a smaller or side branch to join the Midland Railway, near the Oakenshaw station thereof.

And also power to make another branch railway, which, diverging from the main trunk railway, in the parish of Sandy, in the county of Bedford, and passing through certain parishes in the same county (specified in the said notice), should terminate in the parish of Saint Cuthbert or Saint Peter, in the town of Bedford.

And also power to make another branch railway, commencing in the liberty of Peterborough, and terminating in the borough of Stamford.

And another branch railway, in the parishes of Arksey, Bentley with Arksey, and Doncaster, in the west riding of the county of York.

And another branch railway, to join the Hull and Selby Railway, at or near the station thereof, in the parish of Selby.

And whereas leave was given to introduce the said Bill into Parliament accordingly; and the said Bill contained, beside the powers before-mentioned, power to alter, amend, and enlarge an Act, passed in the session of Parliament held in the twenty-second and twenty-third years of the reign of King Charles the Second, intituled "An Act for improving the navigacion betweene the towne of Boston and the river Trent," and for reducing the tolls authorized to be received under the said Act; and the said Bill also contained power to alter, amend, and enlarge Acts touching the navigation and drainage by the river Witham, passed in the fifty-second year of the reign of King George the Third, and in the seventh and tenth years of the reign of King George the Fourth.

And the said Bill also contained power to levy tolls, rates, or duties for the use of the said railway and branches; and also the usual powers for the purchase of lands, houses, and other property compulsorily, and for the varying or extinguishing of all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of the railway or branches.

And whereas duplicate plans and sections, describing the line and levels of the said intended railways and branches, and the lands to be taken for the purposes thereof, 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, are deposited, for public inspection, at the respective offices of the several Clerks of the Peace for the several counties, ridings, and divisions hereinafter mentioned, viz. for the county of Middlesex, at Clerkenwell Sessions House, in the said county; for the county of

Hertford, at Saint Albans; for the county of Bedford, at Bedford; for the county of Cambridge, at Cambridge; for the county of Huntingdon, at Saint Ives; for the county of Northampton, at Northampton; for the county of Rutland, at Oakham; for the Holland division of the county of Lincoln, at Spalding; for the Kesteven division of the said county of Lincoln, at Sleaford; for the Lindsey division of the said county of Lincoln, at Spilsby; for the city and county of the city of Lincoln, at Lincoln; for the county of Nottingham, at Newark-upon-Trent; for the west riding of the said county of York, at Wakefield; for the east riding of the said county of York, at Beverley; for the north riding of the said county of York, at Northallerton; and for the county of the city of York, at York.

And whereas whilst the said Bill was in the Committee of the Honourable the House of Commons, the said Committee was instructed to divide the same, and did accordingly divide the same into three Bills, by removing from the original Bill the power to make the before-mentioned branches to Sheffield and to Wakefield, and by making each of the said branches the subject of a separate Bill.

And whereas the London and York Railway Bill passed the Honourable the House of Commons with the above-mentioned alteration, and with various amendments and additions, and was read a first time in the Right Honourable the House of Lords, and is now pending in the said House as aforesaid.

And whereas the said Bill authorizes the company thereby incorporated (subject to the provisions in the said Bill, and in the Companies' Clauses Consolidation Act, 1845, the Lands' Clauses Consolidation Act, 1845, and the Railway Clauses Consolidation Act, 1845, contained) to make and maintain the said railway branches and works in the line and upon the lands delineated on the plans, and described in the books of reference so deposited as aforesaid (excepting the said branches from Bawtry to Sheffield, and from Doncaster to Wakefield), and to enter upon, take, and use such of the said lands as shall be necessary for such purpose.

And the said Bill proposes to enact, that the said railway shall commence in the parish of Saint Pancras, in the county of Middlesex, at or near a certain place called King's-cross, and shall pass through the following places (that is to say); Saint Pancras, Saint Mary Islington, Hornsey, Tottenham, Edmonton, Fryern Barnet, Hadley otherwise Monken Hadley, Enfield, and South Mimms, in the county of Middlesex; East Barnet, North Mimms, Hatfield otherwise Bishop's Hatfield, Digswell, Welwyn, Datchworth, Knebworth, Stevenage, Great Wymondeley otherwise Much Wymondeley, Little Wymondeley, Ippollits, Hitchin, Walsworth, and Ickleford, in the county of Hertford; Holywell otherwise Holwell, Arsley, Shitlington, Henlow, Clifton, Langford, Holme, Southill, Stanford, Broome Old Warden, Hill, Biggleswade, Holme, Northill, Upper Caldecot, Lower Caldecot, Sandy otherwise Saint-Swithin Sandy, Beeston, Girtford, Blunham, Tempsford,

Everton-cum-Tetworth, and Little Barford, in the county of Bedford; Everton-cum-Tetworth, Everton, Eynsbury, Saint Neots, Great Paxton, Offord Darcey, Offord Cluney, Buckden, Godmanchester otherwise Gunnecester, Brampton, Saint Mary's Huntingdon; Saint John the Baptist Huntingdon, Abbotts Ripton-cum-Wennington, Wennington, Great Stukeley, Woodwalton, Sawtry Saint Judith, Sawtry Moigne otherwise Sawtry All Saints, Sawtry Beam otherwise Sawtry Saint Andrew, Connington, Glatton-cum-Holme, Holme, Glatton, Denton, Caldecot, Stilton, Yaxley, Farcett, Fletton, and Woodstone, in the county of Huntingdon; Saint John the Baptist Peterborough, Dogsthorpe, Paston Walton, Werrington, Marholme otherwise Marham, Helpstone, Ufford Ashton, Barnack, Pilsgate, Bainton, Etton, Etton-cum-Woodcroft, Glington, Peakirk, and Maxey, in the liberty of Peterborough, in the county of Northampton; Essendine, in the county of Rutland; Tallington, Uffington, Casewick, Barholme, Greatford, Bracebrough, Carlby, Careby, Little Bytham, Creeton, Swayfield, Swinstead, Corby, Burton Coggles, Bitchfield, Bassingthorpe-cum-Westby, Westby Boothby otherwise Boothby Pagnall, Great Ponton otherwise Great Paunton, Little Ponton otherwise Little Paunton, Somerby, Grantham, Spittlegate, Houghton and Walton, Harrowby, Manthorpe otherwise Manthorpe-cum-Little Gonerby, Great Gonerby, Belton, Syston, Barkston, Marston, Hougham, Westborough, Dry Doddington, Stubton, and Claypole, in the parts of Kesteven, in the county of Lincoln; Balderton, Newark-upon-Trent, South Muskham, North Muskham, Cromwell, Norwell, Willoughby, Carlton-on-Trent, Sutton-on-Trent, Normanton-on-Trent, Marnham, Grassthorpe, Fledborough, Darlton, East Markham, Askham, East Drayton, Headon-cum-Upton, Eaton, Ordsall, West Retford, Babworth, Sutton-cum-Lound, Sutton, Lound, Blyth, Barnby-moor, Torworth, Ranskill, Scrooby, Harworth, Martin, Everton, and Scaftworth, in the county of Nottingham; Blyth, Bawtry, Austerfield, Rossington, Cantley, Doncaster, Loversall, Long Sandall-cum-Wheatley, Langthwait with Tilts, Warmsworth, Arksey, Bentley with Arksey, Owston, Burghwallis, Barnby Dunn, Thorpe in Balne, Campsall, Moss, Fenwick, Snaith, Balne, Pollington, Heck, Hensall, Birkin, Templehurst, Brayton, Burn, Selby, Acaster Selby, and Stillingfleet, in the west riding of the county of York; Wistow and Cawood, in the liberty of Wistow Cawood and Otley, in the west riding of the county of York; Acaster Malbis, Bishopthorpe, Saint Mary Bishophill Junior otherwise Saint Mary Bishophill Junior with Upper Poppleton and Copmanthorpe, Saint Mary Bishophill Senior, Middlethorpe, Holy Trinity Micklegate, Dringhouses, lying within the county of the city of York and the ainsty of the same city, in the west riding of the county of York, and north riding of the county of York, or one of them; and shall terminate by a junction with the Great North of England Railway, at or near the York Railway station, in the said parishes of Saint Mary Bishophill Junior otherwise Saint Mary Bishophill

Junior with Upper Poppleton and Copmanthorpe, and Holy Trinity Micklegate, some or one of them.

That the said branch railway to Boston, and thence to Lincoln, Gainsborough, and Bawtry, shall commence by a junction with the said main line of railway in the parish of Marholme otherwise Marham, in the liberty of Peterborough, in the county of Northampton, and shall pass through the following places (that is to say), Marholme or Marham, Dogsthorpe, Glenton, Maxey, and Peakirk, or some of them, in the liberty of Peterborough, in the county of Northampton; Deeping Saint James otherwise East Deeping, Deeping-fen, Billinglhay, Dogdyke, Timberland, Martin, Blankney, Metheringham, Dunston, Nocton, Potterhanworth, Brantson, Washingborough, Heighington, Canwick, Stowe, Saxelby, Bentham, and Skellingthorpe, in the parts of Kesteven, in the county of Lincoln; Crowland, Deeping-fen, Spalding, Pinchbeck, Surfleet, Gosberton, Sutterton, Algarkirk otherwise Alderchurch, Fosdyke, Fosdyke-fen, Kirton, Swineshead, Brothertoft, Frampton, Wyberton, Boston, Skirbeck, Skirbeck Quarter, Coningsby, Langreville otherwise Langrick Fille, and Frithville, in the parts of Holland, in the county of Lincoln; Sibsey, Frithville, Frith-bank, Coningsby, Langreville otherwise Langrick Ville, Kirton, Fishtoft, Kirkstead, Woodhall, Thimbleby, Dogdyke, Tattershall, Tattershall Thorpe, Thornton otherwise Thornton-le-Fen, Edlington, Stixwold, Horsington, Bucknall, Southrey, Bardney, Fiskerton, Cherry Willingham, Greetwell, Canwick, Burton, Saxilby otherwise Saxelby-cum-Ingleby, Torksey, Hardwick, Brampton, Stowe, Marton, Gate Burton, Knaith, Lea, and Gainsburgh, in the parts of Lindsey, in the county of Lincoln; Saint Botolph, Saint Peter at Gowts, Saint Mark, Saint Mary-le-Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, the liberty of the Monks, Fossdyke-banks, and Witham-banks, in the city of Lincoln and county of the same city, or the liberties thereof; Saxilby otherwise Saxelby-cum-Ingleby, Saundby, Beckingham, Walkeringham, Gringley on the Hill, Everton, and Scaftworth, in the county of Nottingham; and Blyth and Bawtry, in the west riding of the county of York; and shall terminate by a junction with the said main line of railway in the township of Bawtry, in the said parish of Blyth.

And that it shall be lawful for the company to make and construct a branch railway, commencing by a junction with the said main branch, at or near a road called the Green-lane, in the said parish of Boston, passing through the following places; namely, Boston, Skirbeck, and Skirbeck Quarter, and terminating in Skirbeck Quarter aforesaid, at the shipping quay there.

And also a branch railway, commencing by a junction with the said main branch, at or near the point where the same crosses the turnpike road in the said parish of Beckingham, and terminating at the river Trent, in the same parish.

And also a branch railway, commencing by a junction with the said main line of railway, at or

near the point where the same crosses the river Don, in the township of Bentley with Arksey, and passing through the following places; namely, Arksey, Bentley with Arksey, and Doncaster, and terminating at a place called Crimpsall, in the parish of Doncaster.

And also a branch railway, commencing by a junction with the said main line of railway, at or near the point where the same passes the parish boundary between the said parishes of Brayton and Selby, and passing through the said parish and township of Selby, and terminating by a junction with the Hull and Selby Railway, at or near the railway station there.

And also a branch railway, commencing by a junction with the said main line of railway, where the same crosses the town street of Selby aforesaid, passing in and through the said parish and township of Selby, and terminating by a junction with the said Hull and Selby Railway, at or near the said railway station.

That the said branch railway to the borough of Stamford shall commence by a junction with the said main line of railway, in the parish of Bainton, in the said liberty of Peterborough, and shall pass through the following places (that is to say), Bainton, Maxey, Barnack, Pilsgate, Ufford, Ash-ton, Saint Martin, and Stamford Baron, in the liberty of Peterborough; Tallington, Uffington Saint George, and All Saints, in the borough of Stamford, in the parts of Kesteven, in the county of Lincoln; and shall terminate in the parish of All Saints, in the said borough of Stamford.

That the said branch railway to Bedford shall commence by a junction with the said main line of railway, in the said parish of Sandy, and shall pass through the following places (that is to say), Sandy otherwise Saint Swithin Sandy, Becston, Girtford, Blunham, Northill, Muggershanger otherwise Moggerhanger with Charlton, Willington, Cople, Cardington, Eastcots, Goldington, Saint Cuthbert's Bedford, Saint Peter's otherwise Saint Peter Martin Bedford, Saint Mary's Bedford, and Saint Paul Bedford, in the county of Bedford; and shall terminate at or near a street called Back-street, in the said parish of Saint Cuthbert.

And that of the two alternative lines of railway laid down on the said plans between the parish of Hitchin, in the county of Hertford, and the parish of Sandy, in the county of Bedford, the line passing in or through the parishes or hamlets of Hitchin, Walsworth, Ickleford, Holywell or Holwell, Arlsey, Henlow, Langford, Holme, Biggleswade, Caldecot, Beeston, Northill, and Sandy, shall be the line to be adopted for the purposes of the railway.

Notice is hereby given, that it is intended to present a petition to the Honourable the House of Commons, in the next session of Parliament, for the re-introduction into that House of a London and York Railway Bill, the same in every respect as the said London and York Railway Bill when it

was read a third time and passed by the said House; and as it was pending in the Right Honourable the House of Lords at the close of the last session, and also to proceed with the same Bill as authorised by the resolutions of both Houses of Parliament with respect to Bills pending in either House at the close of the last session.—Dated 13th October 1845.

Baxter, Rose, and Norton, 3, Park-street, Westminster.

Burchell, Kilgour, and Parson, 47, Parliament-street.

R. and E. Baxter, Doncaster.

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 supplying and lighting with gas the town and borough of Stockton, and the parish of Norton, in the county of Durham, and the town of South Stockton, in the township of Thornaby, in the parish of Stainton, in the north riding of the county of York, and for supplying the inhabitants thereof with gas; and for enabling the said company to lay pipes and mains in the several streets, roads, lanes, alleys, and places therein; and to raise, levy, and collect rates or rents for the use of the gas and apparatus to be supplied by the said company; and also for obtaining all such other powers, rights, and privileges as may be requisite or necessary for carrying into effect the purposes aforesaid.

And notice is hereby further given, that it is intended by the said Bill to apply for powers enabling the company, so proposed to be incorporated, to purchase or to rent, or take on lease, and work and use the gasometers, pipes, and other works and apparatus now belonging to "The Stockton Gas Light and Coke Company," and to enable such last-mentioned company to sell or lease the same; and, for the purposes aforesaid, to alter, amend, or repeal the provisions of an Act, passed in the third year of the reign of His late Majesty King George the Fourth, intituled "An Act for lighting with gas the town and borough of Stockton, in the county of Durham;" and to alter the existing rates, rents, and charges authorized by the said Act to be collected, and to extinguish exemptions from the payment of rates, rents, and charges, and other rights and privileges.—Dated this twenty-seventh day of October 1845.

W. C. Newby, Solicitor, Stockton.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills for altering and amending an Act, passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for the more easy and speedy recovery of small debts within the city and county of the city of Exeter."—Dated the twenty-seventh day of October 1845.

John Daw.

Blackburn and Preston Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of an Act, passed in the seventh year of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from the town of Blackburn to the North Union Railway, in the township of Farrington, near Preston, all in the county of Lancaster;" and also the powers and provisions of another Act, passed in the last session of Parliament, intituled "An Act for altering the line of the Blackburn and Preston Railway, and for amending the Act relating thereto."

And it is intended to take power to make and maintain a branch railway, with all necessary works and conveniences connected therewith, commencing by a junction with the line of the said Blackburn and Preston Railway, in the township and parish of Blackburn, and terminating at or near to a certain street, called Dale-street, in the township and parish of Blackburn aforesaid, all in the said county of Lancaster.

And it is also proposed to take powers by the said Act for the construction of a station at the terminus of the last-mentioned branch, with certain approaches thereto, at or near the town of Blackburn aforesaid.

And it is also intended to take power to make and maintain a branch railway, with all necessary works and conveniences connected therewith, commencing by a junction with the line of the said Blackburn and Preston Railway, in the township of Walton-le-dale, and parish of Blackburn, and terminating by a junction with the North Union Railway, in the township and parish of Penwortham; which said branch railway and the works and conveniences connected therewith, are intended to pass from, in, through, or into, or to be situate within the several parishes, townships, and extra-parochial, or other places of Blackburn, Walton-le-dale, and Penwortham, all in the said county of Lancaster.

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

And it is further proposed by the said Act to authorize the said Blackburn and Preston Railway Company to levy tolls, rates, and duties in respect of the said intended railway branches, and other works before mentioned, and to grant exemptions from the payment of such tolls, rates, and duties, and also to purchase and take, by compulsion or

otherwise, lands, houses, and other buildings for the several purposes aforesaid, or some of them, and to vary or extinguish all existing rights or privileges connected with such lands, houses, and other buildings, or which would in any manner impede or interfere with the execution of the several purposes aforesaid, and to confer other rights and privileges; and also to enable the said Blackburn and Preston Railway Company to raise a further sum of money for the purposes aforesaid, and for the general purposes of the said undertaking.

And notice is hereby further given, that it is intended by such Act or Acts to authorize and empower the union and consolidation into one company of the said Blackburn and Preston Railway Company, and of the East Lancashire Railway Company, and to vest in such united company all the capital, stock, property, estate, and effects, rights, powers, privileges, and authorities which may at the passing of the said intended Act or Acts, or at any other time belong to or be vested in the said Blackburn and Preston Railway Company, or the said East Lancashire Railway Company, and to enable such united company to hold, exercise, and enjoy all such rights, powers, privileges, and authorities as aforesaid; and, for the purposes aforesaid, it is intended to alter, amend, and enlarge some of the powers and provisions of the several Acts relating to the said East Lancashire Railway Company, passed respectively in the eighth and ninth years of the reign of Her present Majesty, and respectively intituled "An Act for making a railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called 'The Manchester, Bury, and Rossendale Railway,' an Act for extending the Manchester, Bury, and Rossendale Railway to the towns of Blackburn, Burnley, Accrington, and Colne," and "An Act for amending the Act relating to the Manchester, Bury, and Rossendale Railway."

And notice is hereby also given, that plans and sections of the said intended new works, together with a book of reference to such plans, describing the reputed owners, lessees, and occupiers of the lands and other buildings to be taken for the purposes thereof, will be deposited, for public inspection, on or before the thirtieth day of November, in this present year, with the Clerk of the Peace of the county of Lancaster, at his office, at Preston; and copies of so much of the said plans, sections, and books of reference as relate to the said parishes, in and through which the intended works will pass and be made, will be deposited, for public inspection, with the parish clerks of the said parishes, at their respective places of abode, on or before the thirty-first day of December next.—Dated the twenty-eighth day of October 1845.

Neville and Ainsworth, Solicitors to the said Blackburn and Preston Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorise the construction and maintenance of a railway, together with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the line of the London and Birmingham Railway, in the parish of Rugby and county of Warwick, and terminating by a junction with the line of the Syston and Peterborough branch of the Midland Railway, as at present authorised to be made, in the parish of South Luffenham and county of Rutland; which said railway, and other works connected therewith, are proposed to pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Rugby, Churchover, Brownsover, Newton, Biggin and Clifton, in the county of Warwick; Cathorpe, Swinford, West-erill and Starmore, South Kilworth, North Kilworth, Husbands Bosworth, Theddingworth, Lubenham, Bowden Magna otherwise Great Bowden, Market Harborough, Saint Mary in Arden, Church Langton, Thorpe Langton, Welham, Slawston, Medbourne, Drayton, Brighthurst, and Easton Magna otherwise Great Easton, in the county of Leicester; Lilbourne, Stanford, Claycoton, Wel-ford, Marston Trussel, Thorpe Lubenham, East Farndon, Bowden Parva otherwise Little Bowden, Saint Mary in Arden, Dingley, Sutton Bassett, Weston, Brampton Ash, Stoke Albany, Ashley, Wilbarston, East Carlton, Cottingham, Middleton, Gretton, Thorpe-by-Water, and Harringworth, in the county of Northampton; and Caldecot, Seaton, Lyddington, Thorpe-by-Water, Barrowden, Morcot, North Luffendham, and South Luffenham, in the county of Rutland.

And it is also intended, by such Act or Acts, to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the afore-said parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

And it is also intended, by such Act or Acts, either to enable the London and Birmingham Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands so 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 undertaking, and to confer other rights and privileges.

And it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the said London and Birmingham Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said London and Birmingham Railway Company and the company which may be so incorporated as hereinbefore mentioned.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessées, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon; with the Clerk of the Peace for the county of Northampton, at his office in Northampton; with the Clerk of the Peace for the county of Rutland, at his office in Oakham; and with the Clerk of the Peace for the county of Leicester, at his office in Leicester; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.—Dated this thirtieth day of October 1845.

*Parker, Hayes, Barnwell, and
Twisden, 1, Lincoln's Inn
Fields,
Saml. Carter, Birmingham,* } Solicitors:

Glasgow, Dumfries, and Carlisle Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts for making and maintaining the following railways, or some of them, or some part or parts thereof respectively, with all proper works and conveniences connected therewith, viz.—First, a railway diverging from and out of the extension line of the Glasgow, Paisley, Kilmarnock, and Ayr railway, authorized by an Act relating to the said railway passed in the last session of Parliament, at or near to its southern termination at Horsecleugh, in the parish of Old Cumnock, in the county of

Ayr, and terminating by a junction with the Caledonian Railway at or near to the point where the said railway is authorised to cross the river Sark, in the parish of Gretna, in the county of Dumfries, and passing from, through, or into the parishes, townships, burghs, or other places of Old Cumnock and New Cumnock, in the county of Ayr, and of Kirkconnel, Sanquhar, Durrisdeer, Morton, Closeburn, Kirkmahoe, Dunscore, Holywood, Dumfries, Saint Michael's of Dumfries, New Church of Dumfries, Torthorwald, Mousewald, Dalton, Ruthwell, Cummertrees, Annan, Dornoch and Gretna, in the county of Dumfries, or some of them. Second, a railway diverging from and out of the said intended railway above described, at or near to the burgh of Sanquhar, in the parish of Sanquhar, in the county of Dumfries, and terminating by a junction with the Caledonian Railway, at or near to the confluence of the Duneaton Water with the river Clyde, in the parishes of Crawfordjohn, Wiston and Robertson united, and Wandell and Lammingtoun united, or some or one of them, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or other places of Sanquhar and Kirkconnel, in the county of Dumfries, and Crawfordjohn, Wiston and Robertson united, and Wandell and Lammingtoun united, in the county of Lanark, or some of them. Third, a railway diverging from and out of the intended railway first above described, in or near to the burgh of Dumfries, and terminating at or near to Arbigland, or to Southernness Point, both in the parish of Kirkbean, in the stewartry of Kirkcudbright, and passing from, through, or into the parishes, townships, burghs, or other places of Dumfries, St. Michael's of Dumfries, and New Church of Dumfries, in the county of Dumfries, and of Troqueer, New Abbey, and Kirkbean, in the stewartry of Kirkcudbright, or some of them. Fourth, a railway to connect the intended railway first above described with the intended railway last above described, commencing and terminating in or near to the burgh of Dumfries, and passing from, through, or into the parishes, townships, burghs, or other places of Dumfries, St. Michael's of Dumfries, and New Church of Dumfries, in the county of Dumfries, or some or one of them. Fifth, a railway diverging from and out of the intended railway first above described, at or near to where the same will pass Kilhead, in the parish of Cummertrees, in the county of Dumfries, and passing through and terminating in the said parish and county, at or near to the Lime Quarries at Kilhead. Sixth, a railway diverging from and out of the said intended railway first above described, in or near to the burgh of Annan, in the parish of Annan, in the county of Dumfries, and passing from and through and terminating in the parish or burgh of Annan, at or near to the harbour of Waterfoot of Annan. Seventh, a railway diverging from and out of the said intended railway first above described, at or near to Springfield, in the parish of Gretna, in the county of Dumfries, and terminating at or near to the church of Canobie, in the parish of Canobie, in

the county of Dumfries, and passing from, through, or into the parishes, townships, burghs, and extra-parochial or other places of Gretna and Canobie, in the county of Dumfries and Kirk Andrews on Esk, Kirk Andrews Nether, and Kirk Andrews Middle, in the county of Cumberland, or some of them. Eighth, a branch railway diverging out of and from the intended railway last above described, at or near to Newton, in the parish of Canobie, in the county of Dumfries, and passing through and terminating in the said parish and county at or near to Canobie Colliery. Ninth, a railway to connect the intended railway, seventhly above described, with the Caledonian Railway, commencing and terminating at or near to Springfield, in the parish of Gretna, in the county of Dumfries, and passing exclusively through the said parish and county. Tenth, a railway diverging from and out of the Caledonian Railway at or near to the point where the said railway is authorized to cross the river Eden, in the parish of St. Mary, in the county of Cumberland, and terminating in or near to the city of Carlisle, in the parish of St. Cuthbert, in the county of Cumberland, and passing from, through, or into the parishes, townships, burghs, extra-parochial or other places of St. Mary of Carlisle, St. Cuthbert of Carlisle, Caldewgate, Botchergate, Upperby, Blackhall Low, Blackwell Low, English-street, and the city and borough of Carlisle, in the county of Cumberland, or some of them.

And notice is hereby given, that plans and sections describing the line or situation and levels of the said railways, and also describing the lands to be taken and used 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, will be deposited, on or before the thirtieth day of November in the present year, in the office of the Principal Sheriff Clerk for the county of Ayr, at Ayr; in the offices of the Principal Sheriff Clerk for the county of Lanark, at Glasgow and also at Lanark; in the office of the Principal Sheriff Clerk for the county of Dumfries, at Dumfries; in the office of the Principal Steward Clerk for the stewartry of Kirkcudbright, at Kirkcudbright; and in the office of the Clerk of the Peace for the county of Cumberland, at Carlisle; and that a copy of so much of the said plans, sections, and books of reference as relates to each parish and royal burgh in or through which the said railways are intended to be made, will be deposited, on or before the thirty-first day of December next, with the schoolmaster, or, if there be no schoolmaster, then with the session-clerk of each such parish, if situated in Scotland, and with the parish clerk of each such parish, if situated in England, at the respective dwelling-places of such schoolmaster and session or parish clerk respectively, and with the clerks to the royal burghs of Sanquhar, Dumfries, and Annan, at their respective offices at Sanquhar, Dumfries, and Annan.

And notice is hereby further given, that it is intended, by the said Act or Acts, to incorporate a company for carrying into effect the said railways and other works, and to enable the said company to acquire compulsorily lands and houses for the purposes thereof, and to levy tolls, rates, and duties on and for the use of the said railways and works, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges. And power is also intended to be taken, by the said Act or Acts, to divert, alter, or stop up, within the parishes, townships, burghs, and extra-parochial or other places aforesaid, all turnpike and other roads, streets, railways, tramways, canals, rivers, streams, and water-courses which it may be necessary to interfere with in the construction of the said intended railways and works.

And notice is further given, that power is intended to be taken, by the said Act or Acts, to authorize and empower the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company to lease the foresaid intended railways, or some of them, either for a limited term of years or in perpetuity, and to guarantee a certain amount of interest or profit on the capital expended, or proposed to be expended thereon, or some part thereof, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the traffic which may pass over the said lines, or some part thereof, as may be mutually agreed on between the said company and the company to be incorporated as aforesaid, or as may be fixed by Parliament, and with such objects, or otherwise, to alter and amend, extend, or enlarge the Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, third and fourth, fifth, and eighth and ninth years of the reign of Her present Majesty.

And notice is hereby further given, that it is intended, by the said Act or Acts, to introduce provisions for conferring power on the company to be incorporated as aforesaid, and on the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to use the portion of the Caledonian Railway lying between the proposed point of junction at or near the river Sark and the city of Carlisle, and for regulating the use thereof, and altering, fixing, or limiting the rates, tolls, and duties to be charged in respect of the traffic passing thereon to or from any of the railways hereinbefore mentioned, and for that purpose to alter or vary the tolls, rates, and duties payable in respect of the traffic passing along the said Caledonian Railway, and to alter and amend the powers and provisions of the Act relating to such railway, passed in the eighth and ninth years of the reign of Her present Majesty.—Glasgow, 17th. October 1845.

Bannatynes and Kirkwood, Glasgow.
W. O. and W. Hunt, 10, Whitehall,
Westminster.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, and enlarge the several Acts passed respectively in the fifteenth and twenty second years of the reign of His Majesty King Richard the Second, and in the eighteenth and twenty seventh years of the reign of Her Majesty Queen Elizabeth, which relate to the repairing, supporting, and maintaining of Rochester Bridge, in the county of Kent; and so much of an Act, passed in the first year of the reign of Her Majesty Queen Anne, intituled "An Act to explain and alter the Act made in the two and twentieth year of King Henry the Eighth, concerning repairing and amending of bridges in the highways; and for repealing an Act, made in the twenty third year of Queen Elizabeth, for the re-edifying of Cardiff Bridge, in the county of Glamorgan; and also for changing the day of election of the Wardens and Commonalty of Rochester Bridge," as relates to the changing the day of election of the Wardens and Commonalty of Rochester Bridge; and for power to construct and erect, instead of the said present Bridge, another or new Bridge, with or without a ship-passage or draw-bridge, with all necessary and proper approaches thereto, such new bridge and approaches to commence in the parish of Saint Nicholas, Rochester, in the county of Kent, and to pass from thence into, and to terminate in, the parish of Strood, and in the parish of Frindsbury, or one of them, both also in the county of Kent; and also for power, from time to time, to make and carry into effect all necessary arrangements with any company or companies, person or persons, for the construction and erection of such new Bridge, either with or without such ship-passage or draw bridge, jointly with such company or companies, person or persons, to cross the river Medway at Rochester concurrently with any railway. And also for power to take down and remove the said present Bridge, with its appurtenances, and the obstructions and impediments occasioned thereby to the navigation of the river Medway, in the said county of Kent. And also for power to raise monies, by loan or mortgage, for all or any of such purposes.

And notice is hereby further given, that duplicate plans, describing the line or situation of such proposed new Bridge and approaches thereto, and of the lands and property to be authorised to be taken for the purposes aforesaid, 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, will, on or before the thirtieth day of November next, be deposited, for public inspection, at the office of the Clerk of the Peace for the county of Kent, at Maidstone; and a copy of so much of the said plans as relates to each and every of the aforesaid parishes, together with a book of reference thereto, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each and every such parish.

And notice is hereby also given, that it is intended to apply for power, in the said Act, for the com-

pulsory purchase of the lands and houses to be described on the said plans, and also to extinguish or to vary the right, if any, of calling on certain tenants, manors, places and bounds mentioned and described in the said Acts, or some of them, for the charge of erecting and constructing the said Bridge, or of taking away or removing the said present Bridge, and the obstructions and impediments occasioned thereby; and also to vary or extinguish all rights or privileges in any manner connected with the lands and houses proposed to be taken or interfered with, in or with reference to the construction and erection of the said proposed works; and also for power to deviate in the construction and erection of the said proposed works to any extent, not exceeding the limits of deviation to be defined upon the said plans, save and except where the property within such limits of deviation shall not be delineated on the said plans, or, if delineated, shall not be contained and described in the said books of reference, or where it shall be denoted on the said plans, or in the said books of reference, that the powers of deviation into any particular property or properties are not intended to be applied for; and also for power to alter, vary, and divert all streets, highways, roads, railways and rivers necessary to be altered, varied, or diverted for any of the purposes aforesaid; and in which Act provision is intended to be made to authorise the granting of leases, for building and other purposes, of certain lands held in trust for the repairing, supporting, and maintaining the said Bridge.—
Dated this 9th day of October 1845.

Essell, Hayward, and Essell, Rochester.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the several railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway or railways, commencing at and by a junction with the Lancaster and Carlisle Railway, near Milnthorpe, at or near the point where it intersects the boundary of the parishes of Beetham (otherwise Beethom), and Heversham, and terminating at and by a junction with the Furness Railway, at or near the terminus thereof, at Ulverstone, fixed by the Act of Parliament already passed for the construction of that railway, and also at or near the terminus of the now proposed deviation or extension of that railway, at Ulverstone aforesaid, or at one of such points, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, (or some of them,) namely, Heversham, Beethom (otherwise Beetham), Milnthorpe, Milnthorpe with Heversham, Heversham with Milnthorpe, Haverbrack, Farleton, Farleton, Overthwaite, Whasset, Milnthorpe, Ackentlwaite, Rowell, Kendal, Kirkby in Kendal, Preston Richard, Sedgwick, Stainton, Higher Woodhouse, Lower Woodhouse, Hincaster,

Low Wood, Heversham and Milnthorpe, Milnthorpe and Heversham, Leasgill Sampool, High Sampool, Low Sampool, Hawforth, Levens, Meathop, High Meathop, Low Meathop, Ulpha, Meathop with Ulpha, Meathop and Ulpha Fowlshaw, Witherslack, Higher Foulshaw, Middle Foulshaw, Lower Foulshaw, Foulshaw, High Fell-end, Fell-end, Town-end, Lyth, Crosthwaite and Lythe, Crosthwaite with Lythe, Lythe, Crosthwaite, Low-green, all in the county of Westmorland; Cartmell Broughton, Lindale, Lindall, Low Green, Broughton East, Broughton in Cartmell, Field Broughton, Holker, Upper Holker, Lower Holker, Newton, Brow Edge, Lower Newton, Low Newton, Allithwaite, Upper Allithwaite, Nether Newton, Lower Allithwaite, High Cark, Field-end, High Newton, Head Houses, Low Cark, Cark, Barber-green, Ayside, Moss-side, Summer-hill, Saxgills, Seatle, Staveley, Raggy-gill, Cartmel Fell, Stavely, Newby-bridge, Newby, Finsthwaite Rusland, Bouth, Haverthwaite, Haverthwaite Finsthwaite and Rusland, Backbarrow, Low-wood, Fidler-hall, Chapel-house, Hazle-ridge Fair-ridge, Coulton (otherwise Colton,) Coulton East, Coulton West, Hollow Oak, Lowick, Penny-bridge, Spark-bridge, Scarthwaite, High Scarthwaite, Upper Scarthwaite, Low Scarthwaite, Lower Scarthwaite, Egton with Newland, Egton-cum-Newland, Egton, Green Odd, Arrad Foot, Pennington, Mansriggs, Newland, Plumpton, Casser-end, Nibthwaite, Springfield, Smithy-green, and Ulverstone, all in the county palatine of Lancaster.

And it is also intended, by such Act or Acts, to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, and highways, tramroads, railways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, waters, and watercourses, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary or expedient to stop up, alter, or divert, for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said intended works, or any of them.

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties on and for the use of the same and otherwise, and to grant certain exemptions from such tolls, rates, and duties, and to confer other rights and privileges.

And it is further intended, by such Act or Acts, to enable the company to be thereby incorporated to sell or let and transfer the said intended railway or railways and works, or any of them, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the Lancaster and Carlisle Railway Company; and to enable the said last-mentioned company, and any other companies or persons who may be so minded and named in the said Act or Acts, to raise funds, and out of their corporate or other funds, either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using of such intended new railway or railways and works, or any of them, or any part thereof, or to contract for purchase or rent, work, and use the same, or any of them, or any part thereof, and to exercise such powers, or any of them, or to guarantee to the said company, to be incorporated by the said intended Act, such interest or profit on their outlay as may be agreed upon; and generally to enter into and carry into effect such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties, with relation to the said intended new railway or railways or works, or any part thereof, as may be mutually agreed on between the Lancaster and Carlisle Railway Company and the company which may be so incorporated as hereinbefore mentioned; and for such purposes it is proposed to alter, amend, extend, and enlarge the powers and provisions of the following Acts of Parliament, or of some of them, relating to the Lancaster and Carlisle Railway, namely, an Act passed in the 7th and 8th years of the reign of Her present Majesty, and another Act passed in the 8th and 9th years of the reign of Her said present Majesty.

And further notice is hereby given, that maps or plans and sections of the said intended railway or railways, branch railway or railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Lancaster, at his office, in Preston; and with the Clerk of the Peace for the county of Westmorland, at his office, in Appleby; and that a copy of so much of the said maps, plans, sections, and books of reference respectively, as relates to each of the said parishes from, in, through, or into which the said intended railway or railways, branch railways, or works, or any of them, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerk of each such parish at the place of abode of such parish clerk.—Dated this 25th day of October 1845.

Clay, Swift, and Wagstaffe, Liverpool.
Rawsthorne and Swainson, Lancaster.

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 extend the term, and alter, amend, and enlarge the powers and provisions of an Act, passed in the sixth year of the reign of His late Majesty King George the Fourth, intituled "An Act for more effectually amending, widening, and maintaining the road from Barton Bridge, in the parish of Eccles, through the township of Worsley, to Moses Gate, in the township of Farnworth, and for making, repairing, and improving other roads to communicate therewith, all in the county palatine of Lancaster;" or to repeal the said Act, and to grant further and other powers and provisions in lieu thereof.

And notice is hereby also given, that it is intended to include, in the said Bill, powers for making an extension or new line of road from and out of the said main turnpike road, leading from Barton Bridge to Moses Gate, to commence at or near a certain place called Bonnet Hall, in the township of Worsley, and parish of Eccles, in the said county of Lancaster, and to terminate by a junction with one of the branches of the said turnpike road, leading from Lady's-cross to or near a place called Blackamoor, at or near a certain house in the occupation of Peggy Arrowsmith, situate in the township of Tildesley, and parish of Leigh, in the said county; and which proposed extension or new line of road is intended to be made in or to pass through or into the several parishes, townships, extra-parochial and other places of Eccles, Leigh, Worsley, and Tildesley, or some of them, in the said county of Lancaster; also for making and maintaining a diversion or new line of road, to commence at and communicate with a certain highway or turnpike road leading from Worsley aforesaid to Pendleton, in the said county of Lancaster, at or near a certain place called Singeley Hollow, in the said township of Worsley, and parish of Eccles, and to terminate at or near Rog Green, in the said township and parish, near to a house there in the occupation of Richard Barlow, by a junction with the turnpike road leading from a certain place called Broad Oak, to the said main turnpike road from Barton Bridge to Moses Gate; and which said intended diversion or new line of road will be situate wholly in the township of Worsley, and parish of Eccles aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said proposed extension, diversion, or new lines of road, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in the said county, on or before the thirtieth day of November one thousand eight hundred and forty-five; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said extension, diversion, branches, or new lines of road are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby also given, that, by the said Bill, it is intended to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes thereof; and also to levy tolls upon or in respect of the said extension, diversion, or new lines of road, and to alter the existing tolls authorized by the said Act to be collected upon or in respect of the roads therein comprised, and to confer, vary, or extinguish exemptions from payment of tolls, and other rights and privileges.

And notice is hereby further given, that it is intended to take powers, by the said Bill, to abandon and discontinue as turnpike, certain parts of the roads in the said Act described, namely, the road leading from or from near a certain place called The Broad Oak, in the said township of Worsley, and parish of Eccles, to or near to a certain public house, also in the said township and parish, called or known by the sign of The Grapes; and also a part of the said road, commencing at or near the said place, called the Broad Oak, and extending along a certain lane called Green Leach-lane, and from thence to the place called Rce Green, at or near the said house in the occupation of Richard Barlow, all in the said township of Worsley, and parish of Eccles; and particularly to abandon as turnpike, or to abandon as turnpike, and also to stop up and extinguish as a public highway, so much of one of the branch roads in the said Act mentioned, as lies between the said place called The Lady's Cross, and a certain house in the occupation of Mrs. Halliwell, situate at or near a certain place called Booth's Bank, in the townships, hamlets, or districts of Boothstown and Worsley, or one of them, all in the said parish of Eccles; and also to abandon and discontinue as turnpike, another part of the said last-mentioned branch road, lying between the said house so in the occupation of Mrs. Halliwell, and the said house so in the occupation of the said Peggy Arrowsmith, in the said township of Tildesley, and parish of Leigh; and which said branch is situate in the townships, hamlets, or districts of Boothstown and Worsley, in the said parish of Eccles, and in the township of Tildesley, in the said parish of Leigh, or one of them, all in the said county of Lancaster.—Dated this twenty-fourth day of October 1845.

Tindall and Valey, Manchester, Solicitors
for the said Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts, to authorise the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and Birmingham Railway, in the parish of Wolverton, in the county of Buckingham, and terminating in the parishes of Husborne, Crawley, and Ridgemont, or one of them, in the county of Bedford, by a junction with the line of

the Bedford and London and Birmingham Railway, as authorised to be made by the Act relating thereto, passed in the last session of Parliament; which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Wolverton, Bradwell, Stanton Bury, Great Linford; Newport Pagnell, Caldecot, Tickford; Moulsoe; Broughton, Wavendon otherwise Wandon, in the county of Buckingham; and Cranfield, Salford, Holcott otherwise Holtutt otherwise Hulcott, Apsley Guise, Husborne Crawley, Ridgemont otherwise Ridgmont, and Lidlington, in the county of Bedford.

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

And it is also intended, by such Act or Acts, either to enable the London and Birmingham Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges, in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Birmingham Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements, in reference thereto, as may be mutually agreed on between the said London and Birmingham Railway Company and the company which may be so incorporated as hereinbefore mentioned.

And notice is hereby further given, that maps or plans and sections, describing the line and levels

of the said intended railway and works, and the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury; and with the Clerk of the Peace for the county of Bedford, at his office in Bedford; and that a copy of so much of the said maps or plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes, respectively, at their respective residences.—Dated this twenty-eighth day of October 1845.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's-inn-fields;
Samuel Carter, Birmingham;
Lucas and Powell, Newport Pagnell,
Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the sale to the London and Birmingham Railway Company of the Aylesbury Railway, authorized to be made by an Act, passed in the sixth year of the reign of King William the Fourth, intituled "An Act for making a railway from Aylesbury to join the London and Birmingham Railway, near the village of Cheddington, in the county of Buckingham", together with all powers, rights, privileges, lands, buildings, property, and effects of the Aylesbury Railway Company incorporated by the said Act, and to enable the said London and Birmingham Railway Company to effect such purpose, and to hold, use, exercise, and enjoy the said railway, powers, rights, privileges, lands, buildings, property, and effects aforesaid.

And it is further proposed by such Act to dissolve the said Aylesbury Railway Company, and to alter or repeal the said Act relating to the said railway, and to amalgamate the same railway with the London and Birmingham Railway, so that the same may form part of that undertaking, and as such be subject to the provisions (so far as the same may be applicable) of the several Acts relating thereto, passed, respectively, in the third year of the reign of King William the Fourth, and in the session of Parliament held in the fifth and sixth years of the same reign, and in the first and in the second years of the reign of Her present Majesty Queen Victoria, and in the sessions of Parliament held in the fifth and sixth years of the same reign, and in the sixth year of the same reign, and in the sessions of Parliament held in the sixth and seventh, and eighth and ninth, years of the same reign.

And, it is further proposed by such intended Act or Acts to enable the said London and Birmingham Railway Company to levy and raise

tolls, rates, and duties in respect of the said Aylesbury Railway; and to alter the tolls, rates, and duties at present authorized to be levied thereon, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the object aforesaid; and to confer other rights and privileges.—Dated this twenty-seventh day of October 1845.

Parker, Hayes, Barnwell, and Twisden, 1, Lincoln's-inn-fields;
Samuel Carter, Birmingham; } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills, for improving the district between Throgmorton-street and London-wall, and the Carpenters'-hall, Drapers'-gardens, and Throgmorton-street; and for widening the thoroughfares of Throgmorton-street, Angel-court, and Tokenhouse-yard, and for forming footways and passages, or colonnades, and for authorising the disposal of the ground and property to be purchased, and the erection of houses and buildings.

And for constructing sewers, and for altering, diverting, widening, improving, or stopping up certain passages, courts, alleys, and ways now existing in the line of the intended improvements; and which said several improvements and alterations will be situated in, or will pass from, through, or into the united parishes of Saint Bartholomew by the Exchange, Saint Christopher le Stocks, and Saint Margaret Lothbury; and the parishes of Saint Peter le poor, Saint Stephen Coleman-street, and Allhallow's on London-wall, or some of them, in the city of London; and it is intended, in the said Bill or Bills, to apply for the powers usually conferred, for the compulsory purchase of the lands and houses, tenements, and hereditaments necessary for such purpose, and for granting certain powers, rights and privileges to commissioners, or to a company or other body of persons for carrying the several purposes aforesaid into execution.

And notice is hereby further given, that in such Bills, or in one of such Bills, it is intended to incorporate a company, and to give to such company the power of compulsory purchasing the property before-mentioned necessary for effecting the several purposes aforesaid, from the owners, lessees, and occupiers thereof, or to purchase the same from the commissioners who may be authorised in such Bills, or in one of such Bills, to carry out the proposed improvements, and to authorise such company to erect a Railway Exchange, Club-house, Halls, and Chambers, and to provide other accommodation for the transaction of railway business, and to confer other powers upon such company.—Dated the twenty-ninth day of October 1845.

Cook and Humphreys, 28, Saint Swithin's-lane, Solicitors to the Railway Exchange, Club-house, and Chambers.

Boston Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for the better supplying with water the borough and parish of Boston, the parish of Skirbeck, and the hamlet of Skirbeck Quarter, or parts thereof; in the parts of Holland, in the county of Lincoln; and, for the purpose of affording such supply of water as aforesaid, it is further proposed, by the said intended Act or Acts, to authorize the construction and maintenance of a reservoir or reservoirs, with all proper embankments, sluices, drains, and other works in connection therewith, at or near to Revesby Park, and in the parishes of Miningsby, Claxby Pluckacre, and Revesby, or some or one of them, all in the parts of Lindsey, in the said county of Lincoln; and also the construction and maintenance of an aqueduct or aqueducts, and also of mains, pipes, cuts, and all other necessary works in connection therewith, from such reservoir or reservoirs, and in or through the several parishes, townships, and extra-parochial or other places of Miningsby aforesaid, East Kirkby, in the said parts of Lindsey and county of Lincoln; Claxby Pluckacre aforesaid, Revesby aforesaid, the parochial allotments in the West Fen, in the said parts of Lindsey and county of Lincoln, to the several parishes, townships, or places of Hareby, in the said parts of Lindsey and county of Lincoln; Revesby aforesaid, Asgarby, Miningsby, and Bolingbroke, all in the said parts of Lindsey and county of Lincoln; the parochial allotment in the West Fen, in the said parts of Lindsey and county of Lincoln, to Freiston, in the said parts of Holland and county of Lincoln; Medlam, Carrington, both in the said parts of Lindsey and county of Lincoln; the parochial allotment in the West Fen, in the said parts of Lindsey and county of Lincoln, to that part of the parish of Boston aforesaid, called Boston East, Sibsey, Frith Bank, and Frithville, all in the said parts of Lindsey and county of Lincoln; and Skirbeck, Boston, and Skirbeck Quarter aforesaid, or some of them, as may be necessary for affording such supply of water as aforesaid; and it is also proposed by such Act or Acts to incorporate a Company, and to enable such Company to purchase, by compulsion and by agreement, and to hold lands, waters, springs, streams, buildings, and other hereditaments, for the purposes aforesaid, and to levy rates or rents for the supply of water, and to grant such exemptions therefrom as to them may seem fit; and it is also proposed to vary or extinguish all existing rights and privileges which would impede or interfere with the objects aforesaid, and to confer other rights and privileges; and it is intended by the said Act, for the purposes aforesaid, to obtain powers to take and use the waters of a certain brook or stream, called "Miningsby Stream," in the said parish of Miningsby, which said brook or stream now flows into a certain stream or rivulet, called "Haltham Beck," and thence flows to and into a certain river or navigation, called the "Bane," or "Horncastle Navigation."

No. 20523.

C

And notice is hereby further given, that plans and sections of the said intended reservoir or reservoirs, aqueduct or aqueducts, cuts, and other works, and of the lands in or through which the same are intended to pass or be made, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November 1845, with the Clerk of the Peace for the parts of Lindsey aforesaid, at his office in Spilsby, in the said county of Lincoln; and also with the Clerk of the Peace for the parts of Holland aforesaid, at his office, in Spalding, in the said county of Lincoln; and a copy of so much thereof as relates to the said several parishes in or through which the said works are proposed to be made, will be deposited, for public inspection, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

M. Staniland.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enlarge the term, and to alter, amend, and enlarge the powers and provisions, of an Act, passed in the sixth year of the reign of King George the Fourth, intituled "An Act for repairing certain roads from the borough of New Woodstock to Rollright-lane, and other roads therein mentioned, in the county of Oxford; or to repeal the said Act, and obtain other powers and provisions in lieu thereof, and to vary or extinguish certain exemptions from toll granted by the said Act, and to confer any other rights and privileges in lieu thereof, and to alter or increase the existing tolls on the said road.

And it is also intended, by the said Act, to obtain powers for making turnpike a certain road or highway, leading from and out of the said turnpike road at or near Pear Tree Corner, in the parish of Tackley, and joining the turnpike road leading from Oxford to Banbury at a place called Sturdy's Castle, in the parish of Tackley aforesaid, all which road or highway is situate in the said parish of Tackley, and to levy tolls thereon; and also to purchase, compulsorily or otherwise, lands or houses for the purposes aforesaid.

And notice is hereby also given, that duplicate plans and sections of the said intended line of new turnpike road, together with a book of reference thereto respectively, will be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Oxford, at his office at Oxford, on or before the thirtieth day of November in the present year; and that, on or before the thirty first day of December in the present year, a copy of so much of the said respective plans and sections as relates to the parish of Tackley aforesaid, in or through which the said road is intended to be made turnpike, together with a book of reference thereto, will be deposited with the parish Clerk of such parish at the residence of such Parish Clerk;

and power will also be applied for, in and by the said intended Act, to annul an agreement, bearing date the fourteenth day of October one thousand eight hundred and twenty-five, and made and entered into between the trustees of the road hereinbefore mentioned, leading from Woodstock to Rollright-lane, and the trustees for repairing the road from Bridge Town, in the parish of Old Stratford, in the county of Warwick, to the top of Long Compton-hill, in the same county; and a certain other road in the counties of Warwick, Worcester, and Gloucester, and for making a new branch of road from the village of Long Compton aforesaid into the turnpike road leading from Long Compton-hill to Woodstock, in the county of Oxford, under the authority of an Act, passed in the sixth year of King George the Fourth, relating to the roads last mentioned, by which the trustees of the roads leading from Woodstock to Rollright-lane agreed to pay, during the term of the Act relating to that trust, passed in the same year aforesaid, one hundred and fifty pounds per annum, to aid and assist the trustees aforesaid in making and completing the new line of road from the village of Long Compton to near Chapel House aforesaid.—Dated this 20th day of October 1845.

Benjamin Holloway, Woodstock.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to enable the Trustees of the Liverpool Docks to purchase, by compulsion or agreement, lands, buildings, docks, basins, wharfs, quays, piers, tenements, hereditaments, and premises within the parish of Liverpool and the extra parochial place of Toxtethpark, all in the county of Lancaster, and to make and maintain, vary, extend, and enlarge any wet docks, graving docks, basins, cuts, piers, wharfs, quays, locks, bridges, and other works thereon, and on other the lands of the said trustees, in the said parish and extra parochial place.

And it is also intended to take powers to stop up or divert, whether temporarily or permanently, all such streets, roads, and ways as it may be necessary to stop up or divert for the purposes aforesaid; and to raise further sums of money, and to vary or extinguish all existing rights and privileges (if any) which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges; and also to amend, extend, enlarge, alter, and explain some of the powers and provisions contained in the Acts relating to the docks and harbour of Liverpool, or some of them, passed, respectively, in the eighth year of the reign of Queen Anne, the third year of the reign of King George the First, the eleventh year of the reign of King George the Second, the second, twenty-fifth, thirty-ninth, fifty-first, fifty-third, and fifty-ninth years of the reign of King George the Third respectively, the sixth and ninth years of the reign of King George the Fourth respectively, the session held in the eleventh year of the said last-mentioned reign and of the first year of the reign of King William the

Fourth, and in the fourth year of the reign of Her present Majesty, and in the sessions held in the sixth and seventh, and seventh and eighth, years of the reign of Her present Majesty, and in the eighth year of the reign of Her present Majesty.

And notice is hereby further given, that plans and sections relating to the said proposed works, as required by the Standing Orders of Parliament, and describing the lands, buildings, hereditaments, and premises 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, buildings, hereditaments, and premises, will be deposited, for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office, in Preston; and with the Clerk of the Peace for the borough of Liverpool, at his office, in Liverpool, on or before the thirtieth day of November next; and that a copy of so much of the said plans and books of reference, respectively, as relate to the said parish and extra parochial place, will be deposited with the parish clerks of the parish of Liverpool aforesaid, and with the clerk of each church in Toxtethpark aforesaid, on or before the thirty-first day of December next.

George Worthington, Solicitor to the Trustees of the Liverpool Docks.

Liverpool, 27th October 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and Birmingham Railway, near the Watford station thereon, in the parish of Watford, in the county of Hertford, and terminating in the parishes of Houghton Regis and Dunstable, or one of them, in the county of Bedford, by a junction with the line of the London and Birmingham and Dunstable Branch Railway, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified; which said intended railway, and works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, liberties, and extra-parochial or other places following, or some of them (that is to say), Watford, Leavesden, Cashio, Bushey, Theobald's-street, Aldenham, Abbots Langley, Radlett, Saint Alban, Saint Peter's, Saint Michael's, Saint Stephen's, the liberty of Saint Alban's, Tyttenhanger, Sleap and Smallford, Winderage, Ward and Park Ward, Redbourn, Flamstead, Kensworth, Studham, Market-street otherwise Merkgate-street, Harpenden, and Caddington, in the county of Hertford, and Caddington, Studham, Market-street otherwise Merkgate-street, Humbershoe, Dunstable,

and Houghton Regis, in the county of Bedford; and also a branch railway, with all proper works and conveniences connected therewith, commencing from and out of the said last-mentioned intended railway, or from and out of the said Dunstable and London and Birmingham Branch Railway, in the parish of Houghton Regis, in the county of Bedford, and terminating in the parish of Luton, in the county of Bedford, near to the town of Luton, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Houghton Regis, Dunstable, Caddington, Leegrave otherwise Lightgrave, Biscot cum Limberry, and Luton, in the county of Bedford, and Caddington, in the county of Hertford.

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

And it is also intended, by such Act or Acts, either to enable the London and Birmingham Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railway, branch railway, and works, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Birmingham Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway, branch railway, and works, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway, branch railway, and works, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the

said London and Birmingham Railway Company and the company which may be so incorporated as hereinbefore mentioned.

And notice is hereby further given, that maps or plans and sections, describing the line and levels of the said intended railway, branch railway, and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the liberty of St. Albans, at his office in St. Albans; with the Clerk of the Peace for the county of Hereford, at his office in St. Albans; and with the Clerk of the Peace for the county of Bedford, at his office in Bedford; and that a copy of so much of the said maps or plans, sections, and book of reference, as relates to each of the parishes in or through which the said intended railway, branch railway, and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes, respectively, at their respective residences.—Dated this twenty-seventh day of October 1845.

Parker, Hayes, Barnwall, and Twisden,
1, Lincoln's-inn-fields;

Samuel Carter, Birmingham, Solicitors.

Lancashire, Cheshire, and Staffordshire Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway, with all proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with, or from and out of, the Manchester and Bolton Railway, at a point in the township of Great Lever, in the parish of Middleton, otherwise Middleton detached, in the county of Lancaster, and terminating by a junction with a proposed line of railway, to be called the Staffordshire Potteries and Liverpool and Manchester Direct Railway, at a point in the township of Altrincham, in the parish of Bowden, in the county of Chester; and which said railway and works are intended to pass or be made from, in, through, or into the several parishes, townships, and other places following, (or some of them,) that is to say; Bolton, Bolton-le-moors, Bolton-on-le-moors, Bolton-les-moors, Great Bolton, Middleton, Middleton detached, Great Lever, Darcy Lever, Dean, Deane, Farnworth, Kearsley, Kearsley, Farnworth and Kearsley, Farnworth and Kearsley, Hulton, Little Hulton, Middle Hulton, Eccles, Worsley, Higher Worsley, Lower Worsley, Swinton, Winton, Clifton, Barton, Patricroft, Barton-upon-Irwell, Pendlebury, Pendleton, Day Hulme, Flixton, Urmston and Flixton, all in the county of Lancaster; and Carrington, Carington, Bowdon, Bowden, Altrincham, Altringham, Ashton, Ashton-upon-Mersey, Dunham, Ashton-upon-

Mersey, Durham Massey, Sinderland, Sale, Timperley, Hale, and Bowdon otherwise Bowden, all in the county of Chester.

And also to make and maintain a branch railway, with all proper works and conveniences connected therewith and approaches thereto, diverging in an easterly direction from the line of the before-mentioned intended railway, at a point in the township of Carington, in the parish of Bowden, in the county of Chester, and terminating at and by a junction with the Manchester and Birmingham Railway, at a point in the township of Cheadle Moseley, in the parish of Cheadle, in the county of Chester, there to communicate with the branch railway from the said Manchester and Birmingham Railway to Macclesfield; and which said proposed branch railway and works are intended to pass or be made from, in, through, or into the several parishes, townships, and other places following, or some of them, that is to say; Bowdon, Bowden, Carington, Carrington, Ashton-upon-Mersey, Sale, Baguly, Ashton, Ashton-upon-Mersey, Northen, Northenden, Northenden Etchells, Northen Etchells, Northenden, Northen, Stockport Etchells, Stockport, Etchells, Cheadle, Cheadle Bulkeley, Cheadle Moseley, Cheadle Hulme, Handforth with Boxden, Handforth cum Bosden, and Bramhall otherwise Bramall, all in the county of Chester; and Manchester, and Didsbury, both in the county of Lancaster.

And it is proposed, in the said intended Act or Acts, to take powers to make and maintain another branch railway, with all proper works and conveniences connected therewith, commencing at or leading from the main line of the said intended line of railway firstly hereinbefore mentioned, in a north easterly direction, at a point in the township of Worsley, in the parish of Eccles, in the county of Lancaster, and terminating at and by a junction with the branch railway from Patricroft to Clifton of the Grand Junction Railway, at a point in the township of Worsley, in the parish of Eccles, in the county of Lancaster; and which said last-mentioned proposed branch railway and works are intended to pass or be made from, in, through, and into the township of Worsley, in the parish of Eccles, in the county of Lancaster.

And also to make and maintain a branch railway, with all proper works and conveniences connected therewith, commencing at or leading from the main line of the said intended line of railway firstly hereinbefore mentioned, in a north-easterly direction, at a point in the township of Barton-upon-Irwell, in the parish of Eccles, in the county of Lancaster, and terminating by a junction with the Liverpool and Manchester line of the Grand Junction Railway, at a point in the township of Barton-upon-Irwell, in the parish of Eccles, in the county of Lancaster; which said last-mentioned proposed branch railway and works are intended to pass or be made from, in, through, and into the parishes, townships, and other places following, or some of them, that is to say, Eccles, Barton, Barton-upon-Irwell, and Patricroft, all in the county of Lancaster.

And it is intended to apply for powers, in the said Act or Acts, for the purchase, by compulsion or agreement, of lands, houses, and other property for the purposes aforesaid, and for powers to levy tolls, rates, and duties for and in respect of the use of such proposed railway and branch railways and works, and to grant certain exemptions from tolls, rates, and duties; and otherwise to alter the same, and to alter, vary, and extinguish all existing rights and privileges connected with the houses, lands, and buildings, and other property intended to be taken, and to confer others.

And notice is hereby given, that plans and sections describing the line, levels, and situation of the said intended railway and branch railways, and the whole of the 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, leasees or reputed leasees, and occupiers of such lands and property, will, on or before the thirtieth day of November in this present year, be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office, in Preston; and with the Clerk of the Peace for the county of Chester, at his office, in Chester; and that a copy of so much of the said plans and sections as relates to each parish from, in, through, or into which the said intended railway, branch railways, and works, or any of them, or any part thereof, is or are intended to be made or maintained, together with a book of reference thereto, will be deposited, for public inspection, on or before the thirty-first day of December in this present year, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And it is intended to apply for and obtain powers in the said Act or Acts, to deviate in the construction of the said railway and branch railways from the lines of situation thereof respectively, as laid down on the plans thereof, deposited as hereinafter mentioned, to the extent shown or defined on the said plans, and to alter and divert, stop up and cut off, or cross, whether temporarily or otherwise, all such turnpike roads, parish roads, and other highways, canals, bridges, aqueducts, navigations, and railways, tram-roads, rivers, drains, brooks, streams, and water-courses within the parishes, townships, and other places aforesaid, as may be required to be diverted or altered for the purposes of such railway or branch railways.

And it is further intended to apply for and obtain powers, in the said Act or Acts, for leave to incorporate a company to raise money for the purposes aforesaid, and other the several purposes of the said Act or Acts, by the creation of shares, or some other mode, to be by the said Act or Acts authorized and provided for, and to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the before-mentioned proposed undertaking, and to let on lease or sell the said intended railway and branch railways, and any

other works, and any part or parts thereof, to any other company or parties, or to unite and amalgamate with any other company or parties already formed or to be formed, and to make such other company or parties, or such united or amalgamated company, or any other company, to purchase or rent the said intended railway or branch railways, or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof, and to purchase and hold lands and houses, by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the said company thereby intended to be incorporated in connection therewith, and also to authorize the company to be incorporated by the said Act or Acts, or such united or amalgamated or any other company or companies, party or parties, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway, or branch railways and works; and also to effect and confirm any agreement or arrangements made, or hereafter to be made, for or in respect of the traffic passing, or which may pass, on the line of the said railway or branch railways, or on the line or works of any other railway company united or amalgamated with the company incorporated by the said intended Act or Acts, or any or either of them.

And, for all or any of the purposes aforesaid, it is intended to apply for powers, by the said Act or Acts, to authorize the said company to be incorporated as aforesaid, or any company, party or parties united or amalgamated therewith as aforesaid, or any other company or companies as aforesaid, or any or either of them, to increase their present capital by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And further notice is hereby given, that it is proposed, by the said Act or Acts, to alter, increase, amend, and in part repeal the powers and provisions of the several Acts hereinafter recited, or some of them, and to alter the tolls, rates, and duties granted by the said after-recited Acts, or some of them, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of the same as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, and in relation to the railways to which the said after-recited Acts relate; that is to say, an Act, passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from the Warrington and Newton Railway, at Warrington, in the county of Lancaster, to Birmingham, in the county of Warwick, to be called the Grand Junction Railway;" an Act, passed in the fourth year of the reign of His said late Majesty, intituled "An Act to enable the Grand Junction Railway Company to alter and extend the line of such railway, and to make a branch therefrom to Wolverhampton, in the county of Stafford, and for other purposes relating thereto;" an Act, passed in the fifth year of the

reign of His said late Majesty King William the Fourth, intituled "An Act to enable the Grand Junction Railway Company to alter the line of such railway, and to make two branches therefrom, in the county of Stafford, and for other purposes relating thereto;" another Act, passed in the fifth year of the reign of His said late Majesty King William the Fourth, intituled "An Act for incorporating the Warrington and Newton Railway with the Grand Junction Railway, and for extending to the said first-mentioned railway the provisions of the several Acts of Parliament relating to the said last-mentioned railway, and for other purposes relating thereto;" an Act, passed in the first and second years of the reign of Her present Majesty, intituled "An Act to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Grand Junction Railway, and for other purposes connected therewith;" an Act, passed in the third year of the reign of Her said present Majesty, intituled "An Act for incorporating the Chester and Crewe Railway with the Grand Junction Railway, and for extending to the said first-mentioned railway the provisions of the several Acts of Parliament relating to the said last-mentioned railway, and for other purposes;" an Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for consolidating the Bolton and Leigh, the Kenyon and Leigh Junction, the Liverpool and Manchester, and the Grand Junction Railway Companies;" another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for enabling the Liverpool and Manchester Railway Company to extend and enlarge the said railway, and to make certain branch railways, and for amending and enlarging the powers of the several Acts relating to the said railway;" another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for making a railway to connect the Manchester and Birmingham and Liverpool and Manchester Railways, in the parish of Manchester, and also to Altrincham, in the county of Chester, and to be called 'the Manchester South Junction and Altrincham Railway;'" another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for making a railway from Blackburn to Bolton, in the county of Lancaster, to be called 'the Blackburn, Darwen, and Bolton Railway;'" an Act, passed in the first and second years of the reign of His late Majesty King William the Fourth, intituled "An Act to enable the company of proprietors of the Canal Navigation from Manchester to Bolton and to Bury, to make and maintain a railway from Manchester to Bolton and to Bury, in the county palatine of Lancaster, upon or near the line of the said canal navigation, and to make and maintain a collateral branch to communicate therewith;" an Act, passed in the second year of the reign of His said late Majesty King William the Fourth, intituled "An Act to enable the company of proprietors of the Manchester, Bolton, and Bury

Canal Navigation and Railway to alter some parts of the said canal navigation, and to alter and amend the line of the said railway; to make further collateral branches thereto, and for amending the powers and provisions of the Act relating to the said canal and railway;” an Act, passed in the fifth year of the reign of His said late Majesty King William the Fourth, intituled “An Act to amend the Acts relating to the Manchester, Bolton, and Bury Canal Navigation and Railway, and to make a branch railway to Bolton;” an Act, passed in the first year of the reign of Her present Majesty, intituled “An Act for enabling the company of proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway to raise more money, and for amending the powers and provisions of the several Acts relating thereto;” an Act, passed in the first year of the reign of Her present Majesty, intituled “An Act for making a railway from Manchester to join the Grand Junction Railway, in the parish of Chebsey, in the county of Stafford, to be called the Manchester and Birmingham Railway, with certain branches therefrom;” an Act, passed in the second and third years of the reign of Her said present Majesty, intituled “An Act to enable the Manchester and Birmingham Railway Company to vary and extend the line of their railway, and to amend the Act relating thereto;” an Act, passed in the seventh and eighth years of the reign of Her said present Majesty, intituled “An Act for enabling the Manchester and Birmingham Railway Company to vary the line of their branch railway to Macclesfield, and to make another branch therefrom, and for amending the former Acts relating to the said company;” an Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled “An Act for making a railway to connect the Manchester and Birmingham and Sheffield, Ashton-under-Lyne, and Manchester Railways, near Guides-Bridge, and for other purposes connected with the said Manchester and Birmingham Railway;” an Act, passed in the seventh and eighth years of the reign of Her said present Majesty, intituled “An Act for making a railway from the Manchester and Bolton Railway, in the parish of Eccles, to the parish of Whalley, all in the county palatine of Lancaster, to be called “the Manchester, Bury, and Rossendale Railway;” an Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled “An Act for extending the Manchester, Bury, and Rossendale Railway to the towns of Blackburn, Burnley, Accrington, and Colne;” and another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled “An Act for amending the Act relating to the Manchester, Bury, and Rossendale Railway.”—Dated the 27th day of October 1845.

W. Burdett, Dearden, and Molesworth,
Solicitors, Manchester.

Cadwallader, F. Waddy, 13, Fludyer-
street, Westminster, Parliamentary
Agent.

Windsor, Slough, and Staines Atmospheric
Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper viaducts, bridges, works, and conveniences connected therewith or necessary thereto, commencing at a point or points at or near the Thames side, in the parish and town of New Windsor, in the county of Berks, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial or other places following; that is to say, the parish of New Windsor, in the county of Berks; the parish of Eton otherwise Eton-cum-Stockdale and Colenorton, in the county of Buckingham; part of the land belonging to the Provost and Fellows of Eton-college, in the parish of Eton otherwise Eton-cum-Stockdale and Colenorton, in the county of Buckingham; and the parish of Upton otherwise Upton-cum-Chalvey, in the county of Buckingham, or some of them, and terminating by a junction with the Great Western Railway, at a point or points at or near the station of the Great Western Railway, situate at or near Slough, in the parish of Upton otherwise Upton-cum-Chalvey, in the county of Buckingham; and also to authorize the construction and maintenance of a branch or diverging railway from and out of the said intended new railway, with all proper viaducts, bridges, works, and conveniences connected therewith or necessary thereto, commencing at a point or points at or near to a farm called Dutchman's-gardens, in the parish of Upton otherwise Upton-cum-Chalvey, in the said county of Buckingham, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial or other places following; that is to say, the parishes of Upton otherwise Upton-cum-Chalvey, Datchet, Horton, Wyrardisbury otherwise Wraysbury, and Wraysbury Moor, in the county of Buckingham; and Staines Moor, in the parish of Staines, in the county of Middlesex, and the town and the parish of Staines, in the said county of Middlesex, or some of them, and terminating at a point or points, in the said parish of Staines, in the said county of Middlesex, at or near to Kepler-house, in the said parish of Staines, by a junction with the line of a proposed railway, called, or intended to be called, the Staines and Richmond Railway, or by whatsoever name the same shall be called.

And further notice is hereby also given, that it is intended, by the said Act or Acts, to incorporate a company for the purpose of executing and carrying into effect the said proposed railway or railways and branch or diverging railway or railways, works, and conveniences, or to join and concur with any other company or companies, body or bodies, or persons in so doing, and to subscribe thereto and take shares therein respectively.

And further notice is hereby also given, that it is proposed, by the said intended Act or Acts, to obtain powers to levy, collect, and take certain tolls, rates, and duties on and for the use of the said railway or railways, branch or diverging railway or railways, works, and conveniences, and to alter any existing rates, tolls, and duties, and otherwise, and to grant, confer, vary, and extinguish such exemptions from the payment of such tolls, rates, and duties, or any other rights and privileges, as such company shall think fit; and with powers also of entering into and carrying into effect arrangements with the Great Western Railway Company, or with any other company, in reference to the construction and future working of the said intended railway or railways and branch or diverging railway or railways and works, or any part thereof, or for leasing or selling the same, or any part thereof, with all or any of the powers of the said company, to be incorporated as aforesaid, in reference thereto, to the said Great Western Railway Company, or any other company as aforesaid, upon such terms and conditions as may be mutually agreed upon, to enable the said Great Western Railway Company, or any such other company as aforesaid, to enter into and carry into effect any such arrangements; and it is also proposed to alter and in part repeal so much of a certain Act of Parliament, passed in the sixth year of the reign of His late Majesty King William the Fourth, 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," as relates to the restriction, contained in the one hundredth section thereof, against any company or any person whomsoever forming, making, or laying down any branch railway or tramroad, or other road or way whatever, passing or approaching within three miles of Eton-college aforesaid, and communicating with the railway thereby authorized to be made, without the consent of the Provost and Fellows, for the time being, of the said college of Eton, to be signified by some writing under their corporate seal.

A further notice is hereby also given, that it is proposed, by the said intended Act or Acts, to take or obtain powers for the compulsory purchase of lands and houses, tenements, and hereditaments, and other property; and that it is also intended to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings, tenements and other property, so proposed or intended to be purchased or taken, or which would in any manner interfere with or impede the construction, maintenance, or use of the said intended railway or railways, branch or diverging railway or railways, works, and conveniences, and to confer other rights and privileges; and also to deviate laterally in the construction of the said railway or railways, branch or diverging railway or railways and works, to such extent and within such limits as

will be shown or marked on the plans thereof to be deposited, in pursuance of the Standing Orders of Parliament, as after mentioned.

And further notice is hereby also given, that it is proposed, by the said intended Act or Acts, to take power to stop up, cross, alter, or divert, within the several counties, parishes, chapelries, townships, hamlets, townlands, and extra-parochial and other places aforesaid, or some or one of them, all such turnpike roads, parish roads, and other highways, tramroads, railways, streets, paths, passages, rivers, canals, navigations, brooks, streams, sewers, waters, and watercourses as it may be necessary and expedient to stop up, cross, alter, or divert for the purpose of making and maintaining, or more conveniently making or maintaining or using, the said railway or railways and branch or diverging railway or railways, to be authorised by the said Act or Acts, or any of the works or conveniences connected therewith.

And further notice is hereby also given, that it is proposed, by the said intended Act or Acts, to take power to raise capital or money for all or any of the purposes aforesaid.

And further notice is hereby also given, that duplicate plans and sections of the said railway or railways, branch or diverging railway or railways, and other works, describing the line or situation thereof, and the lands in or through which the same shall be made and maintained, varied, extended, or enlarged, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lesses, and occupiers of such lands respectively, will be deposited, for public inspection, on or before the twenty-ninth day of November in the present year, with the Clerk of the Peace for the said county of Berks, at his office, situate in Boarstreet, Abingdon, in the said county of Berks; with the Clerk of the Peace for the county of Buckingham, at his office, situate at the County-hall at Aylesbury, in the said county of Buckingham; and with the Clerk of the Peace for the county of Middlesex, at his office at the Session-house, Clerkenwell, in the said county of Middlesex; and copies of so much of the said plans, sections, and books of reference respectively as relates to such of the said parishes before specified, will, on or before the thirty-first day of December next, be deposited, for public inspection, with the parish clerk of each of the said parishes respectively, at the place of abode of such parish clerk; and, as far as relates to the extra-parochial part of the land belonging to the Provost and Fellows of Eton-college aforesaid, adjoining their land in the parish of Eton otherwise Eton-cum-Stockdale and Colenorton, in the said county of Buckingham, with the parish clerk of the said parish of Eton otherwise Eton-cum-Stockdale and Colenorton, and with the Provost and Bursar of Eton-college aforesaid; and, as far as relates to Staines Moor and Wraysbury Moor aforesaid, with the parish clerk of each of the parishes immediately adjoining thereto respectively.

And further notice is hereby also given, that it is intended, by the said Act or Acts, to take powers to deviate laterally in the construction of the said railway or railways and works from the lines delineated on the said plans intended to be deposited as aforesaid, to such an extent and within such limits as will be defined on the said plans; and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, navigations, brooks, streams, sewers, waters, and watercourses as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining or using, the said railway or railways, branch or diverging railway or railways; or any of the works or conveniences connected therewith.

And further notice is hereby also given, that powers will be taken, in the said Act or Acts, to take and apply so much of the weir across the river Thames, in the parish of New Windsor, in the county of Berks, as shall be necessary for the purposes of applying the water power to be obtained thereby, for the purposes of the said intended railway or railways.—Dated this thirty-first day of October 1845.

Darvill and Geary, Windsor, Solicitors.

*Parratt and Walmisley, House of Lords,
Parliamentary Agents.*

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill or Bills, to alter, explain, and amend an Act, passed in the 38th year of the reign of His Majesty King George the Third, intituled "An Act for making and maintaining a road from near Dinwoodie-green, in the county of Dumfries, to or near Elvanfoot, in the county of Lanark;" and another Act, passed in the 2d year of the reign of His Majesty King William the Fourth, intituled "An Act for amending and continuing the Acts relating to the road from Elvanfoot, in the county of Lanark, to Beattock-bridge, in the county of Dumfries," and the Acts therein recited, viz.—an Act, passed in the 56th year of the reign of His said Majesty King George the Third, intituled "An Act for improving the road from the city of Glasgow to the city of Carlisle;" and an Act, passed in the 1st and 2d years of the reign of His Majesty King William the Fourth, intituled "An Act for making more effectual the laws concerning turnpike roads in Scotland;" and also to alter, explain, and amend an Act, passed in the 2d year of the reign of His said Majesty King William the Fourth, intituled "An Act for amending and enlarging the powers, and renewing the term, granted by certain Acts passed for improving the communication between the city of Glasgow and the city of Carlisle," and the several Acts therein recited, viz.:—the said Act, passed in the 56th year of the reign of His said

Majesty King George the Third;—an Act, passed in the 58th year of the reign of His said Majesty King George the Third, intituled "An Act to alter the application of part of the sum of £50,000 sterling, granted by an Act, passed in the 56th year of the reign of His present Majesty, intituled 'An Act for improving the road from the city of Glasgow to the city of Carlisle;'" an Act, passed in the 59th year of the reign of His said Majesty King George the Third, intituled "An Act for altering and amending two Acts, passed in the 56th and 58th years of the reign of His present Majesty, for improving the road from the city of Glasgow to the city of Carlisle;" and an Act, passed in the 1st and 2d years of the reign of His Majesty King George the Fourth, intituled "An Act for enlarging, explaining, and amending the powers granted by certain Acts passed for improving the road from the city of Glasgow to the city of Carlisle;" by which Bill or Bills it is intended to alter, increase, diminish, or modify the rates, tolls, or duties leviable upon the roads contained in the said Acts, and to establish a uniform rate of toll, leviable between the said city of Glasgow and the city of Carlisle, and to confer, vary, or extinguish any exemptions from rates, tolls, or duties, or any other rights or privileges or provisions; and for the other purposes to be effected by the said Bill or Bills.

Richardson and Connell, Westminster.

Hill, Davidson, Hill, and Clark, Glasgow.

(In Chancery).

The Attorney General versus the Drapers' Company, (Howell's Charity).

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 obtain an Act to alter and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to Thomas Howell's charity, vested in the Master and Wardens, and Brethern and Sisters of the Guild or Fraternity of the Blessed Mary the Virgin of the Mystery of Drapers of the city of London; and also to authorize the sale, enfranchisement, or exchange of all or any part of the estates, lands and houses, situate in the parishes of St. Peter le Poor, St. Stephen, Coleman street; St. Mary, Bothaw, and St. Michael Royal, in the city of London, (according to the provisions of a scheme of the High Court of Chancery); and generally to carry into effect the provisions of the said scheme.—Dated this first day of November 1845.

Edward Lawford, Clerk to the Drapers' Company,

*Joseph Parkes, Solicitor of the informant,
the Attorney General.*

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railways following, with all proper works and conveniences connected therewith, respectively, that is to say, a main line of railway, commencing by a junction with the Lynn and Ely Railway as at present authorized to be made, in or near a certain field now or late belonging to Richard Fountain Wilson, Esquire, in the parish of South Lynn otherwise All Saints otherwise South Lynn All Saints, within the borough of King's Lynn otherwise Lynn Regis otherwise Lynn, in the county of Norfolk, and terminating at, in, or near the borough of Boston, in the parish of Boston, in the county of Lincoln; which said intended railway and works and conveniences connected therewith is or are intended to be made and maintained from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Saint Margaret otherwise King's Lynn Saint Margaret, South Lynn otherwise All Saints otherwise South Lynn All Saints, both in the borough of King's Lynn and county of Norfolk aforesaid; and Gaywood, Hardwick, otherwise North Runcton-cum-Hardwick, North Runcton otherwise North Runcton-cum-Hardwick, Seech otherwise Seechy otherwise Seeching otherwise Setchy Parva, Saddlebow; Wiggenhall Saint Germans, Wiggenhall Saint Mary's otherwise Wiggenhall Saint Mary the Virgin otherwise Saint Mary Wiggenhall; Wiggenhall Saint Mary Magdalen, West Lynn Saint Peter otherwise West Lynn, Clenchwarhton, Eaubrink, Tilney All Saints, Tilney-cum-Islington otherwise Islington, Tilney Saint Lawrence, Terrington Saint Clements otherwise Terrington Saint Clement, Terrington Saint John's otherwise Saint Johns, Walpole Saint Andrew otherwise Walpole Saint Andrews, Walpole Saint Peter otherwise Walpole Saint Peters, Walpole Salt Marsh, Walpole, Wingland, all in the county of Norfolk, and Wingland, Sutton Bridge otherwise Sutton Saint Mathew, Long Sutton otherwise Sutton Saint Mary otherwise Sutton in Holland, Sutton Saint Mary, Sutton Saint Edmunds, Sutton Saint James, Sutton Saint Nicholas otherwise Lutton, Tydd Saint Mary Gedney, Gedney-hill otherwise Gedney Fen, Fleet, Holbeach, Whaplode, the Roman Bank, Moulton, Moulton Seas End, Spalding, Spalding Marsh, Fosdyke, Fosdyke Fen Algarkirk otherwise Algarkirk-cum-Fosdyke otherwise Alderchurch, Sutterton, Kirton, Frampton, Wyberton, Skirbeck, Skirbeck Quarter, Skirbeck Quarter Fen, Wiberton Fen, Boston, and Boston West in the parts of Holland in the county of Lincoln.

A branch railway, diverging from and out of the said intended main line of railway, in the said parish of Long Sutton otherwise Sutton Saint Mary otherwise Sutton in Holland, in the county of Lincoln, at or near the town of Long Sutton, and terminating at or near to the borough of Wisbeach, in the parish of Wisbeach Saint Peter

otherwise Wisbech Saint Peter, in the Isle of Ely, and county of Cambridge; and which said intended branch railway, with the works and conveniences connected therewith, will be made and maintained from, in, through, or into the several parishes; townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Long Sutton otherwise Sutton Saint Mary otherwise Sutton in Holland, Sutton Saint Mary; Sutton Saint James, Sutton Saint Edmunds; Tydd Saint Mary, Tydd Gout otherwise Tydd Goat otherwise Tydd Gote; in the parts of Holland, in the county of Lincoln; Tydd Saint Giles, otherwise Tid Saint Giles, Newton; Leverington Parson-drove otherwise Leverington Parson-drove, Wisbeach Saint Mary otherwise Wisbech Saint Mary, and Wisbeach Saint Peter otherwise Wisbech Saint Peter; in the Isle of Ely, and county of Cambridge.

Another branch railway, diverging from and out of the said intended main line of railway, at, in, or near to the town of Holbeach in the parts of Holland, in the county of Lincoln, and terminating, at, in, or near to the town of Spalding, in the said parts of Holland, in the said county of Lincoln, and with the works and conveniences connected therewith, to be made and maintained from, in, through, or into the several parishes; townships; townlands; and extra-parochial and other places following, or some of them, (that is to say,) Holbeach, Whaplode, Moulton, Weston, Fulney, Wickam otherwise Wykeham, and Spalding; all in the said parts of Holland, in the said county of Lincoln.

And, by the said Act or Acts, it is further intended to apply for powers to enable the company of proprietors of a certain bridge, called the Cross Keys-bridge, now existing or constructed over or across the lower part of the outfall of the river Nene or channel called Sutton-wash otherwise Cross Keys-wash, between the parish of Long Sutton otherwise Sutton Saint Mary otherwise Sutton in Holland, in the county of Lincoln, and the parishes of Walpole Saint Andrew and Walpole Saint Peter, in the county of Norfolk, to sell or let to the company to be incorporated by the said intended Act or Acts, the said existing bridge, and the quays and works at each end thereof, and all or any of the lands, tenements, hereditaments, and premises, rights, powers, and privileges belonging thereto or in connexion therewith, upon such terms as may be mutually agreed upon; and to enable the said company to be incorporated by the said Act or Acts to purchase or rent, and to use, exercise, and enjoy the same, and to pull down and remove the said bridge, quays, and works; and, in lieu of such bridge, quays, and works, to build, construct, erect, and maintain another bridge or bridges, with all proper quays, approaches, and other works connected therewith over the said Sutton-wash otherwise Cross Keys-wash, at the point or place; points or places, or some or one of them, where the said main line of railway will pass over and across the said Sutton-wash or Cross Keys-wash; and

parallel and in connection with such railway, for the separate passage, use, and transit of carts, carriages, horses, cattle, goods, merchandize, and foot passengers in passing and re-passing, or otherwise travelling or going over and using such intended bridge or bridges; and also for powers to alter, vary, and divert the present roadway and footpaths and approaches to the now said existing bridge, and to make and maintain additional and necessary roadways, footpaths, and approaches on each or either end of the said intended bridge or bridges or roadways, or any of them, which said intended bridge or bridges, quays, approaches, roadways, and footpaths, and other works will be made and maintained, raised, altered, or diverted from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Walpole Saint Andrew, Walpole Saint Peter, Walpole Salt Marsh, and Wingland, all in the county of Norfolk; Wingland, Sutton-bridge otherwise Sutton Saint Matthew, Long Sutton otherwise Sutton Saint Mary otherwise Sutton in Holland, and Sutton Saint Mary, all in the parts of Holland, in the county of Lincoln, and with such objects, or some of them, or otherwise to alter and amend, and, if necessary, to repeal the powers and provisions of an Act, passed in the seventh year of the reign of His late Majesty King George the Fourth, intituled "An Act for constructing a bridge across Sutton-wash otherwise called Cross Keys-wash, between the counties of Lincoln and Norfolk," and to alter the tolls, rates, and duties granted by such Act, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and other rights and privileges.

And, by the said Act or Acts, it is further intended to apply for powers to enable the company of proprietors of a certain other bridge, called the Fosdyke-bridge, now existing or constructed over or across the lower part of the river Welland, called Fosdyke-wash, running through or between the parishes of Fosdyke and Moulton, in the parts of Holland, in the said county of Lincoln, near to Fosdyke Inn, from the north shore, in the said parish of Fosdyke, to the south or opposite shore, in the said parish of Moulton, to sell or let to the company to be incorporated by the said intended Act or Acts the said Fosdyke-bridge, and the quays and works connected therewith, and all or any of the lands, tenements, hereditaments, and premises respectively, powers and privileges belonging thereto or connected therewith, upon such terms as may be mutually agreed upon; and to enable the said company to be incorporated by such Act or Acts to purchase or rent, and to use, exercise, and enjoy the same, and to pull down and remove such bridge, quays, and works, and, in lieu thereof, to build, construct, and erect a bridge or bridges, with all proper quays, approaches, and other works connected therewith, over the said river Welland, at the point or place, points or places, or some or one of them, where the said main line of railway will pass over and across the said river Welland, and parallel and in connection with such railway, for the separate passage, use,

and transit of carts, carriages, horses, cattle, goods, merchandize, and foot passengers, in passing and re-passing, or otherwise travelling or going over and using such intended bridge or bridges; and also for powers to alter, vary, and divert the present roadway, footpaths, and approaches to the said now existing bridge, and to make and maintain additional and necessary roadways, footpaths, and approaches on each or either end of the said intended bridge or bridges or roadways, or any of them, which said intended bridge or bridges, quays, approaches, roadways, and footpaths, and other works connected therewith, will be made and maintained, varied, altered, or diverted from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Fosdyke otherwise Algarkirk otherwise Algarkerk-cum-Fosdyke otherwise Alderchurch, and Moulton, in the parts of Holland, in the said county of Lincoln; and with such objects, or some of them, or otherwise, to alter and amend, and if necessary, to repeal the powers and provisions of an Act, passed in the fifty-first year of the reign of His late Majesty King George the Third, intituled "An Act for repealing so much of an Act of His present Majesty as relates to making a public way over Fosdyke-wash, in the county of Lincoln, and for granting further powers for building a bridge over the said wash;" and to alter the tolls, rates, and duties granted by such Act, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and other rights and privileges.

And it is further proposed, by the said intended Act or Acts, to enable the company thereby to be incorporated, to sell or let or transfer the said intended railway and branch railways, bridges, quays, and other works, and any part thereof, and all or any of the powers of the said company in connection therewith, whether with reference to the levying of tolls, rates, and duties, or otherwise, to any company or companies willing and desirous to purchase or rent the same, and to authorize such other company or companies to purchase, rent, and use the same, and to exercise such powers, and also to enable the said company so to be incorporated to purchase or rent all or any part of any other railway or railways and works to be connected with the said intended undertaking, or any part thereof which it may be considered expedient to purchase or rent, and generally to enable such company, so to be incorporated, and other company or companies, to enter into and carry into effect such further and other arrangements and agreements, either jointly and severally, and either mutually or with any other parties, in reference to the said undertaking, as may be expedient and proper.

And it is also intended, by the said Act or Acts, to incorporate a company to carry into execution the said undertaking, and all the powers to be granted in relation thereto, and to take powers to levy tolls, rates, and duties on or for the use of the said intended railway and branch railways and

works and conveniences, and on and for the use of the said intended bridges and quays, and other works and conveniences connected therewith, and to confer exemptions from payment of tolls, rates, and duties, and to obtain powers for the compulsory purchase of land, houses, and buildings, or other property required for the construction, use, and maintenance of the said intended railway and branch railways, and bridges, quays, approaches, roads, roadways, and footpaths, and other works and conveniences, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, and buildings, or other property, or which would in any manner interfere with any of the purposes aforesaid, and to confer other rights and privileges; and to obtain powers to deviate in the construction of the said intended railway, branch railways, bridges, quays, roads, roadways, and footpaths, and other works and conveniences, to such an extent as will be shewn on the plans thereof, to be deposited as after mentioned.

And it is also intended, by the said Act or Acts, to take powers to cross, alter, divert, or stop and shut up, within the several parishes, townships, townlands, and extra-parochial and other places aforesaid, all such streets, highways, and turnpike or other roads, railways, passages, rivers, canals, brooks, sewers, streams, or waters, and water-courses, as it may be necessary and expedient to cross, alter, divert, stop, or shut up for the purposes of making, maintaining, and using the said intended railway, branch railways, bridges, quays, roads, roadways, footpaths, and other works and conveniences.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said intended railway and branch railways, bridges, quays, roads, roadways, approaches, and other works, and the lands in or through which they are to be made and maintained together with books of reference to such plans, respectively, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, respectively, will be deposited, for public inspection, on or before the thirtieth day of November one thousand eight hundred and forty-five, with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, in the said county of Norfolk; and with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office at Spalding, in the said parts of Holland, in the said county of Lincoln; and with the Clerk of the Peace for the isle of Ely, in the county of Cambridge, at his office at Wisbeach, in the said isle of Ely and county of Cambridge; and with the Clerk of the Peace for the borough of King's Lynn aforesaid, at his office within the same borough, in the county of Norfolk; and with the Clerk of the Peace for the borough of Boston, at his office within the said borough of Boston, in the parts of Holland, in the county of Lincoln; and that a copy of so much of the said plans, sections, and books of reference, as re-

spectively relates to each of the parishes from, in, through, or into which the said intended railway and branch railways, bridges, quays, roads, roadways, approaches, and other works are intended to be made and maintained, will be deposited, also for public inspection, on or before the thirty-first day of December one thousand eight hundred and forty-five, with the parish clerks of each of the said parishes respectively, at the respective residences of such parish clerks.

*Johnston, Farquhar, and Leech, No. 65,
Moorgate-street, London;*

Johnson, Sturton, and Key, Holbeach.

Edward Lane Swatman, Lynn.

Dated this 1st day of November 1845.

London, Hounslow, and Western Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper and necessary works and conveniences connected therewith, commencing by a junction with the London and South Western Railway at or near to Falcon Bridge, in the parish of Battersea, in the county of Surrey, and terminating at or near to the town of Staines, in the parish of Staines, in the county of Middlesex; which said intended railway or railways, and works connected therewith, are intended to be made in, and to pass from, through or into the several parishes, townships, townlands and extra-parochial and other places, following, or some or one of them (that is to say), Battersea, Wandsworth, Clapham, and Upper Tooting, in the county of Surrey, the bed and shore of the river Thames, in the counties of Surrey and Middlesex, or one of them, Chelsea, Saint Luke's Chelsea, Fulham, Kensington, Brompton, Hammersmith, Saint Peter, Chiswick, Turnham-green, Acton, East Acton, New Brentford, Old Brentford, Brentford End, Hanwell, Ealing, Little Ealing, Isleworth, Wyke-green, Smallberry-green, Whitton dean, Hounslow, Twickenham, Heston, Whitton, Lampton, Seratage, Sutton, Northhyde, Norwood, Southall, Cranford, Hayes, Hanworth, Feltham, Bedfont, East Bedfont, Hatton, Ashford, Stanwell, and Staines, or some or one of them, in the county of Middlesex; also to form and construct a branch railway or railways, with all necessary and proper works and conveniences connected therewith, commencing from and out of the said intended main railway or railways, at or near an intended station of the said intended main railway or railways, at Hounslow aforesaid, and terminating at or near the station of the Great Western Railway, situate at or near to West Drayton, in the said county of Middlesex; which last mentioned branch railway or railways and works connected therewith, are intended to be made in, and to pass from, through, or into the several parishes, townships, townlands, and extra-parochial and other places of Isleworth, Hounslow, Heston, and Cranford aforesaid, Har-

lington, Harmondsworth, Sepston otherwise Sipson, and West Drayton, or some or one of them, in the county of Middlesex.

And notice is hereby further given, that plans and sections, describing the lines and levels of the said intended new works, and the lands to be taken for the purposes thereof, together with books of reference thereto, containing the names of the reputed owners, lessees and occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the said county of Surrey, at his office, Number 1, North Street, Lambeth, in the same county; and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, in the said last-mentioned county; and a copy of so much of such plans and sections as relates to each parish, in, from, through, or into which the said proposed railway or railways, branch railway or railways, and works connected therewith, respectively, are intended to be made, together with a book of reference thereto, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his respective place of abode.

And notice is hereby further given, that powers are intended to be taken, in and by the said Act or Acts, to deviate in the construction of the said proposed railway or railways, branch railway or railways, and works connected therewith, respectively, to such extent as will be shewn or defined on the the said plans; and to stop up, alter, and divert such highways, turnpike and other roads, railways, passages, canals, navigations, rivers, streams, brooks and watercourses, within the several parishes, townships, townlands, and extra-parochial and other places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes of constructing the said proposed railway or railways, branch railway or railways, and works connected therewith respectively.

And it is further proposed, in and by the said Act or Acts, to take powers to incorporate a company for carrying into effect the objects aforesaid, with full power to purchase and take lands, houses, tenements, and hereditaments, by compulsion or agreement, for the purposes thereof, and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments, and for the levying of tolls, rates, and duties for and in respect of the use of the said proposed railway or railways, branch railway or railways, and works connected therewith respectively.

And it is further proposed, in and by the said Act or Acts, to enable the company so to be incorporated as aforesaid, to carry out any agreement or agreements, arrangement or arrangements, which they may think proper or expedient, for the sale, transfer, amalgamation, or consolidation of the whole or of any part of the said railway or railways

or branch railway or railways, and works connected therewith respectively, which may be authorized to be made under the provisions of the said intended Act or Acts, with any other company or persons, and to grant a lease or leases of all or any part thereof, and to enable such other company or persons to purchase, or rent, or to construct the works which may be so sold, let, or transferred, or leased to them; and to raise any funds, or to contribute to the capital requisite for the construction of the said proposed railway or railways, branch railway or railways and works connected therewith respectively; and to hold shares, or have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company to be incorporated as aforesaid, or on any portion thereof; and also to enable the said company to purchase or take a lease or leases of any shares, rights, or interests in any other railway or railways, or any part or parts thereof respectively.

*Thomas and David Harrison, 5, Walbrook,
London, Solicitors to the London, Hounslow
and Western Railway Company.*

Upwell Rectory Bill.

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 the division of the rectory of Upwell-cum-Welney, in the county of Norfolk, and in the Isle of Ely, in the county of Cambridge, into separate districts; for ecclesiastical, parochial, and other purposes, and for the endowment of such separate districts out of the revenues of the said rectory; and for the building of one or more church or churches in the said districts, and providing for marriages, baptisms, and burials, to be had and solemnized therein, and for providing a burial ground, to be attached to one of the said churches, the limits of such burial ground being as follows; viz. part of the lands belonging to Richard Greaves Townley, Esquire, at Brimstone-Hill; in the said parish of Upwell-cum-Welney, in the occupation of Joseph Bennington, and bounded on the north by the road there leading to the Sixteen Feet river; and it also intended to apply for powers, in the said Bill, to provide parsonage houses and glebe lands, for the incumbents of the said separate districts, and for purchasing lands and hereditaments for such purposes; and also to levy rates or duties, or to alter the existing rates or duties, or to confer, vary, or extinguish any exemption from payment of such rates or duties, or other rights or privileges; and for raising monies by mortgage or charge upon the tithes and tithe rents arising within the said rectory of Upwell-cum-Welney, or by such other means as may be thought expedient for the several purposes of the said Bill.—Dated this 29th day of October 1845.

*Fladgate, Young, and Jacksons, 12, Essex-street,
London, Solicitors for Richard Greaves
Townley Esquire, patron of the said rectory.*

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 dividing, allotting, and inclosing the open and common and waste lands within the manor or lordship of Gollon, situate in the several parishes of Llanbadarn-Vynydd, Llanano, Llanbister, Llandewy-Ystradenny, Abbey-Cwmhir, and Saint Harmon, in the county of Radnor, and for extinguishing all rights of common and other rights and privileges in, over, and upon the same; by which Bill provision is intended to be made for defraying the expences of such inclosure by a rate, or by a sale of land, or by such other means as to Parliament may seem expedient.—Dated this thirty-first day of October 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to establish and maintain a Court for the Recovery of Small Debts, within and for the several parishes of Saint Austell, Saint Blazey, Tywardreath, Saint Sampsons, Fowey, Lanteglos by Fowey, Lansallos, Saint Veep, Saint Winnow, Lostwithiel, Llanlivery, Luxullian, Roche, Saint Mewan, Saint Ewe, Mevagissey, Gorran, Saint Michael Carhayes, Vryan, Ruan Lanihorne, Cornelly, Cuby, Creed, Probus, Ladock, Saint Enoder, Saint Stephens in Branwell, and Saint Dennis, or some or one of them, in the county of Cornwall.

And provisions are intended to be inserted in the said Act, authorizing the taking and levying of fees and emoluments by the officers of the said court, and for fixing and regulating the amount of such fees and emoluments respectively.

Dated this twenty-third day of October 1845.

Edmund. Carlyon, Solicitor for the Bill,
Saint Austell.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the rating to the relief of the poor, the repairs of the highways, and the church and other parochial and local rates, the landlords, owners, and proprietors of all houses, buildings, lands, tenements, and hereditaments assessable to such rates, respectively, within the parish of Aylesbury with Walton, and the township of Aylesbury, and the hamlet of Walton, respectively, in the county of Buckingham, the clear annual value of which, respectively, shall not amount to the sum of ten pounds, in lieu of the several occupiers thereof; and also to authorize the alteration and reduction of the existing rates or assessments in respect of such houses, buildings, lands, tenements, and hereditaments, or the making of compositions with the landlords, owners, and proprietors thereof in respect thereto.

Dated this twenty-ninth day of October 1845.

Burke, Pritt, Venables, and Co., 44, Parliament-street, Parliamentary Agents.

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, and to give to such company power for better supplying with water the inhabitants of the town and borough of Sunderland and the neighbourhood thereof.

And for such purpose power will be applied for, to make and maintain reservoirs, aqueducts, and other works in the several parishes and townships of Tunstall, Silksworth, Bishopwearmouth, Bishopwearmouth Panns, Ford, Sunderland near the Sea, Monkwearmouth, Monkwearmouth Shore, Southwick, and Fulwell, or some of them, in the county of Durham; and to take and to collect and to raise water from certain lands, situate within the said townships of Tunstall, Silksworth, Bishopwearmouth, and Ford, or some or one of them, and to levy and collect rates or rents in respect of such supply of water; and it is intended also to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the plans hereinafter mentioned; and for power to vary or extinguish any existing rights or privileges which would in any manner interfere with the construction and maintenance of the aforesaid reservoirs, aqueducts, and other works, and to confer other rights and privileges as may be deemed necessary.

And in such Bill it is intended to apply for power to enable the company, to be incorporated by the said Bill, to sell to the mayor, aldermen, and burgesses of the borough of Sunderland, and to enable such last-mentioned body to purchase the works intended to be vested by the said Bill in such company.

And it is further proposed to enable the said mayor, aldermen, and burgesses to exercise the same rights, whether as to the collection of rates, or otherwise, as are intended to be conferred upon the company so incorporated.

And notice is hereby also given, that duplicate plans, and sections of the before-mentioned reservoirs, aqueducts, and other works, together with books of reference thereto will, on or before the thirtieth day of November next, be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Durham, at Durham.

And, on or before the thirty-first day of December next, 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 said intended reservoirs, aqueducts, or other works are intended to be made, or be situate, will be deposited with the parish clerk of each such parish.

Dated this thirtieth day of October 1845.

A. J. and Wm. Moore, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the making and maintaining of a railway, commencing by a junction or junctions with the London and Birmingham Railway, in the parish

of Weedon Beck, in the county of Northampton; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Weedon Beck, Upper Weedon Beck, Lower Weedon Beck, Dodford, Everdon, Great Everdon, Little Everdon, Newnham, Badby, Staverton, Catesby, Upper Catesby, Lower Catesby, and Newbold Grounds, or some of them, in the county of Northampton; Upper Shuckburgh, Wolfhamcote, Flecknoe, Nethercote, Lower Shuckburgh, Grandborough, Caldecote otherwise Calcutt, Napton on the Hill, Stockton, Southam, Ladbroke, Long Itchington, Bascote, Stoneythorpe, Harbury, Ufton, Offchurch, Offchurch Bury, Radford Semele, Whitnash, Bishops Tatchbrook, Tatchbrook Mallory, Leamington Priors, Lillington, Milverton, Guy's-cliffe, Emscote, Leek Wootton, Saint Nicholas Warwick, Smith-street Ward, Bridge-end Ward, in the town of Warwick, Saint Mary Warwick, Budbrook, Hampton on the Hill, Barford, Sherbourn, Norton Lindsey, Wolverton otherwise Wolverdington, Langley, Claverdon, Fulbrook, Snitterfield, Wootton Wawen otherwise Waves Wootton, Edstone, Bearley, Aston Cantlow, Newnham, Shelfield, Little Alne, Pathlow, Wilmcote, Billesley, Haselor, Walcott, Great Alne, Kinwarton, Coughton otherwise Great Coughton, King's Coughton, Sperrall, Alcester, Middletown, Sambourn, Studley, Ipsley, Tardebigg, and Tutnal and Cobley, or some of them, in the county of Warwick; Feckenham, Astwood-bank, Hunt-end, Inkberrow, Tardebigg, Upper Bentley, Lower Bentley, Bentley Pauncefoot, Redditch, Web-heath, Fladbury, Stock and Bradley, Hanbury, Stoke Prior, Stoke-heath, Bromsgrove, Grafton otherwise Grafton-manor, Upton-warren, Rushock, Dodderhill, Elmbridge, Chaddesley Corbett, Stone, Hartlebury, Kidderminster, Saint Mary Kidderminster, Saint George Kidderminster, Saint John Kidderminster, Kidderminster Foreign, Kidderminster borough, Dunclent, Lower Dunclent, Comberton, Hurcott, Blakedown, and Wribbenhall, or some of them, in the county of Worcester; and terminating at or near the town of Kidderminster, in the borough of Kidderminster, or in the foreign of Kidderminster, in the parish of Kidderminster, in the county of Worcester, with a diverging line from the said main line of railway, in the said parishes of Bromsgrove or Stoke Prior, to join the Birmingham and Gloucester Railway, in the said parishes, or one of them.

And it is intended to obtain powers, in such Act or Acts, to make and maintain a branch railway, commencing by a junction or junctions with the said main line of railway, at or near Middletown or Sambourn, in the said parish of Coughton otherwise Great Coughton, in the county of Warwick; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Sambourn, Coughton otherwise Great Coughton, King's Coughton, Studley, Ipsley, Tardebigg, Tutnal, and Cobley, or some of them, in the county of Warwick; Feckenham, Redditch, Beoley, Bordesley, Tardebigg, Tutnal Alvechurch, Hopwood, Ley-end otherwise Lea-end Rowney-green, Bromsgrove, Northfield, and Cofton otherwise

Cofton otherwise Cofton Hackett otherwise Cofton Hackett, or some of them, in the county of Worcester; and terminating by a junction with the Birmingham and Gloucester Railway, at or near the Barnt-green station thereof in the last-mentioned parish, and in the parishes of Alvechurch and Bromsgrove, or some or one of them.

And it is intended to take powers, in such Act or Acts, to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial places before mentioned, or some of them, for the working and using the said railway and branch railway; and also to authorize junctions with any railway or railways, at the commencement or termination, or in the line or course of the said railway and branch railway, as before described, in the several parishes, townships, and extra-parochial places aforesaid; and, in the said Bill or Bills, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railway.

And notice is hereby given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railway, respectively, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans; and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is also intended, by such Bill or Bills, to incorporate a company or companies, for the purpose of carrying into effect the said intended railway and branch railway, and other works, and to enable such company or companies to sell or lease such railway and branch railway, or either of them, or any part thereof, respectively, to the London and Birmingham Railway Company, or to any other company, and to enable such company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Act or Acts, in connexion with such railway and branch railway; and also for powers to enable such company to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railway, and the works connected therewith, and the lands 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, will, on or before the thirtieth day of November next, be deposited, for public inspection, at the respective offices of the Clerks of the

Peace for the county of Northampton, at Northampton; and for the county of Warwick, at Stratford-upon-Avon; and for the borough of Warwick, at Warwick; and for the county of Worcester, at Worcester; and, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said railway and branch railway will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such clerk.—
Dated this twenty-fourth day of October 1845.

Rixon and Son, Solicitors, 20, Jewry-street, London.

CONTRACT FOR BOOTS FOR THE ROYAL MARINES.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, October 24, 1845.

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 Friday the 7th of November next, at one o'clock, 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, under a contract for twelve months certain, and further until the expiration of three months' warning,

All such Boots as shall, from time to time, be demanded for the use of the Royal Marines.

The conditions of the contract may be seen at the said Office, and patterns of the boots on application at the Marine Office, New-street, Spring-gardens.

No tender will be received after one o'clock on

the day of treaty, nor any 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 Boots," and must also be delivered at Somerset-place, accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £200, for the due performance of the contract.

CONTRACT for BRIGHT IRONMONGERY.
Department of the Storekeeper-General of the Navy, Somerset-Place, October 16, 1845.

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 Friday the 14th of November next, at one 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

Bright Ironmongery Articles, under a contract for twelve months certain, and afterwards, until the expiration of six months' warning.

Patterns of the articles may be seen, and a form of the tender and the conditions of the contract obtained, at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any 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 Bright Ironmongery," and must also be delivered at Somerset-place, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £1000, for the due performance of the contract.

Printed and Published at the Office, in Cannon-row, Parliament-street, by FRANCIS WATTS, of No. 1, Warwick-square, Belgrave-road:

Saturday, November 1, 1845.

Price Two Shillings and Eight Pence:

