



The London Gazette.

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THURSDAY, NOVEMBER 6, 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 parochial chapelry of Colne, in the parish of Whalley, in the county of Lancaster, and in the diocese of Chester.

"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 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 chapelry of Colne 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 chapelry 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 John Bird Bishop of Chester, in testimony whereof he has signed and sealed this scheme, that all that part of the said chapelry of Colne, 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 Great Marsden.”

“ 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 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 GREAT MARSDEN, being—

“ All that part of the parochial chapelry of Colne, in the parish of Whalley, in the county of Lancaster, and in the diocese of Chester, comprising the whole township of Great Marsden, and such part of the township of Colne as is situate on the south western side of an imaginary line extending towards the north-west, from a point (marked *a* on the map or plan herewith) on the boundary between the said townships of Colne and Great Marsden, near the south eastern corner of a certain field called Horsefield, adjoining Pike Laith-house, along the eastern fence or boundary of such field, and of another field called Great Meadow, situate on the north west thereof, and across Colne Water at a certain point (marked *b* as aforesaid) where it is crossed by a certain occupation road near the northern corner of such last-mentioned field, on the north western side of an imaginary line extending towards the north east from such last-mentioned point, along the northern bank of Colne Water aforesaid, as far as the weir or dam (marked *c* as aforesaid) belonging to the corn mill called the King's-mill, and on the southern side of an imaginary straight line extending thence westward, to the north eastern corner of a certain out-house or barn (marked *d* as aforesaid), the joint property of Robert Midgley, Esq., of Colne, and William Sagar, Esq., of Southfield, and now in the occupation of James Houghton situate at the northern end or top of Colne Waterside, in the said township of Colne, and of another imaginary line extending thence, also westward, and in a straight direction with the extreme northern corner of the factory and premises called Walk Cotton-factory (marked *e* as aforesaid), as far as the boundary between the said townships.”



And whereas the draft of the said scheme has been transmitted to the incumbents and to the patrons of the church of the parish and of the church or chapel of the chapelry out of which it is intended that the district therein recommended to be constituted shall be taken, pursuant to the provisions of the said Act; and whereas such incumbents 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 Registrar of the diocese of Chester.

C. C. Greville.

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to authorise the construction of a public roadway from Vauxhall-bridge, in the parish of Saint John the Evangelist, in the city or liberties of Westminster, along the shore and bank of the river Thames, on the Middlesex side thereof, to Battersea-bridge, in the parish of Saint Luke Chelsea, in the county of Middlesex; also to embank the said river, on the Middlesex side thereof, from Vauxhall-bridge to Battersea-bridge aforesaid, as will be shown on the plans hereinafter mentioned, with all necessary powers to alter, widen, divert, and remove all causeways, piles, stairs, hards, or landing places on the bed or shore of the said river, or projecting from the banks thereof, on the side aforesaid, between Vauxhall-bridge and Battersea-bridge aforesaid, and to construct others with all necessary conveniences; and to remove all mud and other banks on the bed or shore of the said river, and to deepen and cleanse the same, between Vauxhall-bridge and Battersea-bridge aforesaid; and to alter, remove, make, maintain, or continue viaducts, roads, bridges, embankments, quays, basins, banks, walls, locks, wharfs, sewers, culverts, drains, arches, landing places, tide gates, piles, sluices, lock gates, and other works and conveniences; and to authorise the construction of piers, stairs, and landing places by the side of, or projecting from, the said roadway and embankment, for embarking and disembarking of passengers, and to take and levy tolls in respect of passengers landing on, or embarking from, the said piers or landing places.

Also to form and make a new street from the south end of Lower Sloane-street, in or nearly in a direct line along and from White Lion-street,

to the before-mentioned intended public roadway, at or near the entrance to the Grosvenor Canal; also to widen the entrance or approach from the King's-road into Sloane-square, at the north or north east corner of the said square.

Also to construct and maintain a bridge, with suitable and convenient approaches thereto, across the river Thames, from the north bank or shore of the said river, near to the Royal Hospital at Chelsea, to the opposite bank or shore near to a tavern called the Red-house, at Battersea, and to construct and maintain suitable and convenient landing places, and piers and other works connected with the said bridge.

Which said roadway, bridge, and other works will be made within the several parishes of Saint John the Evangelist and Saint George Hanover-square, in the city and liberties of Westminster, and county of Middlesex, and Saint Luke Chelsea, and Saint Mary Abbots Kensington, in the same county, and Saint Mary Battersea, and Clapham, in the county of Surrey.

And notice is hereby further given, that plans and sections of the said intended works, with a book of reference thereto, will, on or before the 30th day of November next, be deposited, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in the said county; and with the Clerk of the Peace for the city and liberties of Westminster, at his office, in Carlisle-street, Soho-square, in the said city and liberties; and with the Clerk of the Peace for the county of Surrey, at his office, in North-street, Lambeth; and that, on or before the 31st day of December next, copies of the said plans and sections and book of reference will be deposited with the parish clerk of each of the several parishes above mentioned.

And notice is hereby further given, that power will be contained in the said Act, to make lateral deviations in the construction of the said roadway, bridge, and works, respectively, from the lines or situations thereof laid down in the plans to be deposited as hereinbefore mentioned, to the extent which will be defined upon the said plans.

And notice is hereby further given, that powers will also be contained in the said Act, for the compulsory purchase of lands and houses; and for levying tolls, rates, or duties upon, or in respect of, the said bridge and works; and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, or other rights or privileges, together with all necessary powers and provisions for carrying the above purposes into effect.—
Dated this 13th day of October 1845.

By order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings,
Pemberton, Crawley, and Gardiner, Solicitors,
20, Whitehall-place.

North British Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of an Act, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from the city of Edinburgh to the town of Berwick-upon-Tweed, with a branch to the town of Haddington;" and of another Act, passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act to empower the North British Railway Company to purchase the Edinburgh and Dalkeith Railway, and to alter part of the line of the said railway, and of the North British Railway, and to construct certain branch railways in connexion therewith;" and also to alter, amend, and enlarge the powers and provisions of an Act, passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a railway from the Edinburgh and Dalkeith Railway to the town of Hawick;" and to authorize the construction and maintenance, by the North British Railway Company, of the branch railways from the said North British Railway, and from the Edinburgh and Hawick Railway, now forming a branch of the said North British Railway, and of the extension of the said Edinburgh and Hawick Branch Railway, and branches therefrom, hereinafter mentioned, or of parts of such branch railways and extension, respectively, together with all proper works, approaches, piers, landing places, and conveniences connected therewith, viz. a branch railway, diverging from and out of the line of the said North British Railway, at a point near Bankton, in the parish of Tranent, and county of Haddington, passing through part of, and terminating in, the said parish and county, at or near to the village of Tranent; another branch railway, diverging from and out of the said railway, also at a point near Bankton aforesaid, passing from, in, through, or into the parishes and extra-parochial or other places of Tranent and Prestonpans, in the county of Haddington, and terminating at or near to the harbour of Cockenzie, in the said parish of Tranent; another branch railway, diverging from and out of the said railway, at a point at or near Drem, in the parish of Athelstaneford and county of Haddington, and passing from, in, through, or into the parishes or extra-parochial or other places of Athelstaneford, Dirliton, and North Berwick, in the county of Haddington, or some of them, and terminating at or near to the burgh of North Berwick, in the said parish of North Berwick; another branch railway, diverging from and out of the said railway, at a point near to West Reston, in the parish of Coldingham, and county of Berwick, and passing from, in, through, or into the parishes and extra-parochial or other places of Coldingham, Chirnside, Buncle, Edrom, and Dunse, in the said county of Berwick, or some of them, and terminating at the town of Dunse, in the parish of Dunse; another branch railway, diverging from and out of the Hawick branch of the said North British Railway, by a forked line,

at two points, at or near to Wester Langlee, in the parish of Melrose, and county of Roxburgh, and passing from, in, through, or into the parishes and extra-parochial or other places of Melrose, in the county of Roxburgh, of Galashiels, Yarrow, Stow, and Innerleithen, or some of them; in the county of Selkirk, of Innerleithen, Traquair, Peebles, Manor, Lyne, Stobo, Drummelzier, Glenholm, Broughton, Kilbucko, and Skirling, or some of them, in the county of Peebles, of Culter, Biggar, and Symington; in the county of Lanark, or some of them, and terminating at the line of the proposed Caledonian Railway, by a forked or double junction, at or near to Balgreen, in the parish of Symington; another branch railway, diverging from and out of the said Hawick branch of the North British Railway, at or near to Torwoodlee, in the parishes of Stow or Galashiels, and county of Selkirk, or one of them, and passing from, in, through, or into the parishes and extra-parochial or other places of Stow, Galashiels, and Innerleithen, in the county of Selkirk, and terminating by a junction with the said last-mentioned and intended branch railway near Thornielee, in the parish of Innerleithen, and county of Selkirk; another branch railway, diverging from and out of the said second last-mentioned, and intended branch railway, near Rink, in the parish of Galashiels, and county of Selkirk, and passing from, in, through, or into the parishes and extra-parochial or other places of Galashiels, in the counties of Selkirk and Roxburgh, and Selkirk, in the county of Selkirk, and terminating near the burgh of Selkirk, in the said parish of Selkirk; also another branch railway, diverging from and out of the said Hawick branch of the North British Railway, at a point near Newton, in the parish of Saint Boswells, and county of Roxburgh, and passing from, in, through, or into the several parishes and extra-parochial or other places of Saint Boswells, Maxton, Roxburgh, Kelso, and Sprouston, or some of them, in the county of Roxburgh, and terminating at the town of Kelso, and by a junction with the line of the Kelso branch of the proposed Newcastle and Berwick Railway, at or near to Wooden or Mallendene, in the said parish of Kelso, or parish of Sprouston, or terminating at the town of Kelso, or by a junction with the line of the Kelso branch of the said Newcastle and Berwick Railway as aforesaid; also another branch railway, diverging from and out of the said last-mentioned and intended branch railway to Kelso, at a point near the village of Roxburgh, in the said parish of Roxburgh, and passing from, in, through, or into the several parishes and extra-parochial or other places of Roxburgh, Eckford, Crailing, and Jedburgh, or some of them, in the county of Roxburgh, and terminating at or near the burgh of Jedburgh, in the said parish of Jedburgh; also an extension of the said Hawick branch of the said North British Railway, from the terminus thereof, in the parishes of Wilton or Hawick, in the county of Roxburgh, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wilton, Cayers, and Hawick, or some of

them, in the county of Roxburgh, Ewes, Langholm, Canonbie, or some of them, in the county of Dumfries, Kirk Andrews-upon-Esk, Moat, Arthurret, Netherby, Breckon-hill, Longtown, Lyneside, Kirklington, West Linton, Rockliff, Church-town, Kingmoor, Stanwix, Etterby, Stainton, Saint Mary's, Caldewgate, Ricketgate, Saint Cuthbert's, Botchergate, English-street, and the city and burgh of Carlisle, or some of them, in the county of Cumberland, and terminating by a junction with the Lancaster and Carlisle Railway, the Newcastle and Carlisle Railway, the Carlisle and Maryport Railway, and the proposed Caledonian Railway, or some or one of them, at or near the intended termination at Carlisle of the said Lancaster and Carlisle Railway, or otherwise at a point at or near to the city of Carlisle, in the said county of Cumberland; also another branch railway diverging from and out of the said intended extension railway to Carlisle, also at a point near to the Church of Canonbie, in the said parish of Canonbie, and county of Dumfries, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Canonbie, and Graitney or Gretna, or some of them, in the county of Dumfries, and Kirk Andrew's-upon-Esk, in the county of Cumberland, and terminating by a junction with the line of the proposed Caledonian Railway at a point near to Springfield, in the said parish of Graitney or Gretna; also another branch railway diverging from and out of the said intended extension railway to Carlisle, near Newton, or the Church of Canonbie, in the parish of Canonbie, passing through part of and terminating at the Duke of Buccleuch's Collieries, in the said parish of Canonbie; and also another branch diverging from and out of the said intended extension railway to Carlisle, from a point near the Brampton-road, in the parish of Arthurret and county of Cumberland, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Arthurret, Lyneside, and Longtown, or some of them, in the county of Cumberland, and terminating at a point near the village of Longtown.

And it is also intended, by the said Act or Acts, to confirm the purchase of the Leith Branch of the Edinburgh and Dalkeith Railway by the North British Railway Company, and to repeal, so far as the same may now be in force, the provisions of the several Acts relative to the said Edinburgh and Dalkeith Railway, or the said Leith Branch thereof, passed, respectively, in the seventh year of the reign of His Majesty King George the Fourth, in the tenth year of the same reign, and in the fourth and fifth years of the reign of King William the Fourth; and to remove the restrictions contained in the said Acts, or any of them, with regard to the use of locomotive engines on the Edinburgh and Dalkeith Railway, or the said Leith Branch thereof, or the rights of way-leave or other rights and privileges affecting the same; and to dissolve the company of proprietors of the said Leith Branch, and to vest the powers and privileges of the said company in the said North British Railway Company, and to take power to alter,

vary, and enlarge the line, or part of the line, of the said Leith Branch, within the several parishes or extra-parochial or other places of Libberton, Duddingston, and South Leith, or some of them, in the county of Edinburgh; and to construct a junction railway between the said Leith Branch Railway and the North British Railway, at or near to Portobello, in the said parish of Duddingston, and county of Edinburgh.

And it is further intended, by the said Act or Acts, to authorise an alteration within the parish of Inveresk, and county of Edinburgh, of the line of railway from Wanton-walls, to or near to the town of Musselburgh, authorised by the Act relating thereto, passed in the last session, and secondly hereinbefore mentioned, such alteration to commence at a point near to Campie, at the town of Fisherrow, in the said parish of Inveresk, and to terminate at a point near to the said town of Musselburgh.

It is also further intended, by the said Act, to take power to the North British Railway Company to acquire, by agreement or compulsion, additional property in the parishes of Trinity College, High Church, and Saint Andrew's, in the city of Edinburgh, and Canongate and South Leith, or some of them, in the county of Edinburgh, adjoining the terminus of the North British Railway, for the purposes of the said railway.

And it is also intended to take power, in the said Act or Acts, to deviate in constructing the said branch railways and extension, and other works above described, from the line or lines thereof, laid down on the map or plans thereof, to be deposited, as after mentioned, to such extent as is or will be defined on the said map or plans.

And it is also intended to take power, in the said Act or Acts, for the compulsory purchase of lands and other heritages, and for the levying of tolls, rates, and duties on and for the use of the said intended railways, and other works thereby authorised.

And it is also intended to take power to alter, amend, or repeal an Act, passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a railway, to be called the Caledonian Railway," in so far as relates to the tolls, rates, and duties authorised to be levied on said railway.

And it is further intended, by the said Act, to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further intended, by the said Act or Acts, to obtain powers to stop up, and to alter, vary, and divert, whether temporarily or permanently, the lines, levels, and inclinations of turnpike roads, highways, roads, streets, tramroads, railroads, piers, landing places, paths, passages, or other roads, rivers, canals, brooks, streams, waters, water-courses, mill and other ponds, where

requisite, for the construction of the said railway and works, in the said several parishes, townships, and extra-parochial or other places as aforesaid, or any of them.

And it is further intended, by the said Act or Acts, to enable the said North British Railway to raise a further sum of money, for the purposes of the undertakings belonging to them, and other the purposes to be effected by the said intended Act or Acts.

And it is further intended, by the said Act or Acts, to enable the said North British Railway Company to purchase or become the lessees of an intended railway from Edinburgh to Peebles, if the same shall be sanctioned by Parliament, and of any other line or lines of railway which may be beneficially worked in connection with the said North British Railway, and to enable the proprietors of such railways, or any of them, to sell or grant leases thereof to the said company.

And notice is hereby also, given, that maps or plans and sections, describing the lines or situations and levels of the said intended branch railways, extension, and alteration hereinbefore mentioned, and the works connected therewith, and the lands to be taken for the purposes thereof, and also plans of the additional property to be acquired as 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, respectively, will be deposited, for public inspection, on or before the thirtieth day of November one thousand eight hundred and forty-five, in the office of the Principal Sheriff-Clerk, in the city of Edinburgh, for the county of Edinburgh, and for the county of the city of Edinburgh; in the office of the Principal Sheriff-Clerk, in Haddington, for the county of Haddington; in the office of the Principal Sheriff-Clerk, in Dunse, for the county of Berwick; in the office of the Principal Sheriff-Clerk, in Selkirk, for the county of Selkirk; in the office of the Principal Sheriff-Clerk, in Jedburgh, for the county of Roxburgh; in the office of the Principal Sheriff-Clerk, in Peebles, for the county of Peebles; in the offices in Glasgow, Lanark, and Hamilton, respectively, of the Sheriff-Clerk for the county of Lanark; in the office of the Principal Sheriff-Clerk, in the town of Dumfries, for the county of Dumfries; and with the Clerk of the Peace for the county of Cumberland, at his office in the city of Carlisle; and that there will also be deposited, on or before the thirty-first day of December one thousand eight hundred and forty-five, with the Schoolmaster, if any, and, if there be no Schoolmaster, with the Session Clerk of each of the parishes in Scotland through which the said branch railways and extensions are intended to be made, respectively, at their respective residences; and also with the Town Clerks of the royal burghs of North Berwick, Peebles, Selkirk, Jedburgh, Annan, Musselburgh, Edinburgh, and Canongate, respectively, at their respective offices; and with the parish clerks of those parishes situated in England,

respectively, at their respective residences, a copy of so much of the said maps or plans and sections, as relates to each of the said several parishes and burghs, together with the books of reference thereto, respectively.

David Smith, }
J. G. Wood, } Edinburgh.
W. O. and W. Hunt, 10, Whitehall.
Edinburgh, October, 1845.

Willingham Inclosure and Drainage.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for dividing, allotting, and inclosing the commons, commonable lands, common fields, meadows, pastures, moors, wastes, and waste grounds, in the parish of Willingham, in the county of Cambridge, and for extinguishing all rights of common, and other rights and privileges upon and over the said lands, and for conferring other rights and privileges, and also for draining, improving, warping, and embanking certain of the low fen or marsh grounds, in the said parish of Willingham, and also, for the purposes last aforesaid, to obtain powers for the compulsory purchase of houses, lands, tenements, and hereditaments.

And it is also further intended to insert in the said Bill or Bills power, from time to time, to raise money for the purpose of defraying the expence of the said Bill or Bills, and for other the purposes aforesaid, by levying a rate or rates upon the owners or occupiers of the said lands intended to be divided, allotted, inclosed, drained, improved, warped, and embanked as aforesaid.—
Dated the 22d day of October 1845.

Pemberton and Throver, 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 to continue the term, and to alter and amend the powers and provisions, of an Act, passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for maintaining and improving the road from Deanburn, in the county of Haddington, through Grenlaw, in the county of Berwick, to Cornhill, in the county of Durham; with branches from Carfrae-mill through Lauder; from Orange Lane to Swinton-mill, and from Coldstream to Mountpleasant, all in the county of Berwick; and for maintaining the bridge over the river Tweed at Coldstream;" or to repeal the said Act in whole or in part, and to enact other and further powers and provisions in lieu thereof; and to continue or to alter or modify, increase or diminish the tolls, rates, or duties granted by the said recited Act of the sixth year of the reign of His Majesty King George the Fourth, or any of such tolls, rates, or duties; or to levy certain other and new tolls, rates, or duties in lieu thereof, or of any part or parts thereof; and to confer, vary or extinguish any exemptions from the payment of tolls, rates or duties, and other rights, privileges and provisions.
Dated this 15th day of October, 1845.

William Purves, Clerk of the Trust.

WHEREAS in the month of November 1844, the following notice was, in compliance with the standing orders of Parliament then in force, published for three successive weeks in the London Gazette, and in some or one of the Newspapers published or circulated in the counties of Surrey, Sussex, and Southampton, that is to say:—“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 to incorporate a Company or Companies, and to give to such Company or Companies power to make and maintain a Railway commencing by a Junction with the intended Croydon and Epsom Railway, in the parish of Epsom, in the county of Surrey, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Epsom, Ewell, Horton, Ashted, otherwise Ashstead, otherwise Ashted, otherwise Ashsted, Chessington, otherwise Chessington, Maldon, otherwise Malden, otherwise Maulden, otherwise Mauldon, Oakshot otherwise Ockshot, Cobham, Leatherhead, otherwise Leatherhed, otherwise Letherhed, otherwise Letherhead, Fetcham, Great Bookham, Little Bookham Effingham, Stoke DeAbernon, otherwise Stoke D’Abernon, otherwise Stoke De Alborne, Headley, otherwise Hedley, Mickleham, Westhumble, Dorking, The Holmwood, Betchworth, otherwise Bechworth, otherwise Beechworth, Wotton, otherwise Wotten, otherwise Wootton, otherwise Wootten, Westcot, otherwise Westcote, Milton, Abinger, Shere, otherwise Shiere, otherwise Sheire, Gomshall, otherwise Gomeshall, Shalford, Ewhurst, Cranley, Womersh, Albury, Bramley, Artington, otherwise Artingdon, otherwise Ertington, otherwise Ertingdon, Farncombe, Ockham, East Horsley, West Horsley, West Clandon, East Clandon, Mero, Saint Martha-on-the-Hill, Chilworth, Godalming, the tything of Godalming Town, Godalming Town, Upper Eashing, Lower Eashing, Tewsley, Laborn, Dunsfold, Saint Nicholas Guildford, Compton, Saint Mary the Virgin Guildford, Chiddingfold, Hascombe, Puttenham, Peperharow, otherwise Pepperharrow, otherwise Peper Harrow, Elsted, Witley, Thursley, Frensham, Pitfold, Churt, Haslemere, Hambledon, Mousehill, and Milford, or some of them, in the county of Surrey; and Linchmere, Farnhurst, Milland, Trotton, otherwise Trotton cum Tuxlith, Rogate, Stoughton, Walderton, Finchdean, otherwise Dean, Dean Lane End, Harting, Compton, Up Marden, Racton, Westbourne, North Marden, Rogate-Bohunt, and Bramshott, or some of them in the county of Sussex; and Sheet, Bramshott, Rogate-Bohunt, Headley, Greattham, Empshott, Hawkley, Liphook, Liss, otherwise Lyss, Liss Turney, Liss Abbas, Priorsdean, Thrope, Froxfield, Steep, Petersfield, Buriton, Weston, Nurstead, Chalton, Idsworth, Finchdean, otherwise Dean, Dean Lane End, Rowland’s Castle, Eastmeon, Clandfield, otherwise Clanfield, Blendworth, Catherington, Bedhampton, Havant, East Leigh, Middleigh, West Leigh, Brockampton, Warblington, Farlington, Drayton, Wymering, Halsea, Great Salterns, Burr Field, Portsea, Long Meadow Pie Corner Field, Portsmouth, Widley, Langstone,

and Mudlands of Langstone Harbour, or some of them, in the county of Southampton, and terminating in the said parish of Portsea: Also the following Branch Railways, from and out of the said Main Line of Railway, viz. a branch commencing from and out of the said Main Line of Railway, in the said parish of Dorking, passing thence from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Dorking, Brockham, Betchworth, otherwise Bechworth, otherwise Beechworth, Leigh, Headley, otherwise Hedley, Mickleham, Buckland, Walton-on-the-Hill, Kingswood, Chipstead, Gatton, Reigate, borough of Reigate, foreign of Reigate, Nutfield, Merstham, Bletchingley, otherwise Blechingley, and Charlwood, or some of them, all in the said county of Surrey, and terminating in the said parish of Reigate, by a junction with the London and Brighton Railway, and South Eastern Railway, both or one of them: And also another Branch, commencing from and out of the said Main Line of Railway, in the said parish of Havant, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bedhampton, Havant, East Leigh, Middleigh, West Leigh, Brockhampton, Warblington, and Emsworth, or some of them, in the county of Southampton; and Arlington, East Ashling, West Ashling, Westbourne, Prinstead, Nutbourne, Woodman-cott, Aldsworth, Hermitage, Chidham, Eastown, Westown, Bosham, Funtington, West Thorney, Walton, Gosford, Hunston, Old Fishbourne, New Fishbourne, Appledram, East Hampnett, West Hampnett, Westerton, Hampnett, Boxgrove, Halnaker, Strettington, Oving, Colworth, Portfield, and Rumboldswick, otherwise Rumbold’s Whyke, or some of them, in the county of Sussex; and St. Peter, St. Peter the Great or Subdeanery, St. Peter the Less, All Saints, St. Andrew St. Martin, St. Olave, Precincts, of the Cathedral Close Peculiar, Extra-parochial or New Town, and the Extra-parochial district of St. James’s, or some of them, in the city and borough of Chichester, in the said county of Sussex, the county part of the Subdeanery, in the said county of Sussex, and St. Pancras, and St. Bartholomew, respectively, partly within and partly without the walls in the said city and borough of Chichester, and in the said county of Sussex, and terminating either by a Junction with the intended Brighton and Chichester Railway, or at a distinct terminus, in the said parishes of St. Bartholomew and St. Peter the Great or Subdeanery, both or one of them: 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 or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such Railway, and Branch Railways: And it is intended to take powers to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial or other places before mentioned, or some of them,

for working and using the said Railway and Branches; and also to authorise junctions with any Railway or Railways at the commencements or terminations, or in the line or course of the said Railway or Branch Railways as before described in the several parishes, townships, and extra-parochial or other places aforesaid: And Notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said Railway and Branch Railways, 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 or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges: And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and the works connected therewith respectively, 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 instant, be deposited for public inspection at the respective offices of the Clerks of the Peace for the several counties following: that is to say, for the county of Surrey at Lambeth, for the county of Southampton at Winchester, and for the county of Sussex at Lewes; 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 proposed Railway and Branch Railways will pass or be situated, will be deposited with the Parish Clerk of each such parish.

Dated this first day of November 1844.

Burchell, Kilgour, and Parson,

15, Parliament Street, London."

And whereas the plans, sections and books of reference referred to in such notice were duly deposited at the offices of the several clerks of the peace, and with the parish clerks as therein particularly mentioned; and whereas a Bill was introduced into Parliament in the last Session for making the Railway and some of the Branches and works contemplated in the before mentioned notice; and in accordance with the plans, sections and books of reference so deposited as aforesaid, and whereas at the close of the last Session such Bill was depending in the Right Honorable the House of Lords, and was intitled "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 it is the intention of the promoters of the said Bill, to present a petition for the re-introduction of the same into Parliament, in the ensuing Session. Notice is hereby given, that it is the intention of the promoters of the said Bill in the next Session to present a petition for the re-introduction of such Bill so depending at the close of

the last Session, and to proceed with, and prosecute such Bill, in such manner, and under such regulations, as provided by the standing orders, with reference to Bills depending at the close of the last Session.

Dated this 1st day of October 1845.

Burchell, Kilgour, and Parson,

Parliament Street, London.

Launceston and South Devon Railway.

WHEREAS notices were published in the month of November last, in the London Gazette, and in the Plymouth, Devonport, and Stonehouse Herald, and West Briton newspapers, of the intention to apply to Parliament in the then next ensuing session, for an Act to make and maintain a railway from Launceston, in the county of Cornwall, to Tavistock, in the county of Devon; and whereas such application was made in pursuance of the aforesaid notices, and the Bill for making the said railway was ordered by the House of Commons to be engrossed, but by reason of the termination of the 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, and to proceed to pass the same into a law, with such modifications therein as to Parliament may seem meet.

Whiteford, Bennett, and Tucker,
Plymouth,
Gurney and Lethbridge, Cowlard,
Launceston,

Solicitors.

South Devon Railway.

WHEREAS notices were published in the month of November last, in the London Gazette, and in the Plymouth, Devonport, and Stonehouse Herald newspaper, of the intention to apply to Parliament in the then next ensuing session, for an Act to enable the South Devon Railway Company to make certain alterations in and extensions of that railway; and also to make a branch railway to Tavistock, in the county of Devon; and whereas such application was made in pursuance of the aforesaid notices, and the Bill for making the said railway was ordered by the House of Commons to be engrossed, but by reason of the termination of the 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, and to proceed to pass the same into a law, with such modifications therein as to Parliament may seem meet.

Whiteford, Bennett, and Tucker,
Plymouth,
W. O. and W. Hunt, No. 10,
Whitehall, London,

Solicitors
for the
Bill.

WHEREAS a Bill was depending in the Right Honorable the House of Lords at the close of the last session of Parliament, intituled "An Act for authorising the Sale of the Guilford Junction Railway, and for enabling the purchasers to maintain the same, and to make and maintain a railway therefrom to Godalming, and from the London and South Western Railway at Fareham to Portsmouth."

Now, notice is hereby given, that it is the intention of the promoters of the said Bill to present a petition to the Honourable the House of Commons for the re-introduction of such Bill in the session of 1846, and to proceed with the same as authorised by the resolutions of both Houses of Parliament with respect to railway bills pending in either House at the close of the last session, and which did not pass for want of time.—Dated this eighth day of October 1845.

Bircham and Dalrymple, Bedford-row,
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 to authorise the erection of an Exchange, News Room, and other public buildings, shops, cellars, and offices, together with approaches thereto, in the parishes of the Holy Trinity and St. Mary, or one of them, in the town and county of the town of Kingston-upon-Hull, and to incorporate or otherwise constitute a company for the purpose of carrying such objects into effect, with powers for the purchase, by compulsion or otherwise, of lands and houses within the said parishes, or one of them, for the purposes aforesaid; and also for reselling or letting, upon lease or otherwise, any lands so purchased which may not be found necessary for effecting such purposes, and also any buildings, or parts of buildings, which may be erected under the authority of such intended Act; and to levy and recover rents, rates, or other payments for the use of such buildings, or some of them; and also to confer, vary, or extinguish exemptions from the payment thereof, and any other rights or privileges which might impede or otherwise interfere with the execution of the several purposes aforesaid.—Dated the 24th day of October 1845.

Levett and Champney, Solicitors.

NOTICE is hereby given, that application is intended to be made in the ensuing session of Parliament, for an Act or Acts for the better supplying with water, for trade, commercial, manufacturing, and other purposes, the inhabitants of the townships of Wakefield, Stanley-cum-Wrenthorpe, Alverthorpe-with-Thornes, and Horbury, within the parish of Wakefield, in the west riding of the county of York, and it is proposed by the said intended Act or Acts to incorporate a company, and to give them all necessary powers to construct and maintain a reservoir or reservoirs, with all proper aqueducts, culverts, pipes, conduits, tunnels,

works, and conveniences connected therewith, and to supply the same with water from the river Calder, in the west riding of the said county of York, from or near to the Wakefield Soke Mill dam, in the said township of Wakefield, in the said west riding of the county of York, and from or near to the Thornes Lock, in the township of Alverthorpe with Thornes, in the parish of Wakefield, in the said west riding, and from or near to the Dirtcar dam, in the township of Horbury, in the said parish of Wakefield, in the said west riding, or from some or one of them; which said reservoir or reservoirs, aqueducts, culverts, pipes, conduits, tunnels, works and conveniences, are intended to be constructed within the said parish of Wakefield, in the west riding of the said county of York. And it is also proposed to make and maintain, within the said parish of Wakefield, all proper and necessary filtering beds, steam and other engines, bridges and other works, for carrying the purposes aforesaid into full and complete execution.

And it is also intended to take powers for making, constructing, and maintaining in and through the said parish of Wakefield, in the said west riding of the said county of York, all necessary and proper drains, sewers, catch ponds, cess pools, tunnels, culverts, and sluices, and to alter and divert all or any of the existing drains and sewers; and also to enable the said company to take and purchase, by compulsion or otherwise, lands, houses, and property for the purposes aforesaid, or any of them, and to vary, repeal, or extinguish all existing rights and privileges connected with such houses, lands, and property, or which would in any manner impede or interfere with the construction or maintenance of the said works, or any of them.

And also to enable this company to lay down and maintain mains, culverts, pipes, drains, tunnels, and conduits, for the conveyance of such water, through private lands, and in and along streets, roads, and public passages within the said parish, and to return the surplus or spare water to the said river Calder near to the Soke Mill dam, in Wakefield aforesaid. And also to alter or divert all such highways or roads within the said parish as it may be necessary to alter or divert for effecting the purposes aforesaid, or any of them.

And notice is hereby further given, that it is intended by the said Act or Acts to make provisions for the laying and collecting of rates or rents for such supply of water, and for granting such exemptions from the payment of such rates or rents as may be deemed expedient.

And notice is hereby lastly given, that, on or before the thirtieth day of November next, duplicate plans and sections of the said intended works and lands in or through which the same are proposed to be made, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, will be deposited with the

Clerk of the Peace for the west riding of the county of York, at his office at Wakefield, in the said riding; and that, on or before the thirty-first day of December next, a copy of the said plans and sections, with a book of reference thereto, will also be deposited with the parish clerk of the said parish of Wakefield.—Dated this ninth day of October 1845.

Henry Lumb and Sons, } Solicitors for
Taylor and Westmorland, } the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the making and maintaining of a railway, commencing by a junction or junctions with the Eastern Union Railway, at or near to Bentley Church, in the parish of Bentley, in the county of Suffolk; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Bentley, Copdock otherwise Cobdock, Washbrook, Capel Saint Mary otherwise Caple Saint Mary, Little Wenham otherwise Wenham Parva, Great Wenham otherwise Wenham Magna, Raydon Saint Mary otherwise Reydon otherwise Roydon, and Hadleigh, or some of them, in the county of Suffolk, and terminating at or near to a public road leading from Ipswich to Hadleigh, at a place known by the name of the Clay Wall Farm, in the said parish of Hadleigh, in the said county of Suffolk.

And it is intended to take power, in such Act, 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 also to authorize junctions with any railway or railways, at the commencement or termination, or in the line or course of the said intended railway, as before described, in the several parishes, townships, and extra-parochial places aforesaid; and, in the said Bill, 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 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 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 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, to incorporate a company, for the purpose of carrying into

effect the said intended railway and other works, and to enable such company to sell or lease such railway, or any part thereof, respectively, to the Eastern Union 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 in connexion with such railway; and also for powers to enable such company or companies 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 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 office of the Clerk of the Peace for the county of Suffolk, at Bury Saint Edmunds; 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 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, 20, Jewry- } Joint
street, London, } Solicitors.
George Josselyn, Ipswich, }

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, Stoney Thorpe, Harbury, Ufton, Offchurch, Offchurch Bury, Radford Semele, Whitnash, Bishops Tachbrook, Tachbrook 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, Tutnall, Alvechurch, Hopwood, Ley End otherwise Lea End, Rowney Green, Bromsgrove, Northfield, and Cofton otherwise Coston otherwise Coston 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.

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 Claborough, otherwise Claborough,

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
Jord, } 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, Kilgour, 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 navigation betwene 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, Arley, 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, Eynesbury, Saint Neots, Great Paxton, Offord Darcey, Offord Cluney, Buckden, Godmanchester otherwise Gunnecester, Brampton, Saint Mary's Huntingdon; Saint John the Baptist Huntingdon, Abbots 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, Glinton, 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-Whateley, 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, Billingham, 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, Ashton, 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, Beeston, Girtford, Blunham, Northill, Muggerhanger otherwise Moggerhanger with Charlton, Willington, Cople, Cardington, Eastcote, 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 authorize 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 authorized to be made, in the parish of South Luffenham and county of Rutland; which said intended 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, Brownover, Newton, and Biggin and Clifton, Clifton upon Dunsinore, in the county of Warwick; Cathorpe, Swinford, Westerill 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, East Langton, Welham, Slawston, Medbourne, Drayton, Bringlurst, Welford and Easton Magna otherwise Great Easton, in the county of Leicester; Theddingworth, Lilbourne, Stanford, Claycoton, Welford, Marston Trussel, Thorpe Lubenham, East Farndon, Bowden Parva otherwise Little Bowden, Saint Mary, Saint Nicholas, Saint Mary in Arden, Dingley, Sutton Basset, Weston otherwise Weston by Welland, 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, Morcott North Luffend, 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 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 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, 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 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, Mouswald, 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 authorised 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, Uppery, 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, Farlton, Farleton, Overthwaite, Whasset, Milnthorpe, Ackenthwaite, 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, Ragygill, Cartmel Fell, Staveley, 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 Roe 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 Roe 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 Holcutt otherwise Hulcott, Aspley 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;* } Solicitors.
Samuel Carter, Birmingham; }

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 colonades, 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.*

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, Clenchwharton, 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 Luton, 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, town-lands, 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 repassing, 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 Algarkirk-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, Scratage, 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 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 is 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 Gellon, 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, Veryan, Ruan Laniorne, 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 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.

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.

And 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 Boar-street, 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 Wryasbury 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.

(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.

Manchester, Midland, and Great Grimsby 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 or railways, with all proper works, stations, approaches, and other conveniences connected therewith, commencing either at an independent terminus in or near to the station of the Sheffield, Ashton under Lyne, and Manchester Railway, in the chapelry of Wortley, in the parish of Tankersley, in the West Riding of the county of York; or at or near some other place in the said chapelry; or by a junction or two junctions with the said Sheffield, Ashton under Lyne, and Manchester Railway, at some point or points in the said chapelry of Wortley; and terminating either by a junction or two junctions with the line of the Great Grimsby and Sheffield Railway, in the township or parish of Bole, in the county of Nottingham; or by a junction or two junctions with some other line of railway in the township or parish of Saundby, in the said county of Nottingham: or at an independent terminus in some other place in the said townships or parishes of Saundby and Bole, or one of them, and which said intended railway or railways, and other works connected therewith will pass from, in, through, or into, or be situated within the several parishes, townships, townlands, chapelries, and extra-parochial or other places following, or some of them, that is to say—Wortley, Wortley Township, Wortley Chapelry, Harper's Hill, Softley Crag, Finkel Street, Owlter Lane Farm, Bromley, Car House, Holbrook, Bradfield Chapelry, Hunshelf Township, Howbrot, Hollingberry Lane, Mortomley, High Green, Thorncliffe, Mortomley Lane End, Tankersley, Hood Hill, Housley, Chapelton, Cowley, Thorpe, Hesley, Hesley Park, Thorpe Hesley, Scholes, Wentworth, Ecclesfield, Park-Gate, Kimberworth, Bradgate, Bassingthorpe, The Holmes, Clough House, Greasbrough, Masbrough, North Field House, Rotherham, Rotherham Township, Rotherham Parish, Eastwood, Aldwark, Dalton Parva, Dalton Brook, Dalton Magna, Thrybergh, Herringthorpe, Round Wood, Woodlaths, Wickersley, Whiston, Flanderwell, Ravenfield, Bramley, Birk Lodge, Hooton Roberts, Firsby, Conisbrough, Clifton, Micklebring, Braithwell, Lambcote Grange, Maltby, Stainton, Stainton with Hellaby, Stainton Woodhouse, Sandbeck, Cockhill, Roche Abbey, Woolthwaite, Tickhill, Lindrick, Tickhill Moorhouse, Tickhill Spittal, Wilsick, Hesley, Bawtry, Bawtry Spittal, Bawtry Chapelry, Austerfield Chapelry, and Blythe Parish, in the West Riding of the county of York; Tickhill Spittal, Harworth, Plumtree Farm, Hesley, Martin, Bawtry, Bawtry Chapelry, Bawtry Spittal, Austerfield Chapelry, Scaftworth, Scrooby Parish, Southwell and Scrooby Liberty, Harwell, Misson, Everton, Matteredsey, Drake Holes, Clayworth, Wiseton, Gringley on the Hill, Kirkland, Misterton, Walkeringham, Beckingham, Saundby and Bole, in the county of Nottingham.

And it is also proposed to take powers by the said intended Act or Acts to make and maintain the several branch railways following, or some of them, with all proper works, approaches, and con-

veniences connected therewith, respectively, that is to say— a branch railway diverging from and out of the main line of the said before mentioned intended railway, at, in, or near Thorncliffe Wood, in the said parish of Tankersley; and passing thence into; and terminating in the said chapelry of Wortley, at or near Westwood Lodge, by a junction with the intended line of railway called the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway.

Another branch railway, diverging from and out of the main line of the said before mentioned intended railway, in the said parish of Rotherham, and terminating either by a junction with the Midland otherwise North Midland railway, at or near the Masbrough station, at Masbrough, in the said parish of Rotherham, or at an independent terminus at Masbrough, in the said parish of Rotherham.

Another branch railway, diverging from and out of the main line of the said before mentioned intended railway, at or near Eastwood House, in the township of Rotherham; and terminating on the east side of the town of Rotherham at or near the northern side of the town hall of Rotherham, in the said township of Rotherham.

Another branch railway, diverging from and out of the main line of the said before mentioned intended railway, in the said parish of Ravenfield, and thence passing from; in, through; or into the several parishes, townships, townlands, chapelries, and extra-parochial or other places following, that is to say—Firsby, Hooton Roberts, Braithwell, Conisbrough parish, Clifton, Edlington, Wadworth, Loversall, Warmsworth, and Balby with Hexthorpe, and terminating in the parish of Doncaster, in the said West Riding of the county of York, either by a junction or two junctions with the Goole, Doncaster, Sheffield, Ashton-under-Lyne, and Manchester and Great Grimsby Junction Railway, at or near the intended station thereof, at Doncaster, or by a junction or two junctions with some other line of railway, in the said parish of Doncaster; or at an independent terminus near the Shakespeare's Head Inn, in the said parish of Doncaster.

Another branch railway, diverging from and out of the main line of the said before mentioned intended railway, in the said parish of Scrooby and liberty of Southwell and Scrooby, at or near the point where the same crosses the Great North road, leading from Bawtry aforesaid to Retford, and thence passing from, in, through, or into the township and chapelry of Bawtry aforesaid, and terminating either by a junction or two junctions with the line of the proposed London and York Railway, at or near the station thereof, in the said township and chapelry of Bawtry aforesaid, or at some other point or part or points or parts of the said London and York Railway, in the said parish of Scrooby or township and chapelry of Bawtry, or one of them, or by an independent terminus at some point in the said township and chapelry of Bawtry aforesaid.

Another branch railway diverging from and out of the main line of the said before mentioned intended railway, in the said parish of Saundby, and passing from thence into and terminating in the said parish of Bole, by a junction or two junctions

with the line of the said Great Grimsby and Sheffield Junction Railway, or by a junction or two junctions with any other line of railway in the said parishes of Saundby and Bole, or one of them.

And notice is hereby further given, that by the said Act or Acts it is intended to incorporate a company for the purpose of carrying into effect the objects aforesaid; and to take powers to purchase lands and houses by compulsion or agreement, for the purposes thereof; and to levy tolls, rates, and duties in respect of the use of the said intended railway or railways, branch railways, and works; and to grant certain exemptions from such tolls, rates, and duties. And it is also intended by such act or acts, to vary or extinguish all existing rights or privileges connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertaking; or which would in any manner interfere with or impede the construction, maintenance, or use of the said intended railway or railways, branch railways, and works, or any or either of them; and to confer other rights and privileges.

And it is also intended by such Act or Acts, to take powers to deviate from the line or lines laid laid down on the plans hereinafter mentioned, to the extent thereon defined; and to stop up, divert, vary, or alter, either temporarily or permanently, within the parishes, townships, chapelries, and extra-parochial or other places herein before mentioned, or some of them, the lines, levels, and inclinations of all such turnpike roads, parish roads, highways, occupation roads, private roads, and other roads, streams, cuts, canals, aqueducts, sluices, navigable rivers, navigations, and railways, as may be necessary to stop up, divert, vary, or alter for the purposes of constructing the said intended railway or railways, branch railways, and works, or any or either of them.

And it is also intended by such Act or Acts, to take powers to authorize junctions with any railway or railways, at their commencement or termination, or in the line or course of such railway or railways, in the several parishes, townships, chapelries, extra-parochial and other places aforesaid, or some of them.

And it is also intended by such Act or Acts, to take powers to enable the company thereby to be incorporated to sell or let and transfer the said intended railway or railways, branch railways, and works, or any of either of them, or any part or parts thereof respectively, and all or any of the powers of the said company in connexion therewith, or in relation thereto, to the Leeds and Manchester Railway Company; the Midland otherwise North Midland Railway Company; the Sheffield, Ashton under Lyne, and Manchester Railway Company, or the said intended London and York Railway Company; or any other Company or Companies, or persons who may be willing to purchase or lease the same, and be named in the said Act or Acts, or any or either of them; and to enable the said companies or persons, or any or either of them, to purchase or rent, or construct the said intended railway or railways, branch railways, and works, or any of them, or any part thereof; and to exercise such powers, or any of them, whether with re-

ference to the levying of tolls, rates, and duties in respect thereof, or otherwise; and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway or railways, branch railways, and works, or any or either of them or any part thereof respectively; or to guarantee to the said company, to be incorporated by the said intended Act or Acts, or to be in any manner concerned thereunder in the said intended railway or railways, branch railways, and works, or any or either of them, or any part thereof, such interest or profit on their outlay as may be agreed upon. And also to enable the said company so to be incorporated, to purchase or rent out of their corporate or other funds, the liberty and privilege of using all or any part of any other railway or railways and works to be connected with the said intended railway or railways, and branch railways and works, or any of them, or any part thereof respectively. And also to enable all or any of the said companies or persons hereinbefore mentioned or referred to, to enter into and carry into effect such further and other mutual arrangements and agreements, either jointly or severally, and either mutually or with any other parties with relation to the said intended railway or railways, branch railways, and works, or any or either of them or any part thereof respectively, as may be deemed proper or expedient.

And notice is hereby further given, that it is intended by the said Act or Acts so to be applied for, to vary, alter, or amend and enlarge, so far as the same may interfere with or affect the constructing and maintaining of the said intended railway or railways, branch railways, and works, some of the powers or provisions of three several Acts, one passed in the thirty-sixth year of the reign of King George the Third, intituled "An Act for the more effectually embanking, draining, preserving and improving certain low lands and grounds, lying and being in the several parishes or townships of Everton, Scaftworth, Gringley on the Hill, Misterton, and Walkeringham, in the county of Nottingham;" another Act passed in the forty-first year of the reign of His said Majesty, intituled "An Act for altering and amending an Act passed in the thirty-sixth year of the reign of His Majesty King George the Third, for more effectually embanking, draining, preserving and improving certain low lands and grounds, lying and being in the several parishes or townships of Everton, Scaftworth, Gringley on the Hill, Misterton, and Walkeringham, in the county of Nottingham;" another Act passed in the fifty-third year of the reign of His said Majesty King George the Third, intituled "An Act for enlarging the powers of two Acts of His present Majesty, for embanking and draining certain low lands and grounds, in the parishes or townships of Everton, Scaftworth, Gringley on the Hill, Misterton, and Walkeringham, in the county of Nottingham."

And notice is hereby further given, that duplicate plans and sections, describing the line and the levels of the said intended railway or railways, branch railways and works, and the situation of the lands and property proposed to be taken for the purposes thereof, together with books of refer-

ence 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 instant, be deposited for public inspection with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding; and with the clerk of the peace for the borough of Doncaster, at his office at Doncaster, in the said West Riding; and with the clerk of the peace for the county of Nottingham, at his office at Newark upon Trent, in the said county of Nottingham. And that 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 railway or railways, branch railways, and works, is or are intended to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this first day of November, 1845.

W. F. Hoyle, } Solicitors for the proposed Act.
O. L. Coward, }

Caledonian Railway; Clydesdale Junction Railway Amalgamation, &c.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill to alter, amend, and enlarge the Caledonian Railway Act, 1845, and to amalgamate the Clydesdale Junction Railway, and the Polloc and Govan Railway, and the whole works attached thereto and connected therewith, with the Caledonian Railway, and to transfer to the Caledonian Railway Company, and vest in them, the said undertakings, and the whole powers and privileges of the Clydesdale Junction Railway Company, and the Polloc and Govan Railway Company, in relation thereto respectively; as also to dissolve the Clydesdale Junction Railway Company, and the Polloc and Govan Railway Company, and to alter and amend, and partially or wholly to repeal, the Clydesdale Junction Railway Act, 1845, and several Acts of Parliament relating to and concerning the said Polloc and Govan Railway, passed in the eleventh year of the reign of His Majesty King George the Fourth, the second year of the reign of His Majesty King William the Fourth, and the first year of the reign of Her present Majesty, respectively; as also to vary or extinguish certain existing rights and privileges in relation to the said Clydesdale Junction Railway, and Polloc and Govan Railway, respectively, and to confer other rights and privileges in relation thereto; as also to enable the Caledonian Railway Company to deviate the main line and levels of the Clydesdale Junction Railway, in the parishes of Rutherglen and Cambuslang, and royal burgh of Rutherglen, or some of them, from a point near to Eastfield, in the parish of Rutherglen, to a point near to Park Farm, in the parish of Cambuslang; as also to deviate the line of the Motherwell Branch of the Clydesdale Junction Railway, in the parishes of Dalziel and Hamilton, from a point in the parish of Dalziel, near to North Motherwell, to a point near to the village of Motherwell, in the parish

of Dalziel or of Hamilton, all in the county of Lanark.

And notice is further given, that plans and sections describing the lines and levels of the foresaid proposed deviations, 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, 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 in the offices in Glasgow, Hamilton, and Lanark, respectively, of the principal sheriff clerk of the county of Lanark, and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes and to the royal burgh before specified, will, on or before the thirty-first day of December next, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster with the session clerk of each such parish, at the place of abode of such schoolmaster or session clerk, and with the town clerk of the said royal burgh, at his office in Rutherglen, and also at his chambers in West George Street, Glasgow: and it is intended to take powers by the said Bill to deviate in the construction of the said works from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using, or more conveniently making, maintaining and using the works before set forth, or any portion thereof, or any of the conveniences connected therewith; and it is further intended by the said Bill to confer powers on the Caledonian Railway Company for the compulsory purchase of lands and houses, and to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges.

And notice is further given, that it is intended by the said Bill to alter and vary the tolls, rates, and duties, authorized to be levied by the before-mentioned Acts, relating to and concerning the said Clydesdale Junction Railway, and Polloc and Govan Railway, respectively, or partially or wholly to repeal the said tolls, rates, and duties, and to enable the Caledonian Railway Company to levy the same, or certain other tolls, rates, and duties, upon and for the use of the said Clydesdale Junction Railway, and Polloc and Govan Railway, and works connected therewith, respectively, and upon and for the use of the deviations and works before set forth, and for the conveyance of passengers and goods, and to vary or extinguish all exemptions from payment of tolls, rates, and duties, authorized to be levied upon and for the use of the Clydesdale Junction Railway, and Polloc and Govan Railway, and works connected therewith, and other rights and

privileges in relation thereto; and to confer certain exemptions from payment of the tolls, rates, and duties, to be granted by the said intended Bill; and certain other rights and privileges in relation thereto; and it is intended by the said Bill to take power to the Caledonian Railway Company to raise a further sum of money, by the creation of new stock, or otherwise, for the purposes aforesaid, or some of them, and for other purposes connected with the said railways.

Dated this seventeenth day of October, 1845.

Hope and Oliphant,

W. S., Edinburgh.

Alex. Grahame,

Glasgow.

Arch. Grahame, Moncreiff, and Weems,
30, Great George Street, Westminster,
Parliamentary Agents.

**Caledonian Railway; Dumfries and Langholm
Branches and Carlisle Deviation.**

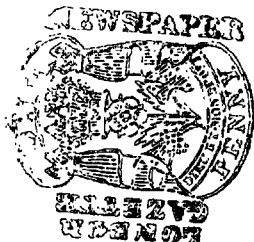
NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill or Bills to alter, amend; and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to deviate the main line of the said Caledonian Railway, from a point at or near the south side of the river Eden, to a point at or near to the point where the Lancaster and Carlisle Railway is to cross the line of the Carlisle and Newcastle Railway, with all proper works and conveniences connected therewith; which deviation line, and the works connected therewith, will be situate in, or will pass from, through, or into the townships of Caldewgate, Rickergate, Saint Mary within the liberties of the city of Carlisle, Abbey Street, Botchergate, and English Street, and parishes of St. Mary's Carlisle, and St. Cuthbert's Carlisle, and city and borough of Carlisle, in the county of Cumberland; as also to enable the Caledonian Railway Company to make and maintain the following branch railways, and proper works and conveniences connected therewith: that is to say, a branch railway from the main line of the Caledonian Railway, at a point at or near to Dalmakeddar, in the parish of Applegarth, to the burgh of Dumfries; a branch railway from the main line of the Caledonian Railway at or near to the village of Springfield, in the parish of Gretna, by, or near, or through the burgh of Annan, to the said burgh of Dumfries; a branch railway from the intended branch railway last before described, at a point at, or near, or within the burgh of Annan aforesaid, to the port of Annan; and a branch railway from the main line of the Caledonian Railway, at or near the village of Springfield aforesaid, in the parish of Gretna, to a point at or near Langholm, in the parish of Langholm: which intended branch railways, and works connected therewith, will be situate in, or will pass from, through, or into the royal burghs, parishes, and townships following, or some of them: that is to say, the royal burghs of Annan, Dumfries, and Lochmaben, and the parishes of Gretna, Dornock, Annan, Cummertrees, Dalton,

Ruthwell, Mousewaid, Torthorwald, Dumfries, including St. Michael's of Dumfries and New Church of Dumfries, Applegarth, Johnstone, Kirk-michael, Tinwald, Canobie and Langholm, all in the county of Dumfries, and the parish of Kirk-Andrew's-upon-Esk, and the townships of Kirk-Andrew's-Middle, Kirk-Andrew's-Nether, and Moat, in the county of Cumberland.

And notice is also given, that plans and sections, describing the lines and levels of the foresaid intended 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, 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, in Carlisle, of the clerk of the peace for the county of Cumberland, and in the office, in Dumfries, of the principal sheriff-clerk of the county of Dumfries; and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes and royal burghs before specified, will, on or before the thirty-first day of December next, be deposited for public inspection as follows—that is to say, so far as relates to each of such of the said parishes as are situate in the county of Cumberland, with the parish clerk of each of the said parishes respectively, at the place of abode of such parish clerk; in so far as relates to each of such of the said parishes as are situate in the county of Dumfries, with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk; and so far as relates to the royal burghs of Annan, Dumfries, and Lochmaben, with the respective town clerks of the said burghs, at their respective offices in these burghs.

And notice is further given, that it is intended by the said Bill or Bills to take power to deviate in the construction of the several works, before set forth, from the lines delineated on the said plans intended to be deposited as aforesaid, to such an extent 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, brooks, streams, sewers, waters and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using, or more conveniently making, maintaining, and using the several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

And notice is also given, that it is intended by the said Bill or Bills to take powers to the Caledonian Railway Company for the compulsory purchase of lands and houses, and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also with powers to the Caledonian Railway Company to levy tolls, rates, and duties, on and for the use of the said deviation



railway, branch railways and other works before set forth; and it is intended by the said Bill or Bills to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and for the purposes aforesaid, it is intended to take power to the Caledonian Railway Company to raise an additional sum of money by the creation of new stock or otherwise; and it is further intended by the said Bill or Bills to empower and authorize the magistrates and town councils of the royal burghs of Dumfries, Annan, and Lochmaben, respectively, to make and carry into effect such arrangements with the Caledonian Railway Company as may be mutually agreed upon in relation to the dues and customs leviable by the said magistrates and town councils upon goods, cattle, matters, and things passing upon the said intended branch railways, or on the main line of the Caledonian Railway, from, into, or through the said royal burghs respectively, and to lease such dues and customs to the said company, or to compound the same for the payment of a fixed or annual sum, and with power to the said company to make and carry into effect such arrangements.

Hope and Oliphant,
W.S., Edinburgh.

G. G. Mounsey,
Carlisle.

John Jackson,
Dumfries.

Arch. Graham, Moncreiff and Weems,
30, Great George Street, Westminster.

Caledonian Railway—Branches to Granton, Leith, and Queensferry, and Junction with the Edinburgh and Glasgow Railway, and Union Canal, &c.

NOTICE is hereby given, that application is intended to be made to Parliament, in next session, for leave to bring in a Bill or Bills, to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845; and to enable the Caledonian Railway Company to make and maintain the following branch railways, and all proper works and conveniences connected therewith:—that is to say, a branch railway from the line of the Edinburgh branch of the Caledonian Railway, at a point near North Merchiston, to or near the pier at Granton, belonging to his Grace the Duke of Buccleuch; a branch railway from the said last mentioned branch railway, at a point about a quarter of a mile south-west of the said Granton pier, to communicate with the Edinburgh, Leith, and Granton Railway at or near Wardie Burn; a branch railway from the said Edinburgh, Leith, and Granton Railway, at a point near Trinity, to the town and harbour of Leith, at a point near the docks of Leith; a branch railway from the said Caledonian Railway, at or near Bellfield, to Port Edgar pier, or Long Craig pier, near Queensferry, or a point on the Frith of Forth between these places, or to a point on the intended Edinburgh and Perth Railway, at or near Craighbrne or Scotstown; a branch railway from the said Caledonian Railway, at or near Georgie Mains, to communicate with the

Edinburgh and Glasgow Railway near the west end of the present station of the said railway at Edinburgh; and another branch railway from the said Caledonian Railway, at a point at or near North Merchiston, to the Edinburgh and Glasgow Union Canal, at a point about two hundred and fifty yards distant from the said railway, at the foresaid point,—which railways and works will be situate in, or pass from, through, or into the parishes of Saint Cuthbert's, Cramond, North Leith, Kirknewton, Ratho, and Kirkliston, or some of them, in the county of Edinburgh, and in the parishes of Kirkliston, Dalmeny, and Queensferry, or some of them, in the county of Linlithgow.

And notice is also given, that plans and sections, describing the lines and levels of the said intended 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, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection, in the office, in Edinburgh, of the principal sheriff-clerk of the county of Edinburgh, and in the office in Linlithgow of the principal sheriff-clerk of the county of Linlithgow; and that a copy of as much of the said plans, sections, and books of reference respectively, as relates to each of the parishes before specified, will, on or before the 31st day of December next, be deposited, for public inspection, with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each of such parishes respectively, at the place of abode of such schoolmaster or session-clerk.

And notice is further given, that it is intended to take power to deviate in the construction of the said railways and works, from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent 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, brooks, streams, feeders, 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 railways, or any of the works or conveniences connected therewith.

And notice is also given, that it is intended to take power to the Caledonian Railway Company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways or works, and to confer other rights and privileges; as also, with power to the Caledonian Railway Company to levy tolls, rates, and duties on and for the use of the said railways and works, and for the conveyance of passengers and goods; and it is intended to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto, and in relation to the said intended railways and works; and for the purposes aforesaid, or some of them, or for other purposes, it is intended

to give powers to the Caledonian Railway Company to raise a further sum of money by the creation of new stock or otherwise; and it is intended, so far as necessary for any of the purposes aforesaid, to alter and amend the several Acts relating to and concerning the Edinburgh and Glasgow Railway, passed in the second, fourth, fifth, and eighth years of the reign of Her present Majesty, and the several Acts relating to and concerning the said Edinburgh, Leith, and Granton Railway, formerly styled the Edinburgh, Leith, and Newhaven Railway, passed in the seventh year of the reign of His Majesty King William the Fourth, and the third and eighth years of the reign of Her present Majesty.

Dated this 18th day of October, 1845.

Hope and Oliphant, W. S.,

Edinburgh.

Arch. Grahame, Moncreiff, and Weems,

30, Great George Street, Westminster.

Edinburgh and Perth Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the next ensuing session for leave to bring in a Bill or Bills for making and maintaining a railway, with branches, as after mentioned, together with such stations, roads of communication, and other works and conveniences, as may be necessary and proper for the construction and use of the same; which railway is to commence at a point on the Edinburgh and Glasgow Railway, at or near to Broomhouse, in the parish of Corstorphine, and county of Edinburgh, thence proceeding to one or other of the following points, or to any intermediate point or pier between them, on the south shore of the Frith of Forth, near to South Queensferry, *videlicet*,—to a point at or near to a pier called Port Edgar, to the westward of South Queensferry, or to a point at or near to a pier to the eastward of South Queensferry, called Long Craig Pier, all in the parish of Dalmeny and parish and royal burgh of South Queensferry, in the county of Linlithgow; and to cross the said Frith by steam bridges, steam boats, or otherwise, to one or other of the following points, or to any intermediate point or pier between them, on the north shore thereof, at or near to North Queensferry, *videlicet*,—to a point at or near to the rock or island called Long Craig Island, to the westward of North Queensferry, or to a point at or near to a place called Carlin-Nose, to the eastward of North Queensferry, all in the parishes of Dunfermline and Inverkeithing, in the county of Fife; and from one or other of the said points on the north shore of the said Frith, the said railway is to proceed by the town and royal burgh of Dunfermline to a point at or near to Cowdenbeath Inn, in the parish of Beath in the county of Fife; thence proceeding by diverging lines, one on the east side of Lochleven, and the other on the west side thereof, passing by the towns of Kinross and Milnathort; which divergent lines again unite at a point at or near to Cuthillmuir, on the north side of Lochleven, in the parish of Orwell, comprehending the *quoad sacra* division or district of Milnathort, in the county of Kinross; thence pro-

ceeding in a northerly direction, and terminating either by a junction with the Scottish Central Railway leading to the city of Perth, at a point thereof at or near to a house called Hilltoun or Hilton, in the parish of Forteviot, in the county of Perth, or terminating at or near the city or royal burgh of Perth, in the west kirk parish of Perth, or in the east kirk parish of Perth, and county of Perth; and which railway, with the divergent lines aforesaid, is to be made and maintained, and to pass from, in, through, or into the several parishes, parts of parishes, towns, town-lands, burghs, and extra-parochial and other places following, or some of them, or part of them, *videlicet*,—the parishes of Corstorphine, Currie, and Ratho, in the county of Edinburgh; the parish of Kirkliston, in the counties of Linlithgow and Edinburgh; the parish of Dalmeny, and the parish and royal burgh of South Queensferry, in the county of Linlithgow; the royal burgh and parish of Dunfermline, comprehending the *quoad sacra* divisions or districts of Saint Andrews and North Church; the parishes of Inverkeithing, Dalgety, Aberdour, Beath, Auchtertool, Auchterderran, and Ballingry, in the county of Fife; the parishes of Portmoak, Cleish, Kinross, and Orwell, comprehending the *quoad sacra* division or district of Milnathort, in the county of Kinross; the parishes of Strathmiglo, in the county of Fife; Abernethy, in the counties of Fife and Perth; Arngask, in the counties of Fife, Kinross, and Perth; Dron, Dunbarney, Forgan-denny, Forteviot, and east kirk parish of Perth and west kirk parish of Perth, comprehending the *quoad sacra* divisions or districts of Saint Stephen's and Saint Leonard's, in the county of Perth,—together with branches diverging from or out of the said intended main railway as follows, viz.:—*First*, a branch railway diverging from or out of the point of junction at or near to Broomhouse aforesaid, on the Edinburgh and Glasgow Railway, and passing from, in, through, or into the parishes of Corstorphine, Currie, Colinton, and Saint Cuthbert's, in the county of Edinburgh, and terminating at a point on the Caledonian Railway, at or near to the village of Slatesford, in the parishes of Colinton and Saint Cuthbert's, or one of them, in the county of Edinburgh: *Second*, a branch railway diverging from or out of the said intended main railway at or near to the toll-bar on the north shore of the Frith of Forth, next to North Queensferry, in the county of Fife, and terminating by a junction with the Halbeath Railway at or near to the town or royal burgh of Inverkeithing; which second branch will be made and maintained from, in, through, or into the parish of Dunfermline, and parish and royal burgh of Inverkeithing, in the county of Fife: *Third*, a branch railway diverging from or out of the said intended main railway at or near to East Cartmore, in the parishes of Auchterderran and Ballingry, in the county of Fife, and terminating at a point on the Edinburgh and Northern Railway at or near to a place called Thornton, in the parish of Markinch, comprehending the *quoad sacra* divisions or districts of Thornton and Milton, in the county of Fife; which third branch will be made and maintained from, in, through, or into the parishes of Ballingry, Auch-

terderran, Kinglassie, Dysart, and Markinch, in the county of Fife, or some of them or part of them; which parishes of Dysart and Markinch comprehend the *quoad sacra* divisions or districts of Pathhead and Thorntou and Milton respectively: *Fourth*, another branch railway diverging from or out of the said intended main railway at or near to a place called Beins Neuk, in the parishes of Arngask, in the counties of Fife, Kinross, and Perth, and Abernethy, in the counties of Fife and Perth, and Dron, in the county of Perth, passing in, from, through, or into the parishes of Arngask, in the counties of Fife, Kinross, and Perth, Abernethy, in the counties of Fife and Perth, Dron and Rhynd, in the county of Perth, and the parish and royal burgh of Newburgh, in the county of Fife, or some of them, or part of them, and terminating by a junction with the Edinburgh and Northern Railway at a point to the westward of the town and royal burgh of Newburgh, in the parishes of Abernethy, in the counties of Perth and Fife, and Newburgh, in the county of Fife; together with a divergent line from the said last-mentioned branch at a point near to Abernethy, in the parishes of Abernethy and Dron aforesaid, and also terminating by a junction with the Edinburgh and Northern Railway at or near to East Rhynd, in the parish of Rhynd, in the county of Perth.

And it is also intended in the said Bill or Bills to take powers to erect, construct, and maintain such piers and harbours, and such wharfs, staiths, and landing-places and stations in or upon the Frith of Forth, at or near to South Queensferry aforesaid, on the south shore of the said Frith of Forth, and at or near to North Queensferry aforesaid, on the north shore of the said Frith of Forth, with such accesses thereto and such other works and conveniences therewith connected as may be necessary and proper for the construction and use of the said railway and ferry: as also, to extend, enlarge, and improve the piers at present existing on both sides of the said Frith of Forth, within the limits of the said ferry of Queensferry; such piers, harbours, wharfs, staiths, landing-places, and stations so to be constructed or improved, and other works therewith connected, on the south shore of the said Frith of Forth, being to be situated in the said parish of Dalmeny, and parish and royal burgh of South Queensferry, and county of Linlithgow; and such piers, harbours, wharfs, staiths, landing-places, stations, and other works therewith connected on the north shore of the said Frith of Forth, being to be situated in the said parishes of Dunfermline and Inverkeithing, in the county of Fife: and it is intended to take powers in the said Bill or Bills to deviate in constructing the said railway and branches, piers, harbours, and other works and conveniences from the line or lines thereof laid down on the maps or plans to such extent as will be defined on the said maps or plans thereof, to be deposited as after mentioned.

And notice is also hereby given, that it is intended to take powers in the said Bill or Bills to alter, vary, and divert the lines, levels, and inclinations of turnpike-roads, highways, streets, tram-roads, railroads, paths, passages, or other roads, piers, rivers, brooks, streams, waters, water-courses,

mill-leads, mill and other ponds, where requisite for the construction of the said railway and branches, piers and harbours, and other works and conveniences in the said several parishes, townships, and extra-parochial, or other places as aforesaid, or some of them, and that to such an extent as will be shown on the said maps or plans to be deposited as after mentioned: and it is also intended to take power in the said Bill or Bills for the compulsory purchase of lands, houses, and other heritages, and for the levying of tolls, rates, and duties on and for the use of the said intended railway and branch railways, piers, harbours, steam-bridges, steam-boats, or other means of crossing the said Frith of Forth, and works and conveniences, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto: and it is further intended to take power in the said Bill or Bills to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges: And it is also intended by the said Bill or Bills to incorporate a company for carrying into effect the said undertakings; with power to enter into arrangements and agreements with other companies, or any commissioners, trustees, or other bodies or persons for the construction and working of the said railway and branch railways, and of the said piers, harbours, and conveniences, or any part or parts thereof, or for the use of the same or any part or parts thereof, or for leasing or accepting a lease or leases of the same or any part or parts thereof, on such terms and conditions as have been or may be mutually agreed upon or provided for, or may be sanctioned by Parliament: And it is also intended by the said Bill or Bills to alter, amend, or repeal the following Acts in so far as relates to the tolls, rates, and duties authorized to be levied by them, or any of them, *vide licet*, An Act passed in the 8th and 9th years of the Reign of her present Majesty, intituled "An Act for making a Railway from Carlisle to Edinburgh and Glasgow, to be called 'The Caledonian Railway;'" and also an Act passed in the 1st and 2nd years of the Reign of her present Majesty, intituled "An Act for making a Railway from Edinburgh to Glasgow, to be called 'The Edinburgh and Glasgow Railway;'" and also an Act passed in the 8th and 9th years of her present Majesty, intituled "An Act for making a Railway to be called 'The Scottish Central Railway.'"

And notice is also hereby given, that it is intended by the said Bill or Bills to take powers to the trustees acting under the authority of the Acts of Parliament herein after recited, and to the said company to be incorporated as aforesaid, to contract and agree in regard to the said works, upon such terms and conditions as may be mutually arranged between them, or may be sanctioned by Parliament: and it is also intended by such Bill or Bills to confer upon the said company, upon such terms and conditions as may be agreed upon between the said trustees and the said company, or as may be sanctioned by Parliament, under a lease to be granted by the said trustees, or otherwise, the right of ferry vested in the said trustees,

and also the rights vested in them in regard to the said piers, harbours, and other works, houses, and offices connected therewith, and accesses thereto, and of levying tolls, rates, and duties thereat, and to discontinue or extinguish the rates and duties at present leivable at the said ferry, under the Acts hereinafter recited, and to vary or extinguish any exemption from the payment of tolls, rates, and duties, or any other rights or privileges relative thereto: and it is also intended by the said Bill or Bills to alter, vary, amend, or repeal the several Acts herein after recited, or some of them, or such parts thereof as may be necessary—that is to say, an Act of the Parliament of Scotland made in the third Parliament of King James the Third, intituled “That Ferriers make Brigges,” an Act made in the seventh Parliament of King James the Third, intituled “that Ferriers make Brigges and of Fraucht,” and an Act made in the fifth Parliament of Queen Mary, intituled “How meikle Fraucht sall be given to Ferriers,” in so far as these relate to the said ferry of Queensferry; an Act passed in the forty-ninth year of the reign of His Majesty King George the Third, intituled “An Act for the improvement of the passage across the Frith of Forth, called the Queensferry;” an Act passed in the fifty-fourth year of the reign of his said Majesty King George the Third, intituled “An Act to enable the trustees appointed by an Act of the forty-ninth year of his present Majesty for the improvement of the passage across the Frith of Forth called the Queensferry, to carry the same into execution;” and an Act passed in the eleventh year of the reign of his Majesty King George the Fourth, intituled “An Act for the further improvement and support of the passage across the Frith of Forth called the Queensferry.”

And notice is also hereby given, that duplicate plans and sections describing the lines or situations and levels of the said intended railway, and branches, piers, and harbours, and the lands, houses, and other premises to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other premises respectively, will be deposited for public inspection on or before the 30th day of November next, 1845, in the office in Edinburgh of the principal sheriff-clerk of the county of Edinburgh; in the office of the principal sheriff-clerk of the county of Linlithgow, at Linlithgow; in the offices of the principal sheriff-clerk of the county of Fife, at Cupar and Dunfermline; in the office at Kinross of the principal sheriff-clerk of the county of Kinross; and in the office of the principal sheriff-clerk of the county of Perth, at Perth; and there will also be deposited, on or before the 31st day of December next, 1845, with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the said several parishes through which the said railway and branches, piers, harbours, and other works are respectively intended to be made, at their respective residences, and also with the town-clerks of the said royal burghs of Queensferry, Inverkeithing, Dunfermline, Newburgh, and Perth,

at their respective offices within the said royal burghs respectively, a copy of so much of the said plans, sections, and book or books of reference as relates to each of the said several parishes and royal burghs respectively.

Edinburgh, 15th October, 1845.

David Douglas, W. S., Edinburgh.
Spottiswoode and Robertson,
Great George Street, Westminster.

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 from Ashburton to join the South Devon Railway hereinafter described, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing in the parishes of Ashburton, and Staverton; or one of them in the county of Devon, at or near a certain bridge called Dartbridge, and terminating by a junction with the line of the proposed South Devon Railway, at or near the town of Newton Abbott, in the parish of Wolborough, in the said county of Devon, which said intended railway and the 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), Ashburton, Staverton, Bickington, Denbury, Woodland, Torbryan, West Ogwell, East Ogwell, Ilington, Highweek, including the township of Newton Bushel, Teignrace, and Wolborough, including the township of Newton Abbott, all in the county of Devon aforesaid.

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 to incorporate a company for the purpose of carrying said intended railway and works into effect, and to take powers for the purchase of land 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 railway and works, 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 and works, or any part thereof, and all or any powers of such company in connection therewith,

or in relation thereto, to the South Devon Railway Company, or to any other company who may be authorized to purchase or take on lease the said South Devon Railway, and to enable the said South Devon Railway Company, or any such other company as aforesaid, 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, or any part thereof, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said South Devon Railway Company, or any such other company as aforesaid, and the company to be incorporated as hereinbefore mentioned.

And it is further intended by such Act or Acts to authorize and empower the union and consolidation into one company of the company so to be incorporated, and of the South Devon Railway Company, and of any company who may be authorized to purchase or take on lease the said South Devon Railway, and to vest in such united company all the capital, stock, property, estate, effects, powers, privileges, and authorities which may, at the time of the passing of the said intended Act or Acts, or at any other time, belong to or be vested in the said South Devon Railway Company, or such other company, or in the company to be incorporated as aforesaid, and to enable such united company to hold, exercise, and enjoy all such rights, powers, privileges and authorities as aforesaid.

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 the 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 Devon, at his office in Exeter, 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 next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this third day of November, one thousand eight hundred and forty-five.

Robert Tucker,
George Caunter, } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts for making and maintaining a cemetery or burial ground in the tything of Compton Gifford, within the parish of Saint Andrew, in the county of Devon, and which said cemetery or burial ground is intended to be formed or constructed on a certain piece or parcel of land, containing the following closes (that is to say), Lower Field, Lower Meadow, Lower Barn

No. 20526.

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Park, Lower Long Park, and such parts of two several closes respectively, called Barn Park and Long Park, as lie between the boundary fences thereof respectively on the west, and a line of stakes denoting the same on the east; and which said several closes are respectively numbered on the tithe map of the said parish, 11a. 10a. 9a. 8a. 13a. and 12a. and which said intended cemetery will lie between the following limits (that is to say), certain fields or closes of land in the several occupations of Abel Marks, John Cudlipp, Thomas Simmons and the said Abel Marks on the north, certain fields or closes of land in the several occupations of Margaret Hoskings and John Wyngett on the south, and the residue of the said fields or closes of land called Barn Park and Long Park, now in the occupation or possession of Andrew Lidstone Adams on the east, and certain fields or closes of land and garden, in the occupation of William Gloyne and James Cuddeford on the west; and also a certain other cemetery or burial ground within the parish of Stoke Damerel, in the said county of Devon, and which said last-mentioned cemetery or burial ground is intended to be constructed in or upon certain fields or closes of land called respectively Long Field and Furze Brake, numbered respectively on the tithe map of the said parish of Stoke Damerel, 506 and 505, and which said last-mentioned cemetery will lie within the following limits (that is to say), certain fields or closes of land in the several occupations of Richard Vanstone and Richard Rowe on the north, a certain field or close of land in the occupation of James Cuddeford on the south, certain fields or closes of land in the occupation of the said Richard Rowe and Andrew Lidstone Adams on the east, and certain fields or closes of land in the several occupations of the said William Gloyne and Francis Collacot on the west. And also to make an approach or approaches to the said cemetery or cemeteries respectively, as shown upon the plan thereof to be deposited as hereinafter mentioned. And it is intended to take powers in the said Act or Acts for the compulsory purchase of all or any the lands, tenements, or hereditaments which may be required for constructing and forming the said several cemeteries, and the approaches thereto respectively, and for extinguishing any rights, privileges, or exemptions connected or incident to such lands and hereditaments as may prevent or interfere with all or any of the purposes aforesaid, and on such lands and hereditaments to construct all such chapels, vaults, or other buildings as may be required for the purposes aforesaid, and to enable the company hereinafter mentioned to take tolls, fees, and dues for interments therein, or for the use of the same or any part thereof.

And notice is hereby further given, that it is intended by the said Act or Acts to incorporate certain persons therein named, and other the subscribers to the said undertaking as a body corporate with powers of suing and being sued, and all other powers, rights, and privileges incident to such incorporation.

And notice is further given, that it is intended to apply for powers in the said Act or Acts to enable the said company to make and maintain, with the

consent of the several owners, lessees or occupiers respectively, through whose lands the same will pass, convenient approaches to or from the said cemetery or burial ground, and to widen, alter, and improve, with such consent as aforesaid, any existing approaches thereto.

And notice is hereby given, that a plan, section, and book of reference, with duplicate thereof descriptive of the said intended works, will on or before the thirtieth day of November, instant, be deposited with the clerk of the peace of the county of Devon, at his office at Exeter, and that a copy of so much of the said plans, section, and book of reference, as relates to each of the said parishes respectively, will be deposited with the parish clerk of each such parish respectively, on or before the thirty-first day of December next.

Dated this first day of November, one thousand eight hundred and forty-five.

Woolcombe, Square, Stephens and Prance,
Plymouth, Solicitors for the Bill.

Gregory, Faulkner, Gregory, and Skirrow,
1, Bedford Row, London, Parliamentary Agents.

Liverpool Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to repeal, alter, or amend the provisions of an Act passed in the eleventh year of the reign of King George the Fourth, intituled "An Act for the better paving and sewerage of the town of Liverpool, in the county palatine of Lancaster, and for settling the boundaries between the said town and the township of Kirkdale, and parts of the townships of Everton and West Derby," and of another Act, passed in the fifth year of the reign of Her present Majesty, intituled "An Act for amending an Act relating to the paving and sewerage of the town of Liverpool, in the county palatine of Lancaster," and of another Act, passed in the session of Parliament held in the fifth and sixth years of the reign of Her present Majesty, intituled "An Act for better paving and improving the streets and highways within the extra-parochial place of Toxteth Park, in the county palatine of Lancaster, and for the sewerage of certain parts of the said place," and of another Act, passed in the session of Parliament held in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act for enabling the commissioners for paving and sewerage of the town of Liverpool more effectually, to water the streets of the said town, and to provide water for extinguishing fires therein," and to transfer to and vest in the council of the borough of Liverpool all the powers by the said Acts, or any of them, vested in the commissioners thereby appointed, so far as such powers are or can be exercised within the borough of Liverpool, and to extend the provisions of the said recited Acts respectively to the townships of Everton and Kirkdale, in the county palatine of Lancaster, and to that portion of the township of ~~the~~ the said county, which is within

the said borough of Liverpool, and to enable the said council to exercise the said powers within the said borough, or otherwise to enable the said council effectually to pave, flag, sewer, drain, cleanse, supply with water, and improve the said borough of Liverpool, and for those purposes to confer upon the said council powers for the purchase of lands, buildings, houses, and other hereditaments, by compulsion or agreement, and to levy rates in respect of the several objects aforesaid, and to alter the rates by the said Acts, or any of them, authorized to be levied, and to confer certain exemptions from such rates respectively: and in the Act or Acts so to be applied for, it is proposed to explain, amend, and enlarge some of the provisions of an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act for the promotion of the health of the inhabitants of the borough of Liverpool, and the better regulation of buildings in the said borough:" and also of an Act passed in the session of Parliament held in the fifth and sixth years of the reign of Her present Majesty, intituled "An Act for the improvement, good government, and police regulation of the borough of Liverpool," and especially, such provisions in the last-mentioned Act as relate to the slaughtering of beasts and cattle, and the regulation of slaughter houses, and to take powers to prevent the slaughtering of beasts and cattle for wholesale purposes, save in such place or places as shall be appointed by the council for that purpose, and to take further powers for the prevention of nuisances and annoyances within the borough, and particularly to prevent the nuisance of smoke from manufactories and works within the borough, and from steam vessels plying or navigating on the river Mersey.

And it is further proposed to amend and extend the provisions in the said last mentioned Act contained, with respect to the rate thereby authorized to be levied for the purposes of a fire police, and to alter such rate, and also to amend, enlarge, extend, or repeal the provisions with respect to the rates for lighting and cleansing the said borough, contained in the said last mentioned Act and in an Act for, amongst other purposes, lighting and cleansing the town of Liverpool, passed in the twenty-first year of the reign of His Majesty King George the Second, and to alter such last mentioned rates, and to enable the said council to levy other rates for the said purposes or any of them upon the property within every part of the said borough, and to provide that all rates by any of the before-mentioned Acts, or by the proposed Act or Acts authorized to be levied, be laid upon and paid by the owners of all property the full annual value of which shall not exceed ten pounds, or which shall be let to monthly or weekly tenants, or in separate apartments; and further, to provide for the registering of all houses within the borough rated to the relief of the poor, at a sum not exceeding fifteen pounds, and used as lodging houses, and to enable the council to limit the number of lodgers to be received into any such house, and to make regulations regarding health, cleanliness, and ventilation therein.

And it is also proposed by the Act or Acts so



to be applied for to amend the provisions of an Act passed in the first year of the reign of Her present Majesty, intituled "An Act to enable the mayor, aldermen, and burgesses of the borough of Liverpool to open and widen certain streets and places in the town of Liverpool, and otherwise to improve the same, and to enable the said mayor, aldermen, and burgesses to appropriate lands, tenements, and hereditaments for public purposes, and also to erect public buildings," and revive the powers granted by, or to extend the time limited by, the said last-mentioned Act for the compulsory purchase of lands, houses, buildings, and other hereditaments for the purposes in such Act mentioned, and to give powers to the said council to purchase by compulsion or agreement, other lands, houses, buildings, and premises for the purpose of further improving certain places, streets, squares, roads, and thoroughfares in the said borough, and opening new squares, streets, roads, and thoroughfares therein; and it is further proposed to vary or extinguish all existing rights and privileges (if any) which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

Wm. Shuttleworth,
Town Clerk, Liverpool.

Epsom and Dorking Railway.

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 to make and maintain a railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the intended Croydon and Epsom Railway, in the parish of Epsom, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Epsom, Ewell, Horton, Ashted otherwise Ashstead otherwise Ashted otherwise Ashsted, Chessington otherwise Chessington, Maldon otherwise Malden otherwise Maulden otherwise Mauldon, Oakshot otherwise Oekshot, Cobham, Leatherhead otherwise Leatherhead otherwise Letherhead otherwise Letherhead, Fetcham, Great Bookham, Little Bookham, Effingham, Stoke de Abernon otherwise Stoke D'Abernon otherwise Stoke de Albourne, Headley otherwise Hedley, Mickleham, Westhumble, The Holmwood, Betchworth otherwise Bechworth otherwise Beechworth, Dorking, or some of them, and terminating at or near the town of Dorking, in the parish of Dorking, all in the county of Surrey: And in such Bill or Bills, power 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 or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway, and to grant certain exemptions from such tolls, rates, or duties,

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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 or 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 further intended by the said Bill or Bills, to authorise the sale or lease of the said intended railway to any existing railway company, and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill in connection therewith, and to enter into such arrangements as may seem expedient: And it is also intended by such Bill or Bills to incorporate a company for the purpose of carrying into effect the said intended railway and other works, or to enable the London and Croydon Railway Company to construct the same, and for this last-mentioned purpose to alter, amend, and enlarge some of the powers and provisions of the several Acts passed respectively in the 5th, and in the 6th and 7th years of the reign of His late Majesty King William the Fourth, and in the 1st, 2nd, and in the sessions held in the 3rd and 4th, 6th and 7th, 7th and 8th, and 8th and 9th years of the reign of Her present Majesty, relating to the London and Croydon Railway, and also of an Act passed in the said 7th and 8th years of the reign of Her present Majesty, relating to the Croydon and Epsom Railway; or to enable the London and Brighton Railway Company to construct the same, and for this last-mentioned purpose to amend and enlarge some of the powers and provisions of the several Acts passed respectively in the 1st and 6th years, and in the session held in the 8th and 9th years of the reign of Her present Majesty relating to the London and Brighton Railway; or to enable the said London and Croydon Railway Company and London and Brighton Railway Company jointly to construct the same, or in case of any amalgamation of such two companies to enable the company established upon such amalgamation to construct such railway and works.

And notice is hereby further given that duplicate plans and sections, describing the line and levels of the said intended railway and 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 occupants of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the clerk of the peace for the county of Surrey, at Lambeth; 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 will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this first day of November, 1845.

Burchell, Kilgour, and Parson,
47, Parliament Street.

Caledonian Railway; Glasgow Termini and Dundyvan and Castlecary Junctions, &c.

NOTICE is hereby given, that application is intended to be made to Parliament, in next session, for leave to bring in a Bill or Bills, for the purposes following, or some of them, that is to say, to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to make and maintain the following branch railways, in connection with the Polloc and Govan Railway, and proper works and conveniences attached thereto, viz., a branch from the said Polloc and Govan Railway, at a point at or near Govan Iron Works, to a point at or near Clyde Terrace, in the barony of Gorbals, and from thence across the River Clyde, to a point at or near or adjoining to Dunlop Street and Argyll Street, in the city of Glasgow; a branch from the said Polloc and Govan Railway, at a point at or near the archway whereby the said railway is carried under the turnpike roads leading from Glasgow to Pollokshaws, to and to join the said first-mentioned proposed branch, at a point at or near Gallowknow, or Gushetfauld; a branch from the said first-mentioned proposed branch, at a point at, upon or near to Gushetfauld, to and to join the joint line of the Glasgow, Paisley and Greenock, and the Glasgow, Paisley, Kilmarnock and Ayr Railways, at a point at or near Shields Bridge, or between Shields Bridge and West Street of Tradeston; a branch from the said first-mentioned proposed branch, at a point at or near Gallowknow, to and to join the said last-mentioned proposed branch, at a point near Eglinton Street; a branch from the said Polloc and Govan Railway, at a point at or near the Glasgow Gas Light Company's Works in Tradeston, to and to join the said joint line of the Glasgow, Paisley and Greenock, and the Glasgow, Paisley, Kilmarnock and Ayr Railways, at a point at or near Shields Bridge, or between Shields Bridge and West Street of Tradeston; and a branch from the said Polloc and Govan Railway, at a point at or near the western end of Cook Street of Tradeston, to the River Clyde, on or near the lands of Windmillcroft; and to take and acquire certain lands, houses and other property, near to or adjoining the lines of the said branch railways, and also upon and adjoining the said Polloc and Govan Railway, at, upon, or near to West Street of Tradeston, the Cavalry Barracks, Port-Eglinton and Windmillcroft, for the purpose of forming and maintaining depôts, stations and other conveniences; as also to take down and re-erect in a more convenient manner, the aqueduct bridge by which the Glasgow, Paisley and Ardrossan Canal is carried over the said Polloc and Govan Railway; as also to alter the levels of the said Polloc and Govan Railway, between the said aqueduct and the River Clyde, and to construct and maintain roads of communication across the said portion of the said railway, by means of bridges and approaches thereto, in the lines or intended lines of Nelson Street, Melville Street and Cook Street of Tradeston, or some of them; as also to carry the turnpike road, leading from Glasgow by Parkhouse to Three-Mile-House and Renfrew, over the said Polloc and Govan Rail-

way, by means of a bridge and approaches thereto; which intended branch railways and other works, and lands, houses and other property to be taken for depôts, stations and other conveniences, all before set forth, are or will be situate in, or pass from, through, or into the royal burgh of Glasgow, and the parishes of Govan, Gorbals, and Saint Enoch's of Glasgow, or some of them, in the counties of Lanark and Renfrew; as also to make and maintain a branch railway, with proper works and conveniences attached thereto and connected therewith, from the main line of the Clydesdale Junction Railway, at or near to Balloch Mill, in the parish of Rutherglen, to and to join the Glasgow, Garnkirk and Coatbridge Railway at a point near to Dundyvan Iron Works, in the parish of Old Monkland; and also two branch railways, with proper works and conveniences attached thereto, from the said last-mentioned proposed branch, the one from a point at or near Langloan, to and to join the Glasgow, Garnkirk and Coatbridge Railway, at a point at or near to Coatbridge, both in the parish of Old Monkland, and the other from a point at or near to Dykehead, in the parish of Old Monkland, to and to join the Castlecary Branch of the Caledonian Railway, at or near to Glenboig, in the parish of New Monkland; which intended branch-railway and branches therefrom, and works connected therewith, last before-mentioned, will be situate in, or will pass from, through, or into the several parishes of Rutherglen, Old Monkland, New Monkland and Cadder, and the royal burgh of Rutherglen, or some of them, all in the county of Lanark.

And notice is further given, that plans and sections, describing the lines and levels of the foresaid several intended 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, 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 in the offices in Glasgow, Hamilton, and Lanark, respectively, of the principal sheriff clerk of the county of Lanark, and in the office, at Paisley, of the principal sheriff clerk of the county of Renfrew, and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to the royal burghs of Glasgow and Rutherglen, and to each of the parishes before specified, will, on or before the thirty-first day of December next, be deposited for public inspection with the town clerks of the said burgh of Glasgow, at their office in Glasgow, with the town clerk of the said burgh of Rutherglen, at his office in Rutherglen, and also at his chambers in West George Street, Glasgow, and with the schoolmaster, or, if there be no schoolmaster, with the session clerk of each such parish, at the place of abode of such schoolmaster or session clerk: and it is intended to take power by the said Bill or Bills, to deviate in the construction of the said branch railways and other works before set forth, from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on

the said plans; and to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and water courses, as it may be necessary or expedient to alter or divert, for the purpose of making, maintaining, and using, or more conveniently making, maintaining, and using, the said several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

And it is further intended by the said Bill or Bills to confer powers on the Caledonian Railway Company for the compulsory purchase of lands and houses, and to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges.

And notice is further given, that it is intended by the said Bill or Bills to enable the Caledonian Railway Company to raise a further sum of money, by the creation of new stock or otherwise, for the purposes aforesaid, or some of them, and other purposes; and also to enable the Caledonian Railway Company to levy tolls, rates, and duties, upon and for the use of the several intended branch railways and other works before set forth, and for the conveyance of passengers and goods, and to confer certain exemptions from payment of the tolls, rates, and duties, to be granted by the said intended Bill or Bills, and certain other rights and privileges in relation thereto, and in relation to the said intended branch railways and other works; as also to alter the tolls, rates, and duties, authorized to be levied on the said Clydesdale Junction Railway and Polloc and Govan Railway, and to vary or extinguish certain exemptions from the payment of the same, and certain rights and privileges in relation thereto, and in relation to the last-mentioned two railways, and to confer certain exemptions from the payment of the said last-mentioned tolls, rates, and duties, and certain rights and privileges in relation thereto, and in relation to the said Clydesdale Junction Railway and Polloc and Govan Railway.

And notice is also given, that it is intended by the said Bill or Bills to alter and amend, for the purposes before set forth, some of the powers and provisions of the Acts of Parliament following, that is to say, the Clydesdale Junction Railway Act, 1845; the Glasgow, Barrhead, and Neilston Direct Railway Act, 1845; the several Acts relating to and concerning the Polloc and Govan Railway, passed in the eleventh year of the reign of His Majesty King George the Fourth, the second year of the reign of His Majesty King William the Fourth, and the first year of the reign of Her present Majesty, respectively; the Acts relating to and concerning the foresaid Glasgow, Paisley, and Ardrossan Canal, passed in the forty-sixth year of the reign of His Majesty King George the Third, and eighth year of the reign of His Majesty King George the Fourth; the Act relating to and concerning the turnpike road leading from the west side of the entry to the New or Jamaica Street

Bridge of Glasgow, by or near Parkhouse, to the east end of the bridge at Renfrew, passed in the third year of the reign of Her present Majesty; the Act relating to and concerning the turnpike road leading from the south end of the New Bridge of Glasgow, by or near Parkhouse, to Three-Mile-House, in the county of Lanark, passed in the sixth year of the reign of Her present Majesty; the several Acts relating to and concerning the navigation of the River Clyde and the harbour of Glasgow, passed in the thirty-second year of the reign of His Majesty King George the Second, the tenth and forty-ninth years of the reign of His Majesty King George the Third, the sixth year of the reign of His Majesty King George the Fourth, and the fourth year of the reign of Her present Majesty, respectively; and the Act relating to and concerning the bridges over the Clyde at Glasgow, passed in the last session of Parliament.

Dated this seventeenth day of October, 1845.

Hope and Oliphant,

W. S., Edinburgh,

Alex. Grahame,

Glasgow,

Arch. Grahame, Moncreiff, and Weems,

30, Great George Street, Westminster,

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 or Bills to incorporate a company or companies, and to give to such company or companies power to construct a railway with all proper works, stations, and other conveniences connected therewith, commencing in the township and parish of Leeds, in the West Riding of the county of York, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Leeds, Wortley, Holbeck, Pottery Field, Hunslet, Knowsthorpe (otherwise Knostrap), Cross Green, Clarke's Pastures, Oswinorpe (otherwise Osmondthorpe), Halton, Potter-Newton, Cold Cotes, Temple-Newsam, Whitkirk, Aushorpe, Cross-Gates, Manston, Little Manston, Seacroft, Morwick, Scholes, Grømesdike (otherwise Grimsdike), Barwick in Elmete (otherwise Barwick in Elmet), Shadwell, Birkby, Thorner, Scarcroft, Bramham, Bramham-cum-Oglethorpe, Wothersome, Bardsey, Rigton, Rigton-cum-Bardsey, Stubbing Moor, Lady Wood, West Wood, Compton (otherwise Cumption), Collingham, Howcroft Wood, Clifford, Clifford-cum-Boston, Boston, Micklethwaite, and Micklethwaite Grange (otherwise Beilby Grange or Wetherby Grange), in the West Riding of the county of York, Wetherby, Spofforth, Thorpe-Arch, Walton, Synningthwaite, Thornythwaites, Bickerton, Wighill, Abbey Flat, Bilton, Healaugh, Marston, Long Marston, Church Field, Hutton, Hutton Wansley, Bradley Field, Angram, Askham Richard, Askham Bryan, Rufforth, Knapton, Acomb, Hob Moor, Dringhouses, Holdgate (otherwise Holegate), Poppleton, Holy Trinity, St. Mary Bishop-

hill Junior or the Younger, and Clementhorpe, all in the ainsty of York, the county of the city of York, or the West Riding of the county of York, and Holdgate (otherwise Hologate), Saint Mary Bishophill Senior or the Elder, Saint Mary Bishophill Junior or the Younger, Saint Martin-cum-Gregory (otherwise Saint Martin Micklegate with Saint Gregory), Saint John the Evangelist (otherwise Saint John's, Micklegate), All Saints North Street, Kuavasmire, and Holy Trinity, Micklegate, all in the city of York, or the county of the same city, and terminating in the said parish of Holy Trinity, Micklegate, aforesaid. And also power to construct a branch railway with all proper works, stations, and conveniences connected therewith, commencing by means of a junction with the said before-mentioned railway, in the township of Holbeck, in the parish of Leeds, in the said West Riding of the said county of York, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Holbeck and Leeds, in the West Riding of the said county of York, and terminating in the township and parish of Leeds aforesaid. And also power to construct a branch railway with all proper works, stations, and conveniences connected therewith, commencing by means of a junction with the said first-mentioned railway in the township of Thorpe-Arch aforesaid, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Thorpe-Arch, in the ainsty of York, the county of the city of York, or the West Riding of the county of York, and Wetherby and Spofforth, both in the said West Riding of the county of York, and terminating in the township of Wetherby 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, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railway, or either of them, or the works, stations, and conveniences connected therewith respectively. And notice is hereby also 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 and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway and branch railway, or either of them, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and branch railway, 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 following, (that is to say,) at the office of the Clerk of the Peace for the West Riding of the county of York, at Wakefield, in the said West Riding; at the office of the Clerk of the Peace for the North Riding of the county of York, at Northallerton, in the said North Riding; at the office of the Clerk of the Peace for the city of York and the county of the same city, at York in the said city; at the office of the Clerk of the Peace for the borough of Leeds, at Leeds in the said borough; and at the office of the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the West Riding of the county of York, at Otley in the said West Riding. And that 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 the several parishes hereinbefore mentioned, from, in, through or into which the said railway and branch railway, or either of them, will pass or be situate, will be deposited with the Parish Clerk of each such parish.

Dated this eleventh day of October, 1845.

J. & H. Richardson, Leeds, } Solicitors.
J. & D. Russell, York, }

Edinburgh and Leith Water-Works.

NOTICE is hereby given that it is intended in the ensuing Session of Parliament to apply for leave to bring in a Bill or Bills for better supplying the city of Edinburgh, the burgh of Canongate, the towns of Leith and Portobello, and suburbs thereof, and places adjacent thereto, with water; and to make, erect, and maintain all necessary and proper works and conveniences for that purpose: By which Bill or Bills it is intended to incorporate a company for carrying into effect the purposes aforesaid; to take powers for the compulsory purchase of lands, houses, springs, brooks, streams, and other heritages and materials; and amongst others, for the compulsory purchase of the following springs, brooks, and streams, or some of them; viz., *Crosswood Burn*, situated in the parishes of West-Calder, and Mid-Calder and county of Edinburgh; *Shear Burn*, situated in the same parishes and county; *Green or Beak's Burn*, situated in the parish of West-Calder and county of Edinburgh; *Powfastle or Otter Burn*, situated in the parishes of West-Calder and Mid-Calder and county of Edinburgh; *Whitelochlea or Whitleu Burn*, situated in the parishes of Mid-Calder and Kirknewton and county of Edinburgh; *Dry Burn*, situated in the parish of Kirknewton and county of Edinburgh; *Linhouse Strand*, situated in the parishes of West-Calder and Mid-Calder and county of Edinburgh; *Linhouse Water*, situated in the parishes of Mid-Calder and Kirknewton and county of Edinburgh; *Harburn or Bent Burn*, situated in the parishes of West-Calder and Mid-Calder and county of Edinburgh; *Morton Burn*, and the feeders and springs supplying

it, situated near Morton, in the parish of Kirknewton and county of Edinburgh; also two feeders or tributary streams of Linhouse Water, having no names, situated between and near to Morton and Cowthrapple, in the said parish and county, and the springs supplying the same, situated near to Cowthrapple, in the said parish and county; also a feeder or tributary stream of Linhouse Water, and the springs supplying it, having no name, situated near Corston, in the said parish and county, and a feeder or tributary stream of Linhouse Water, having no name, situated near Blackraw, in the said parish and county,—the waters of all which springs, brooks, and streams flow at present into the river or water of Almond,—and all of which springs, brooks, and streams, or some of them, either directly or derivatively at present flow or proceed into the Canal termed the Edinburgh and Glasgow Union Canal: And it is also intended by the said Bill or Bills to take powers to make, construct, lay, and maintain all necessary cuts, aqueducts, pipes, mains, conduits, channels, tunnels, drains, dams, sluices, reservoirs, wells, cisterns, embankments, and other works, for collecting, storing, conveying, and distributing water, and to make and maintain all necessary roads and accesses to the said works; also to take powers to open up lands, roads, streets, places, squares, closes, lanes, passages, and other places within the said city, burgh, and towns, and suburbs thereof, and places adjacent thereto; and to lay and maintain all necessary mains, pipes, and other works in, upon, under, or along the same: By which Bill or Bills it is farther intended to take powers to make, construct, and maintain certain dams, reservoirs, compensation ponds, conduits, aqueducts, pipes, and other necessary works and conveniences for the purpose of compensating parties who shall or may be deprived of water by any of the operations of the said company; and also for the better, increased, and more regular supply of water to mills, manufactories, and other works; and amongst other works, to make, construct, and maintain the following compensation ponds, and reservoirs, viz., a reservoir on Crosswood Burn, situated in the parishes of West-Calder and Mid-Calder and county of Edinburgh; a reservoir on Linhouse Water, in the parishes of Mid-Calder and Kirknewton and county of Edinburgh, near Linhouse, in the said parish of Mid-Calder; a reservoir on Linhouse Water, in the said two last mentioned parishes and county, situated near Longhaugh, in the said parish of Mid-Calder; a reservoir near Blackraw, in the parish of Kirknewton and county of Edinburgh; a reservoir, tank, or town-basin in one or other of the following situations, namely, on Salisbury Crags, in the royal park of Holyrood, parish of Canongate and county of Edinburgh, or on Craig Lockhart Hill, in the parish of Colinton, and county of Edinburgh; and a reservoir, tank, or town-basin, in one or other of the following situations, viz., at or near the east end of Queen Street, in the parish of St. Andrew and city of Edinburgh, at or near Gayfield Square, in the parish of Saint Cuthbert's and county of Edinburgh, or at or

near Leopold Place, in the parish of Greenside and county of the city of Edinburgh, and parish of South Leith, and county of Edinburgh, or one or other of them: Also, to make, construct, and maintain, the following aqueducts, conduits, and principal pipes and mains:—An aqueduct or conduit from the before mentioned reservoir on Crosswood Burn, passing through the parishes of Mid-Calder and Kirknewton, in the county of Edinburgh, to the before mentioned reservoir near Blackraw; a branch aqueduct or conduit in the parish of Kirknewton and county of Edinburgh, from some of the springs and feeders of Morton Burn before mentioned, joining the first mentioned aqueduct or conduit at a point near the confluence of Morton Burn and Linhouse Water; a branch aqueduct from other springs and feeders of Linhouse Water and Morton Burn near to Morton and Cowthrapple, in the parish of Kirknewton and county of Edinburgh, joining the before mentioned branch aqueduct or conduit near Morton, in the said parish and county; an aqueduct, main, or pipe from the before mentioned reservoir near Blackraw, in the parish of Kirknewton and county of Edinburgh, passing along the line of the Caledonian Railway through the parishes of Kirknewton, Ratho, Currie, Colinton, and St. Cuthbert's in the county of Edinburgh, to a point near to Dalry House, in the parish of St. Cuthbert's and county of Edinburgh, there leaving the Line of the Caledonian Railway and passing through the parishes of St. Cuthbert's and Canongate, in the county of Edinburgh, to the before mentioned reservoir, tank, or town-basin on Salisbury Crags, in the parish of Canongate and county of Edinburgh; a branch aqueduct, pipe, or main, diverging from the before mentioned aqueduct, pipe, or main, at a point in the parish of St. Cuthbert's near to Slateford, passing through the parishes of St. Cuthbert's and Colinton to the before mentioned reservoir, tank, or town-basin on Craig Lockhart Hill; also a branch aqueduct, pipe, or main, diverging from the first mentioned aqueduct, pipe, or main, at a point near to the west end of Bread Street, in the parish of St. Cuthbert's and county of Edinburgh, and passing through the last mentioned parish and county through the parishes of St. George's, St. Mary's, St. Stephen's, St. Andrew's, and Greenside, in the extended royalty and county of the city of Edinburgh, passing also near to and communicating with the before mentioned reservoir, tank, or town-basin in one or of three alternative sites formerly described; also passing through the parishes of South Leith and North Leith, in the county of Edinburgh, to a point near to Leith Docks, in the last mentioned parish and county; also a branch aqueduct, pipe, or main from a point in the last mentioned branch aqueduct, pipe, or main near to the west end of Leopold place, and in the parish of St. Mary's, or in that of Greenside, in the extended royalty and county of the city of Edinburgh, or in the parish of St. Cuthbert's, or in that of South Leith, in the county of Edinburgh, passing through the said last mentioned four parishes, or some of them, also; through the parish of Duddingston,

and the district thereof, called the *quoad sacra* parish of Portobello, in the county of Edinburgh, to a point near to John Street, in the town of Portobello, and the last mentioned parish and county;—and generally to make and execute such works, and to establish such regulations in regard to the supply and distribution of water, for all or any of the purposes aforesaid as shall be deemed necessary.

And notice is further given that it is intended to apply for powers to enable the said Water Company to contract and agree with the company incorporated by an Act passed in the session of Parliament holden in the 8th and 9th year of the reign of Her present Majesty, intituled "An Act for making a Railway from Carlisle to Edinburgh and Glasgow, and the North of Scotland, to be called the Caledonian Railway," for laying and placing the aqueducts, pipes, mains, conduits, and other works of the said Water Company upon, in, and along the lands acquired, or to be acquired, and works to be made and erected by the said railway company, commencing at a point on the said railway at or near to Blackraw, in the parish of Kirknewton, and county of Edinburgh, and leading from thence along the line of the said railway to a point near to Dalry House, in the parish of St. Cuthbert's, and county of Edinburgh, or to confirm any agreement that has been or that may be made between any members of the Provisional committee of the said intended Water Company, or others on their behalf, and the said Caledonian Railway Company, or Committees thereof, in relation to the same, and to alter and amend the said last recited Act so far as may be necessary for carrying into effect the purposes aforesaid: and it is also intended by the said Bill or Bills to take powers to the company to be thereby incorporated to levy rents, rates, duties, and assessments from all persons making use of, or who may be supplied with water by the said last mentioned company, and to confer certain exemptions from payment of such rents, rates, duties, and assessments, and certain other rights and privileges in regard to the same; and it is also intended by the said Bill or Bills to enable the said Caledonian Railway Company to levy rents or rates, and duties from the said company to be incorporated for the use of their said railway for the purposes aforesaid: and it is also intended by the said Bill or Bills to take power to deviate in constructing the said works respectively from the line or lines thereof, as laid down in the maps and plans thereof, to be deposited as hereinafter mentioned, to an extent not exceeding one hundred yards on each side thereof, or to such extent as is or may be defined on the said maps and plans, but that there shall be no such deviation from the line of the said works, in so far as the same are to be conducted along the line of the said Caledonian Railway, except to the extent to which the said railway may be deviated from its line as originally laid down, under the powers of deviation contained in the above-recited Act; which limits of deviation will also be defined in the said maps or plans, and that such line of the

works shall be formed and adjusted with the consent of the said Caledonian Railway Company: and also to take powers to alter or divert such roads, streets, or thoroughfares as shall be crossed or interfered with by any of the said works, or by the roads and communications thereto, to such extent as may be defined on the said maps and plans: all which lands, houses, springs, brooks, streams, and other heritages and works, and conveniences respectively are situated, and intended to be made, or will pass from, in, through, or into the several parishes and places following, or some of them, or some part thereof respectively, viz., the following parishes in the county of Linlithgow, namely, Cramond, Dalmeny, Kirkliston, and Uphall: the following parishes in the county of Edinburgh, namely, Cramond, Kirkliston, West-Calder, Mid-Calder, Kirknewton, Ratho, Currie, Colinton, Libberton, St. Cuthbert's (including the districts called the *quoad sacra* parishes of St. Bernard's, Buccleugh, St. David's, Dean, Lady Glenorchy's, Morningside, Newington, St. Paul's, and Roxburgh), the parish of Canongate (including the districts called the *quoad sacra* parishes of New Street and Leith Wind), the parish of North Leith (including the district called the *quoad sacra* parish of Newhaven, and part of the district called the *quoad sacra* parish of St. Thomas'), the parish of South Leith (including the district called the *quoad sacra* parish of St. John's, and part of the district called the *quoad sacra* parish of St. Thomas'), the parish of Duddingston (including the district called the *quoad sacra* parish of Portobello); also the following parishes in the ancient royalty and county of the city of Edinburgh, namely, Tolbooth, High Church, Trinity College, Old Church, Tron Church, New North, St. John's, New Greyfriars, Old Greyfriars, and Lady Yester's; also the following parishes in the extended royalty and county of the city of Edinburgh, viz. St. Andrews, St. George's (including the district called the *quoad sacra* parish of St. Luke), the parishes of St. Mary's, St. Stephen's, and Greenside.

And notice is hereby further given, that on or before the 30th day of November next, a plan or plans, and section or sections, and also Duplicates thereof, describing the lines or situations and levels of the said intended works, and the lands in or through which the same, and the communications thereto, are intended to be made, and also describing the springs, brooks, and streams intended to be taken, acquired, and diverted, 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, springs, brooks, and streams respectively, will be deposited for public inspection in the offices of the principal sheriff-clerks of the county of Edinburgh and county of the city of Edinburgh respectively, in Edinburgh and Leith; in the office of the principal sheriff-clerk of the county of Linlithgow at Linlithgow: and that on or before the 31st 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 works are intended to be

made, together with a book of reference thereto, will be deposited with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each such parish, at their respective places of residence, and on or before the said 31st day of December next, copies of so much of the said plans and sections as relate to the said royal burgh of Edinburgh, burgh of Canongate, town of Leith, and town of Portobello respectively, together with books of reference thereto, will also be deposited with the town-clerks of the said royal burgh of Edinburgh, burgh of Canongate, town of Leith, and town of Portobello respectively, at their respective offices in Edinburgh, Canongate, Leith, and Portobello respectively.

Edinburgh, 15th October, 1845.

Greig and Morton, W. S., Edinburgh.

Spottiswoode and Robertson,

Great George Street, London.

Oldham Police.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof, for an Act to alter, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of his late Majesty King George the Fourth, chapter 117, intitled "An Act for paving, watching, lighting, cleansing, and improving the township of Oldham, in the county of Lancaster, and for regulating the Police thereof," and to repeal all or some of such powers and provisions, and to substitute more effectual powers and provisions in lieu thereof.

And notice is hereby further given, that in particular it is intended in and by the said intended Act so to be applied for as aforesaid, to repeal the appointment of the Commissioners now acting under the said Act of the seventh George Fourth, chapter 117; and also to enable the rate-payers in the said township of Oldham to elect Commissioners for carrying the provisions of the said intended amended Act into effect; and also to regulate the qualifications of such rate-payers with reference to their right to vote in the election of such Commissioners, and also to regulate the qualifications and mode of election of such Commissioners.

And notice is hereby further given, that it is intended in and by the said intended amended Act, to enlarge and extend the powers now possessed by the said Commissioners acting under the said Act of the seventh George Fourth, chapter 117, for lighting the said township of Oldham with Gas, and to enable the Commissioners under the said intended amended Act, to purchase land and buildings, and to erect thereon the necessary buildings, apparatus, and machinery for the making of Gas for the better lighting of the said township; and also to enable the said Commissioners to sell or supply gas to the inhabitants of the said township; and to purchase and lay down mains and other pipes along, through, and under the streets, lanes, highways, passages, and public places within the said township, for the conveyance of gas to the various parts thereof; and also to enable the Commissioners under the said intended amended

Act to levy rents, rates, and duties in respect of such supply of gas as aforesaid, or to alter any existing rates or duties in respect thereof, or to confer, vary, or extinguish any exemption from payment of such rates or duties.

And notice is hereby further given, that it is intended in and by the said intended amended Act to take powers to establish and regulate one or more market or markets within the said township of Oldham, and to purchase land for the purpose of erecting thereon one or more public market or markets and market-place or market-places in the said township; and also to enable and empower the Commissioners under the said intended amended Act to levy rents, rates, and duties, from persons occupying or placing stalls or standings in such market or markets and market-place or market-places, or in the public streets of the said township respectively, in respect of such stalls or standings, or to alter any existing rents, rates, or duties, in respect thereof, or to confer, vary, or extinguish any exemption from payment of such rents, rates, or duties; and also to enable the Commissioners under the said amended Act to raise the amount of capital which shall be required for the making and erection of the said public market or markets and market-place or market-places, by mortgage thereof, or by mortgage of the rates or duties which may arise therefrom, or by mortgage of the rates authorized to be levied by the said Act of the seventh George Fourth, chapter 117, or of the rates to be authorized by the said intended amended Act.

And notice is hereby further given, that it is also proposed and intended by the said intended amended Act to take powers for the purpose of enabling the Commissioners under the said Act, to purchase from the proprietors thereof, the Oldham Gas-Light and Water-Works, situate and being in the township of Oldham, in the chapelry of Oldham, in the parish of Prestwich otherwise Prestwich-cum-Oldham, in the county of Lancaster, and in the township of Quick within Saddleworth, in the chapelry of Saddleworth, in the parish of Rochdale, in the west riding of the county of York, or a part of the said works; and to hold and maintain the same for the purpose of supplying the inhabitants of the said township with gas and water therefrom, and to raise the requisite amount of capital for such purchase by mortgage of such works, or by mortgage of the rates authorized to be levied by the said Act of the seventh George Fourth, chapter 117, or to be authorized by the said intended amended Act, or by such other ways or means as Parliament shall think fit; and also to enable the Commissioners under the said amended Act in the event of their making such purchase, to levy rents, rates, and duties in respect of the supply of water to the inhabitants of the said township of Oldham; or to alter any existing rents, rates, or duties, in respect of the supply thereof, or to confer, vary, or extinguish any exemption from payment of such rents, rates, or duties, and any other rights and privileges.

And notice is hereby further given, that it is intended to apply for powers under the said intended amended Act to enable the Commis-

sioners who shall be elected thereunder, to purchase land within the said township of Oldham, for the purpose of erecting public slaughter-houses thereon, and to compel all persons slaughtering cattle within the said township to resort thereto, for the purpose of slaughtering such cattle, and to enable the Commissioners to levy rates and duties in respect of the use of such public slaughter-houses; and also to enable the Commissioners under the said amended Act, to raise the amount of capital which shall be required for the erection of the said public slaughter-houses, by mortgage thereof, or by mortgage of the rates or duties which may arise therefrom, or by mortgage of the rates authorized to be levied by the said Act of the seventh George Fourth, chapter 117, or to be authorized by the said intended amended Act.

And notice is hereby further given, that it is intended to give further powers under the said intended amended Act to the said Commissioners thereunder, for the removal and prevention of obstructions, encroachments and nuisances within the said township of Oldham, and the good government and regulation of the same.

And notice is hereby further given, that it is intended by the said intended amended Act to authorize and empower the magistrates acting for the division of Oldham in petty sessions assembled, to appoint and swear into office the persons yearly nominated by the ley-payers to serve the office of high constables for the said township of Oldham.

Dated this sixth day of November, 1845.

Kay Clegg, Solicitor, Oldham.

Bower and Son, 22, Parliament Street,
Parliamentary Agents.

Reading and Reigate Railway.

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 to incorporate a company or companies, and to give to such company or companies power to make and maintain a railway commencing, by a junction with the Great Western Railway, in the parish of Saint Lawrence Reading, in the county of Berks, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Saint Lawrence Reading, Saint Giles Reading, Saint Mary Reading, Reading, Sonning, Sonning town, Whitley, Earley otherwise Earleigh otherwise Erlegh, Woodley and Sandford, Loddon Bridge, Hurst, Whitley otherwise Whitley-in-Hurst, Winnersh otherwise Winnersh-in-Hurst, Sindlesham otherwise Sinsham, King-Street-Hurst, Newland otherwise Newland-in-Hurst, Hinton otherwise Broad-Hinton otherwise Hinton Pipard otherwise Hinton-in-Hurst, Wokingham otherwise Oakingham parish, Wokingham otherwise Oakingham town, Easthampstead, Sandhurst, and Finchamstead, or some of them, in the county of Berks: Yateley, Hawley, Blackwater, Cove, Farnborough otherwise Farnborough, and Aldershot, or some one of them, in the county of Southampton: and Firmley otherwise Firmley, York Town, Pirbright, Ash otherwise

Ashe otherwise Ash and Normandy, Normandy, Seale, Wyke, West End, Perry Hill, Burgham, Worplesdon, Tongham, Farnham, Badshot, Runfold, Culverlends otherwise Culverlands, Tilford, Runwick, Hale, Wrecklesham, Bourne, Waverley Ville, Wanborough, Putterham, Compton, Elstead, Pepper Harrow otherwise Peper Harow, Tuesley, Shackleford, Labourn, Hurtmoor otherwise Hertmere otherwise Hurtmore, Godalming, the titling of Godalming Town, Godalming Town, Lower Eashing, High Eashing otherwise Upper Eashing, Deanshold, Catsball, Binscomb, Farncomb otherwise Ferncombe, Bramley, Stoke otherwise Stoke next Guildford, Artington otherwise Artington otherwise Ertington otherwise Ertingdon, Guildford, Saint Nicholas Guildford, Saint Mary the Virgin Guildford, Holy Trinity Guildford, Guildford House of Correction, Little Tangle, Shalford, Womersh, Shamley Green otherwise Shimley Green, Cranley, Ewhurst, Gomshall otherwise Gorneshall otherwise Gunshall otherwise Gumbshale, Albury, Shere otherwise Shiere otherwise Sheire, Abinger, Milton, Westcot otherwise Westcote, Wotton otherwise Wotten otherwise Wootton otherwise Wootten, Dorking, the Holmwood, Mickleham, Westhumble, Betchworth otherwise Bechworth otherwise Beechworth, Brockham, Leigh, Headley otherwise Hedley, Buckland, Walton on the Hill, Kingswood, Chipstead, Gatton, Reigate, borough of Reigate, Foreign of Reigate, Santon, Linkfield Street, Woodhatch, Hooley, Colley, Nutfield, Merstham, Bletchingly otherwise Bleachingley, and Charlwood, or some of them, in the county of Surrey, and terminating in the said parish of Reigate, by a junction with the London and Brighton Railway, and South Eastern Railway, both or one of them.

Also the following branch railways from and out of the said main line of railway, namely, a branch commencing from and out of the said main line of railway by a junction or junctions therewith, in the said parishes of Seal and Ash, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Aldershot, in the said county of Southampton, and Ash, Normandy, Pirbright, Seale, Wyke, Tongham, Farnham, Badshot, Runfold, Culverlends, Tilford, Runwick, Hale, Wrecklesham, Bourne, and Waverley Ville, in the said county of Surrey, or some of them, and terminating in the said parish of Farnham: And also another branch commencing from and out of the said main line of railway, by a junction or junctions therewith, in the said parishes of Shalford and Godalming, or one of them, passing thence from, in, through, or into the said several parishes, townships, and extra-parochial or other places of Shalford, Godalming, Womersh, Shamley Green, Bramley, Little Tangle, Guildford, St. Nicholas Guildford, St. Mary the Virgin Guildford, Holy Trinity Guildford, Guildford House of Correction, Artington, and Stoke, or some of them, in the said county of Surrey, and terminating in the said parish of St. Nicholas Guildford, by a junction with the Guildford Junction Railway. And also another branch commencing from and out of the said main line of railway in the said parishes



or places of Farnborough, Frimley, and Ash, some or one of them, passing thence from, in, through, or into the said several parishes, townships, and extra-parochial or other places of Farnborough, Frimley, and Ash, some or one of them, and terminating in the said parish of Farnborough by a junction with the said London and South Western Railway.

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, bridges, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railways.

And it is intended to take powers to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial or other places before mentioned, or some of them, for working and using the said railway and branches; and also to authorise junctions with any railway or railways, at the commencements or terminations, or in the line or course of the said railway or branch railways as before described, in the several parishes, townships, and extra-parochial, or other places aforesaid.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railways, 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 or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and the works connected therewith respectively, 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 instant, be deposited for public inspection at the respective offices of the clerks of the peace for the several counties following, that is to say, for the county of Berks at Abingdon; for the county of Southampton at Winchester; and for the county of Surrey at Lambeth; 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 proposed railway and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this first day of November, 1845.

*Richards and Rogers, Reading.
Burchell, Kilgour, and Parson,
Parliament Street, London.*

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Swansea Vale Railway.

WHEREAS under the provisions of an Act passed in the seventh and eighth years of the reign of Her Majesty Queen Victoria, intituled "An Act for the registration, incorporation, and regulation of Joint Stock Companies," a company has been duly registered and incorporated by the name and style of the Swansea Vale Railway Company, for the purpose of making and maintaining a railway throughout the Vale of Swansea.

And whereas by the deed of settlement of the said company it is provided, that it should be lawful for the Board of Directors, if they in their discretion should think fit, at any time or times, to apply for an Act or Acts of Parliament for the purpose of better enabling the said company to effect all or any of the purposes therein declared, or for any other purpose or purposes relating to the affairs and objects of the said company.

And whereas it is expedient that the railway formed by the said company should be further extended, and that certain branch railways should be formed in connexion therewith, and that the affairs and objects of the said company should be carried on and effected under the powers of an Act of Parliament.

Notice is therefore hereby given, that application is intended to be made to Parliament in the ensuing session, by and on behalf of the said Swansea Vale Railway Company, for a Bill to authorize the construction and maintenance of a railway, with all proper approaches and conveniences, and other works, as may be necessary in connexion therewith, to commence at or near to Abercrave Farm, in the parish of Ystradgunlais, in the county of Brecon, and to terminate at or near to Tyrllandwr Farm, in the harbour of Swansea, in the hamlet of Saint Thomas, in the parish of Swansea, in the county of Glamorgan.

And also to authorize the construction and maintenance of certain branch railways, with all proper works and conveniences connected therewith, that is to say,

A branch railway, to commence from the main line of the said railway at or near to a place called Pwllmawr, in the parish of Lansamlet, in the county of Glamorgan aforesaid, and to terminate at or near to the Old Rolling Mill on the Lower Forest Farm, in the said parish of Lansamlet.

And also another branch railway, diverging from and out of the said intended main line of railway, at or near to Ynisygeinon Farm, in the parish of Killybebill, in the said county of Glamorgan, passing near to a certain place or works called Ystalyfera, in the parish of Llanguicke, in the said county of Glamorgan, and to terminate at or near to the Cwmtwrch Railway Wharf, on the north side of the Swansea Canal, in the parish of Ystradgunlais, in the said county of Brecon.

And also another branch railway, diverging from and out of the said intended main line at or near to the junction of the rivers Twrch and Tawe, in the said several parishes of Ystradgunlais, Llanguicke, and Killybebill, in the said several counties of Brecon and Glamorgan, or one of them, and to terminate at or near to the Cwmtwrch Railway Wharf,

on the north side of the Swansea Canal, in the said parish of Ystradgunlais, in the said county of Brecon.

And also another branch railway, diverging from and out of the said intended main line at or near to Ynisyci Farm, in the said parish of Killybebill, in the said county of Glamorgan, and to terminate at or near to Yniscedwyn Iron Works, in the parish of Ystradgunlais, in the said county of Brecon.

And also another branch or extension of the said railway, commencing from the said intended main line at or near to Abercrave Farm, in the said parish of Ystradgunlais, in the said county of Brecon, and to terminate at or near to certain limestone quarries at or near to a place called Pentre Cribath, in the said parish of Ystradgunlais, in the said county of Brecon, which said railway and branch railways, or some of them, are intended to be made in and to pass from, through, or into the several parishes, townships, franchises, hamlets, and extra-parochial or other places following, or some of them, that is to say, Ystradgunlais, Ystradgunlais Higher, Ystradgunlais Lower, Gurnos, Palleg, Penrhos, Garth, and Cribath, in the county of Brecon; and Killybebill, Cadoxton juxta Neath, Ynisymond, Lansamlet, Lansamlet Higher, Lansamlet Lower, Saint Thomas in Swansea, Llanguicke, Altygreeg, Blaenegal, Caegurwen, and Mawr, in the county of Glamorgan; with powers to make and maintain all such bridges, culverts, viaducts, inclined planes, tunnels, archways, embankments, weirs, buildings, stations, wharfs, depôts, warehouses, roads, and other works as may be deemed necessary or convenient for the purposes of the said railway and branch railways respectively.

And it is also intended by the said Act to take powers to alter and divert the stream, bed, or course of the Rivers Tawe and Twrch, and to alter, divert, take, or use, all such other rivers, brooks, or streams, turnpike roads, parish roads, and other highways, canals, navigations, aqueducts, tramways, and railways, within the said several parishes, townships, franchises, hamlets, and extra-parochial or other places aforesaid, as may be required to be altered, diverted, taken, or used, for the purposes of the said railway and branch railways, and the works connected therewith respectively.

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

And it is also intended by such Act further to incorporate the said company by the name and style of The Swansea Vale Railway Company aforesaid, for the purpose of carrying into effect and completing the said railway and branch railways, and other works hereinbefore referred to, and to take powers for the purchase of land, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties, as to the said company may seem meet.

And it is further intended by such Act to enable the said company to sell or let and transfer all or any part of the railway, branch railways, and works,

hereinbefore mentioned, of which the said company may now be or may hereafter become possessed, or which they may be authorized to make or maintain under the provisions of such Act, and all or any powers of the said company in connexion therewith, or in relation thereto, to any person or persons, and to enable such person or persons to purchase or rent, or construct the works which may be so sold or let, and transferred to them, 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 works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between him or them and the said company.

And notice is hereby further given, that maps or plans and sections of the said intended railway and branch railways and other works hereinbefore referred to, 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 owners and lessees, and of the 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 Brecon, at his office in Brecon, in the said county of Brecon, and with the clerk of the peace for the county of Glamorgan, at his office in Cardiff, in the said county of Glamorgan; 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 branch railways 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.

And notice is hereby further given, that it is intended by such Act to take power to deviate in the construction of the said proposed railway and branch railways on either side of the lines thereof laid down upon the said maps or plans, to an extent not exceeding ten yards in any town, and to an extent in all other places not exceeding one hundred yards; but the said power of deviation is not intended to be applied for where the property situate within the said distance of ten yards and one hundred yards respectively, or either of them, shall not be numbered on the said maps or plans, or, if numbered on the said maps or plans, shall not be contained or described in the said book of reference, nor is it intended to exceed, in any case, the limits denoted on the said maps or plans where a limit to such deviations shall be expressly denoted thereupon, or to extend into the lands of any person whose name shall not be mentioned in the said books of reference.

Dated this third day of November, 1845.

Thos. Attwood, Solicitor.

Exeter, Topsham, and Exmouth 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, with all proper works, approaches, bridges, and conveniences connected therewith, commencing by a junction with the line of the South Devon Railway, in the parish of Exminster, in the county of Devon, at or near Countess Wear Bridge, and terminating at or near Exmouth, in the parishes of Withecombe Rawleigh, and Littleham, or one of them, in the county of Devon aforesaid, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and in some or one of the parishes and townships herein-after mentioned, which said intended railway and the 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, Exminster, the bed and shores of the River Exe, Lower Wear, Topsham, the bed and shores of the River Clist, Saint George's Clist, Ebford, Exton, Woodbury, Limpstone, Withecombe Rawleigh, Littleham, Exmouth, the bed and shores of the River Exe adjoining the said parishes of Woodbury, Lympstone, Withecombe Rawleigh, and Littleham, and the sea shore adjoining the said parish of Littleham, all in the said county of Devon.

And it is also intended by the said Act or Acts to apply for powers to construct a station, with all proper works and conveniences connected therewith, upon, or abutting on the line of the South Devon Railway, in the parish of Saint Thomas the Apostle, in the county of Devon.

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 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, 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 to enable the company thereby to be incorporated 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 South Devon Railway Company, and to any company that may be authorized and empowered to purchase or rent the said

South Devon Railway, and to enable the said South Devon Railway Company, and also such other company as aforesaid, to purchase or rent the same, 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 South Devon Railway Company, or such other company as aforesaid and the company so intended to be incorporated as hereinbefore mentioned.

And for the purposes aforesaid, it is intended to alter, extend, or vary so far as may be necessary, the several powers and provisions of the Act incorporating the said South Devon Railway Company, passed in the session of Parliament held in the seventh and eighth years of the reign of her present Majesty.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the said intended station, and of the lands proposed to be taken for the purposes thereof respectively, 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 Devon, at his office, at the Castle of Exeter; 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, and station respectively, 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 third day of November, one thousand eight hundred and forty-five.

R. T. Head,
Exeter

Birmingham, Lichfield, and Manchester Railway.
NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near a certain field in the township of Aston, in the parish of Aston nigh Birmingham, in the county of Warwick, belonging to Keelinge Greenway, and occupied by Thomas Jackson, by a junction with the line of the Grand Junction Railway there, and to terminate at or near a certain field in the hamlet or township of Streethay, in the parish of Saint Michael Lichfield, in the county of Stafford, belonging to Jane Godwin, and occupied by Thomas Wright, by a junction with the Trent Valley Railway there; and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some

of them; that is to say, Birmingham, Aston, Aston-juxta-Birmingham, Aston Manor, Witton otherwise Wilton, Upper Witton, Lower Witton, Neachells otherwise Nechells, Duddeston and Nechells, Duddeston otherwise Dudston, Deritend and Bordesley, Deritend, Bordesley, Saltley, and Washwood, Washwood Heath, Saltley, Little Bromwich, Castle Bromwich, Small Heath, Ward End Erdington, Gravelly Hill, Park Hall, Oscott New College, Water Orton otherwise Water Overton, Pipe Hays, Berwood, Sutton Coldfield, Great Sutton, Little Sutton, Sutton Park, The Coldfield, Penns, Warmley, Wyld Green, Maney, Langley Hill, and Four Oaks, all in the county of Warwick; Handsworth, Perry Barr, Birch Fields, Aldridge, Thorne Hill, Queaslet or Queeslet, Hardwick, Oscott, Great Barr, Little Aston, Mill Green, The Bosses, Lower Stonnall, Upper Stonnall otherwise Over Stonnall, Stonnall, Lynn, Hilton, Shenstone, Bullmore Lane, Chesterfield, Ogle Hay, Weeford, Swinfen, Packington, Swinfen and Packington; Saint Michael, Wall, Wall Butts otherwise Wall Budds, Burntwood, Edial and Woodhouses, Burntwood, Edial, Woodhouses, Hammerwich, Pipe-cum-Membris, Pipa Parva, Pipa Magna, Pipe Place, Pipe Hill, Freeford, Fulfen, Streethay, Saint Chad otherwise Stowe, Curborough, Elmhurst, Curborough and Elmhurst, The Close Lichfield, and Westbromwich, all in the county of Stafford; and Lichfield, Saint Michael, Pipe Hill, Pipe-cum-Membris, Freeford, Fulfen, Saint Mary, Saint Chad, Stowe, Saint Chad otherwise Stowe, Curborough, Elmhurst, Curborough and Elmhurst, The Close Lichfield, and the Friary, all within the city and county of the city of Lichfield.

And it is intended to apply for powers to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, rivers, streams, sewers, canals, navigations, railways, or tram roads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Warwick, at his office at Stratford-upon-Avon, in the said county; with the clerk of the peace for the city and county of the city of Lichfield, at his office at the city of Lichfield; and with the clerk of the peace for the county of Stafford, at his office at Stafford, in the said county, on or before the thirtieth day of November, 1845; 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 railway and works 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 further given, that it is intended by the said Bill or Bills to incorporate a Company or Companies for the purpose of carrying into effect the proposed works, or some part thereof, and 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 aforesaid, and also to levy tolls, rates, or duties, upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties, and other rights and privileges.

And it is also proposed, in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Grand Junction Railway Company, or any other railway company or companies with whose line the said intended railway and works may unite, and to delegate to the said Grand Junction Railway Company, or such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said Grand Junction Railway Company, or such other company or companies as aforesaid, out of their corporate or other funds, and either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working and using the said intended railway and works, or any part thereof, or to purchase, rent, work, or construct the said intended railway and works, or any part of the same, and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills to authorize the union and amalgamation of the company proposed to be incorporated by the said Bill or Bills with the said Grand Junction Railway Company, or any of such other companies, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation to use and work the said railway and works, and to take tolls in respect thereof; and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend and enlarge the provisions of the several Acts relating to the said Grand Junction Railway, passed respectively in the third and fourth, and in the fourth and fifth, and in the fifth and sixth years of the reign of his late Majesty King William the Fourth, and in the first and second, and in the third and fourth years of the reign of Her present Majesty Queen Victoria.

Dated this fourth day of November, 1845.

*Dyott and Son,
George Birch, Junior,
Gem, Son, and Docker.* } Solicitors.

Caledonian Railway; Purchase of Glasgow, Garnkirk and Coatbridge Railway, and Junctions with Castlecary Branch and with Airdrie, &c.

NOTICE is hereby given, that application is intended to be made to Parliament, in next session, for leave to bring in a Bill or Bills to alter, amend and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to authorize and effect the sale to, and the purchase by, the Caledonian Railway Company of the Glasgow, Garnkirk and Coatbridge Railway, and whole works connected therewith, and to transfer to and vest in the Caledonian Railway Company and the said Glasgow, Garnkirk, and Coatbridge Railway, and the works connected therewith, and the powers and privileges, and whole property and estate, of the company of proprietors thereof; and to alter, amend and repeal, certain of the powers and provisions of the several Acts relating to and concerning the said Glasgow, Garnkirk, and Coatbridge Railway (which was originally styled the Garnkirk and Glasgow Railway), passed in the seventh, eighth, and eleventh years of the reign of His Majesty King George the Fourth, and second, eighth, and ninth years of the reign of Her present Majesty, respectively; And it is intended, by the said Bill or Bills, to alter the tolls, rates and duties, granted by the Acts before mentioned relating to and concerning the said Glasgow, Garnkirk and Coatbridge Railway, or some of them, or to repeal the said tolls, rates and duties, and to enable the Caledonian Railway Company to levy the same, or certain other tolls, rates and duties, for and in respect of the use of the said Glasgow, Garnkirk and Coatbridge Railway, and the works connected therewith, and for the conveyance of passengers and goods thereon; as also to vary or extinguish all exemptions from the payment of tolls, rates and duties, at present leviable upon, and for the use of, the said Glasgow, Garnkirk and Coatbridge Railway, and the works connected therewith, and certain rights and privileges relating to the said railway, and works connected therewith; as also to confer certain exemptions from payment of the tolls, rates and duties, to be granted by the said intended Bill or Bills, and certain rights and privileges in relation thereto, and in relation to the said Glasgow, Garnkirk and Coatbridge Railway, and works connected therewith.

And it is also intended by the said Bill or Bills to authorize and empower the Caledonian Railway Company to enter into and accept of a lease of an intended railway, proposed to be called the Caledonian and Dumbartonshire Junction Railway, to lead from the Glasgow, Garnkirk, and Coatbridge Railway, at Glasgow, to Dumbarton and to Helensburgh, with a branch to Milngavie.

And it is further intended by the said Bill or Bills to enable the Caledonian Railway Company to sell and transfer to the Monkland and Kirkintilloch Railway Company, a portion adjoining to their line of the Castlecary branch of the Caledonian Railway, in the parishes of Old Monkland, New Monkland, and Cadder, or some of them,

upon such terms as have been or may be mutually agreed upon.

And it is further intended by the said Bill or Bills to enable the Caledonian Railway Company to make and maintain a branch railway, with proper works and conveniences connected therewith, and attached thereto, from a point on the said Glasgow, Garnkirk, and Coatbridge Railway, near Gartcosh, in the parish of Cadder, to and to join the Castlecary branch of the Caledonian Railway, near Glenboig, in the parish of New Monkland: as also another branch railway, with proper works connected therewith, from the line of the Glasgow, Garnkirk, and Coatbridge Railway, at a point at or near to Dundyvvan, in the parish of Old Monkland, to a point in or near to the town of Airdrie, in the parish of New Monkland: which branch railways and works will be situate in, or will pass from, through, or into the parishes of Cadder, Old Monkland, and New Monkland, or some of them, in the county of Lanark.

And notice is further given, that plans and sections describing the lines and levels of the said branch railways, 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, 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 in the offices in Glasgow, Hamilton, and Lanark, respectively, of the principal sheriff clerk of the county of Lanark; and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes before specified, will, on or before the thirty-first day of December next, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each such parish, at the place of abode of such schoolmaster or session clerk; and it is intended by the said Bill or Bills, to take powers to deviate in the construction of such branch railways and works from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and water-courses, as it may be necessary or expedient to alter or divert, for the purpose of making, maintaining, and using, or more conveniently making, maintaining, and using the said branch railways and works, or any portion thereof, or any of the conveniences connected therewith; and it is further intended by the said Bill or Bills to confer powers on the Caledonian Railway Company for the compulsory purchase of lands and houses, and to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would, in any manner impede or interfere with the construction of the said branch railways and works, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also to enable the Caledonian Railway Company, to levy tolls, rates

and duties, on and for the use of the said branch railways and works, and for the conveyance of passengers and goods, and to confer certain exemptions from payment of such tolls, rates and duties, and certain other rights and privileges in relation thereto, and in relation to the said intended branch railways and works; as also to enable the Caledonian Railway Company to raise an additional sum of money by the creation of new stock, or otherwise, for the purposes aforesaid, or some of them, and for other purposes connected with the said railways.

Dated this seventeenth day of October, 1845.

Hope and Oliphant, W. S. Edinburgh.

Alex. Grahame, Glasgow.

*Arch. Grahame, Moncreiff and Weems,
30, Great George Street, Westminster,
Parliamentary Agents.*

Barnet and North Metropolitan Junction Railway.

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 to make and maintain a railway or railways, tramway or tramways, with all proper ways, sidings, turnouts, or passing places, roads, approaches, bridges, works, erections, stations, and conveniences connected therewith to commence at or near the town of Chipping Barnet, in that part of the parish of Chipping Barnet which is situate in the county of Hertford, and passing thence from, in, through, or into, theseveral parishes, townships, extra-parochial and other places following, or some of them, that is to say, part of the said parish of Chipping Barnet, East Barnet, and Totteridge, all in the county of Hertford, and Whetstone, Friern Barnet otherwise Fryern Barnet, Mill Hill, Finchley, Hendon, Saint John Hampstead, Saint Marylebone, and Saint Pancras, all in the county of Middlesex, and terminating either by a junction with the London and Birmingham Railway, at or near the second bridge, over the said last mentioned railway, west of the western entrance of the Primrose Hill tunnel, on the said last mentioned railway, in the parish of Saint John Hampstead in the county of Middlesex, or by a junction with the proposed Regent's Canal Railway, at or near the boundary line dividing the said parishes of Saint Marylebone and Saint Pancras, on the south side of that part of the outer circle of the Regent's Park, commonly called the Albert Road, opposite the Zoological Gardens in the said Regent's Park, in the county of Middlesex.

And also to make and maintain the following branch railways from and out of the said main line of railway, together with all proper roads, approaches, bridges, works, erections, stations, and conveniences connected with such branch railways respectively, that is to say, a branch commencing from and out of the said main line of railway, in the said parish of Saint John Hampstead and county of Middlesex, and passing thence through the said parish of Saint John Hampstead, to, and to form a junction with the said London and Birmingham Railway, at or near the point where the said last mentioned railway passes under the road or lane called Westend Lane, leading from Kilburn to

Hampstead, in the said parish of Saint John Hampstead, in the county of Middlesex. And another branch commencing from and out of the said intended main line, at or near the Decoy Farm House, in the said parish of Hendon and county of Middlesex, and passing thence from, in through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Hendon, Finchley, Highgate, Muswell Hill, Hornsey, Crouch End, West Green, Stamford Hill, and Tottenham otherwise Tottenham High Cross, all in the said county of Middlesex, and terminating by a junction with the line of the Northern and Eastern Railway, at or near the point where the said Northern and Eastern Railway enters the county of Middlesex, in the said parish of Tottenham otherwise Tottenham High Cross, in the said county of Middlesex. And it is proposed in and by the said intended Bill or Bills to incorporate a company or companies, with powers to make and maintain the said railway and branches and works, and to purchase by compulsion or agreement, all houses and lands required for the completion of the same respectively. And also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways, and tramroads, footpaths, rivers, drains, and watercourses within the said parishes, townships, or extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said railway, branches, and works. And also to cross on a level the proposed main lines of the Direct London and Manchester, and London and York Railways, or either of them in the parish of Hornsey in the county of Middlesex, and also the main line of the said London and Birmingham Railway, in the said parish of Saint John Hampstead and county of Middlesex. And to make lateral deviations in the construction of the said railway and branches from the lines thereof, as shown on the plans hereinafter mentioned, to the extent which shall be defined on the same. And with powers to levy tolls, rates, and duties, in respect of the use of the said railway and branches, or any of them. And to vary or extinguish all existing rights and privileges connected with the lands, buildings, and houses, intended to be taken for the purposes of the said railway and branches, or any of them, or which would in any manner impede or interfere with the objects aforesaid. And by the said Bill or Bills to confer other rights and privileges.

And it is proposed in and by the said Bill or Bills to empower the said company or companies to be thereby incorporated, to demise or sell the said intended railway and branches, and other works, or any part or parts thereof to the London and Birmingham Railway Company, or to any other railway company, or to agree with any such company for the making, execution, maintenance, use, and working thereof, or any part or parts thereof. And also to authorize the said London and Birmingham Railway Company, and any such other company as aforesaid, to hire, or purchase, or to make, execute, and maintain, use and work, or to

enter into an agreement for the making, execution, maintenance, use, or working of the said proposed railway, branches, and works, or any part or parts thereof respectively. And to take tolls, rates, or duties upon, or in respect thereof. And to raise any sum of money for such last mentioned purposes.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway, and branches respectively, and the situation of the whole of the works and lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, buildings, and houses respectively, will be deposited for public inspection with the clerk of the peace for the county of Middlesex, at his office, in Clerkenwell Green, and with the clerk of the peace for the county of Hertford, at his office, in Saint Albans. And that on or before the thirty-first day of December next, a copy of so much of the said plans and sections, as relate to each parish in, or through which the said railway branches and works respectively are intended to be made, together with a book of reference thereto, will be deposited with the clerk of each such parish, at his place of abode.

Dated the fourth day of November, 1845.

Edward Elkins, } Joint Solicitors.
G. P. Hill, }

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills to incorporate a company or companies, for the purpose of making and maintaining a railway, with all proper stations, works, communications, approaches and other conveniences connected therewith, commencing by a junction with the Guildford Junction Railway, now sold to and forming a part of the London and South Western Railway, in the parish of Saint Nicholas Guildford, in the county of Surrey, or at a distinct place in the said parish of Saint Nicholas Guildford, in the said county of Surrey, and passing thence from, in, through or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following, that is to say, Saint Nicholas Guildford, aforesaid, Saint Mary otherwise Saint Mary the Virgin Guildford, the Holy Trinity Guildford, Stoke otherwise Stoke next Guildford, the titbing of Artington otherwise Artingdon otherwise Ertington otherwise Ertingdon in the parish of Saint Nicholas Guildford, the borough and town of Guildford, Shalford otherwise Shalford cum Bramley, Bramley otherwise Bramly otherwise Bramlie otherwise Bromley, Shalford Bradstone, Wonersh, Shere otherwise Shiere otherwise Sheire, Saint Martha otherwise Saint Martha on the Hill, Gumshall otherwise Gomeshall, Chilworth, Godalming, Farncombe, Compton, Hascombe, Dunsfold, Cranley, Albury, Abinger, Wotton otherwise Wotten otherwise Wootton otherwise Wooten, Ewhurst and Alfold otherwise Aldfold, or some of them, in the said county of Surrey; and Alfold

No. 20526.

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otherwise Aldfold, Wisborough Green, Loxwood, Rudgwick, Billingham otherwise Billingshurst, Slinfold otherwise Slingfold otherwise Slinford, Itchingfield otherwise Itchinfield, Warnham, Shortfield, Sullington and Horsham, or some of them, in the county of Sussex, and terminating in the said parish of Horsham, either at a distinct terminus, or by a junction there with a certain intended railway, for the making and maintaining whereof notice has been or is intended to be given of an application to Parliament for a Bill or Bills in the ensuing session, to be called "The Dorking, Brighton, and Arundel Atmospheric Railway," or by a junction there with the intended branch of the London and Brighton Railway to Horsham, aforesaid.

And notice is hereby further given, that in the said Bill or Bills powers will be applied for to make lateral deviations in the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined; and also to stop up, alter, extend, enlarge, or divert, either temporarily or permanently, all such railways, tramways, turnpike and other roads and highways, cuts, canals, reservoirs, aqueducts, navigations, rivers, streams and watercourses within the parishes, townships, townlands, hamlets, and extra-parochial or other places aforesaid, or any of them, as may be necessary for the purposes of such railway and works connected therewith, or any of them; and also to authorize junctions with any railway or railways now or hereafter existing, at the commencement or termination, or in the line or course of the said intended railway, in the several parishes, townships, townlands, hamlets, and extra-parochial or other places aforesaid; and also to levy tolls, rates, and duties in respect of the use of the said railway, respectively, and to grant exemptions from payment of such tolls, rates, or duties as to such company may seem meet; and also for the compulsory purchase of lands, houses, and other property required for the purposes aforesaid, and to vary or extinguish all existing rights or privileges connected with such lands, houses, or other property which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby also given, that it is intended to apply for power in the said Bill or Bills to repeal, alter, or amend the powers and provisions of and the tolls authorized to be levied by the several Acts of Parliament hereinafter mentioned, that is to say, of an Act passed in the fifty-third year of the reign of his late Majesty King George the Third, intituled "An Act for making and maintaining a navigable canal to unite the rivers Wey and Arun, in the counties of Surrey and Sussex," and of an Act passed in the fifty-ninth year of the reign of his said late Majesty King George the Third, intituled "An Act for giving further powers to the Company of Proprietors of the Portsmouth and Arundel Navigation, and to the Company of Proprietors of the Wey and Arun Junction Canal, and to confirm an agreement entered into between the said Companies."

And it is further intended by the said Bill or Bills to enable the company or companies to be thereby incorporated, to sell or let the said intended railway, or any part thereof, and the works con-

nected therewith, to the said London and South-Western Railway Company, or to the London and Brighton Railway Company, or the said intended "Dorking, Brighton, and Arundel Atmospheric Railway Company," or either of them, or to any other company, whether already incorporated or to be hereafter incorporated, or to agree with such last-mentioned companies, or any or either of them, for the making, execution, maintenance, use, and working of the said intended railway, or of any part thereof; and also to authorize such last-mentioned companies, or any or either of them, to hire or purchase, or make, execute, and maintain, use, and work, or to enter into an agreement for the hire or purchase, making, execution, maintenance, use, and working of the said intended railway and works, or any part thereof, and to take tolls, rates, or duties upon or in respect thereof, and generally to enable the company or companies so to be incorporated by the said intended Bill or Bills as aforesaid, to enter into and carry into effect all such agreements and arrangements in reference to the said intended railway as may be mutually agreed on between them and such other company or companies as hereinbefore mentioned.

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said intended railway, and the works connected therewith, and the lands and property to be authorized 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 and property, will, on or before the thirtieth day of November instant, be deposited for public inspection with the clerk of the peace for the county of Surrey, at his office in North Street, Lambeth, in the said county of Surrey, and with the clerk of the peace for the county of Sussex, at his office at Lewes, in the said county of Sussex; and that a copy of such plans, sections, and books of reference, together with a published map, to a scale of not less than half an inch to a mile, with the line of the said intended railway delineated thereon, so as to show its general course and direction, will, on or before the same day, be deposited in the office of the Railway Department of the Board of Trade; and also, that 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 proposed railway or the works connected therewith is or are intended to pass or be situate, will be deposited for public inspection with the parish clerk of each such parish.

Dated this third day of November, one thousand eight hundred and forty-five.

Finch and Dobinson,
57, Lincoln's-Inn Fields.

Yates and Turner,
Parliamentary Agents,
24, Great George Street, Westminster.

Manchester and Bury Atmospheric Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next

session, for an Act or Acts for making and maintaining a railway or railways, with all proper stations, erections, works, communications, approaches, and conveniences connected therewith, to commence at or near Hunt's Bank, in the town and borough of Manchester, in the township and parish of Manchester, in the county palatine of Lancaster, and to terminate at or near the market place, in the township and parish of Bury, in the said county of Lancaster, which said railway or railways and other works are intended to be made and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Manchester, Manchester, Cheetwood, Cheetham, Cheetham Hill, Crumpsall, Broughton, Prestwich, Prestwich-cum-Oldham, Prestwich, Great Heaton, Pilkington, Whitefield, Outwood, Unsworth, Bury, and Bury, all in the said county of Lancaster.

And it is intended to apply for powers in the said Act or Acts to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans herein-after-mentioned or referred to. And also to cross, divert, alter, or stop up all and any such turnpike roads and other highways, footpaths, water-courses, streams, canals, navigations, tramroads, and railways within the said parishes, townships, townlands, chapelries, hamlets, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the proposed works.

And it is intended by the said Act or Acts, to incorporate a company for the purpose of making, maintaining, working and using the said railway or railways, and works, and for conveying passengers and goods on the said railway or railways, and for other purposes; and to obtain powers for the compulsory purchase of messuages, lands, tenements, and hereditaments; and to levy tolls, rates, and duties upon or in respect of the said proposed railway or railways and works; and to vary or extinguish all rights and privileges in any manner connected with the lands, tenements, and hereditaments proposed to be taken for the purposes thereof, and to confer exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is intended to apply for powers in the said Act or Acts to enable the company thereby to be incorporated to sell or let, or transfer to any other company, the said intended railway or railways, and works, or any part thereof, and all or any powers of the said company in connexion therewith; and to authorize any other railway company, or other company or companies, to purchase, take, and use the same, and generally to enter into, and carry into effect, all necessary arrangements in reference thereto.

And notice is hereby further given, that plans and sections, and also duplicate plans and sections of the said intended railway or railways, and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office, in Preston, on or before the thirtieth day of November instant. 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 respectively, as relate to each of the parishes from, in, through, or into which the said intended railway or railways, and works, or any of them, are intended to be made, will be deposited for public inspection with the parish clerk of each such parish, at the place of abode of each such parish clerk.

Dated this fourth day of November, 1845.

Sale, Worthington, and Shipman,
Solicitors, Manchester.

Midland Railway Extensions; Clay Cross to Newark.

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 or 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 or near the Clay Cross station of the Midland Railway, in the parish of Northwingfield, in the county of Derby, and terminating in the parish of Rolleston, in the county of Nottingham, by a junction with the line of the Nottingham and Lincoln Railway, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, and which said intended railway, and the 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, Northwingfield, Anchor Bold, Tupton, Woodthorpe, Clay Lane, Pilsley Stretton, Morton, Tibshelf, Shirland, Blackwell, Hilcote, and South Normanton, in the county of Derby; and Sutton in Ashfield, Hucknall under Huthwaite otherwise Dirty Hucknall, Skegby, Mansfield, Sherwood Forest, Mansfield Woodhouse, Ravensdale, Lindhurst otherwise Lindhurst Farm, Rainworth, Rufford, Blidworth, Blidworth Grange, Haywood Oaks, Farnsfield, Upper Hexgrave, Lower Hexgrave, Hexgrave Park, Kirklington, Kirklington Moor, Edingley, Edingley Moor, Osmondthorpe, Halam, Gold Hill, Hockerton, Hockerwood, Normanton, Norwood Field, Southwell, Southwell High Town, Burgage, Easthorpe, Upton, Fiskerton, Morton, Rolleston, Aversham, and Staythorpe, in the county of Nottingham.

And also a branch railway, commencing by a junction with the last mentioned proposed railway, in the parish of Sutton in Ashfield, in the county of Nottingham, and terminating by a junction with a proposed railway from Nottingham to Mansfield, in the parish of Kirkby in Ashfield, in the county of Nottingham; with a branch therefrom to join the Mansfield and Pinxton Railway, in the last-mentioned parish, and passing from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Sutton in Ashfield, Hucknall under Huthwaite otherwise Dirty Hucknall, Kirby, Hardwick and Kirby in Ashfield, in the county of Nottingham.

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Also another branch railway, commencing by a junction with the first mentioned proposed railway, in the parish of Sutton in Ashfield, in the county of Nottingham, and terminating in the same parish, and passing from, in, through, or into the parishes, townships, extra-parochial or other places of Sutton Ashfield and Mansfield, or one of them.

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 railways or branch railways, or any of them.

And it is also intended by such Act or Acts, either to enable the Midland Railway Company to carry into effect the said intended railway or railways and branch railways respectively, or some of them, or some part or parts thereof, 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 proposed railways and branch railways respectively, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And notice is hereby further given, that maps or plans and sections of the said intended railway or railways, branch 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 for public inspection, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Derby, at his office in Chesterfield, in the same county of Derby, and with the clerk of the peace for the county of Nottingham, at his office at Newark upon Trent, in the said last-mentioned county, 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 or railways, branch railways, 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 fifth day of November, 1845.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's Inn Fields.

Berridge and Macaulay,
Leicester.

Samuel Carter,
Birmingham.

Ambergate, Nottingham, and Boston and Eastern Junction Railway.

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 to alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal the powers and provisions of the said Acts, and to grant other further and more effectual powers in the stead thereof; namely, an Act passed in the thirty-second year of the reign of King George the Third, entitled "An Act for making and maintaining a navigable canal from the Cromford Canal, in the county of Nottingham, to or near to the town of Nottingham, and to the River Trent near Nottingham Trent Bridge, and also certain collateral cuts therein described, from the said intended canal;" an Act passed in the thirty-third year of the reign of King George the Third, entitled "An Act for making and maintaining a navigable canal from, or nearly from the town of Grantham, in the county of Lincoln, to the River Trent, near Nottingham Trent Bridge, and also a collateral cut from the said intended canal, at or near Cropwell Butler, to the town of Bingham, both in the county of Nottingham;" and an Act passed in the thirty-seventh year of the same reign, entitled "An Act for enabling the company of proprietors of the Grantham Canal Navigation to finish and complete the same, and the collateral cut to communicate therewith; and for amending the Act of Parliament passed in the thirty-third year of the reign of His present Majesty, for making and maintaining the said canal and collateral cut."

And in the said Bill or Bills it is intended to enable the Nottingham Canal Company, and the company of proprietors of the Grantham Canal Navigation, to make and maintain the Main Trunk Railway, with all proper works, stations, and other conveniences connected therewith and hereinafter described, or otherwise to incorporate a company for the purpose of carrying the said proposed undertaking into effect, either alone or in conjunction with the said Nottingham Canal Company, and the said company of proprietors of the Grantham Canal Navigation, that is to say, a railway commencing by a junction with the Midland Railway in the township of Heage otherwise High Edge, in the parish of Duffield, or in the parish of Crich, at or near the Ambergate Station of the said Midland Railway, in the county of Derby, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places of Heage otherwise High Edge, Duffield, Crich, Alderwasley otherwise Alderwaslee, Wirksworth, South Wingfield, Buckland Hollow, Hartshay, Ripley, Pentridge otherwise Pentrich, Alferton, Swanwick, Riddings, Iron Ville, Codnor Park, Codnor, some or one of them, in the county of Derby; Selston, Brinsley otherwise Brunlesley, Eastwood, Newthorpe, Moor Green, Nether Green, Watnall, Watnall Cantalupe, Watnall Charworth, Greasley, Awsworth, Kimberley, Strelley, Nuthall otherwise Nuttall, Hucknall Torkard, Babington, Upper Hemshall otherwise Upper Hempshill, Nether Hempsall otherwise Nether Hempshill, Bulwell, Basford, Radford, Bilborough, Wol-

laton, Lenton, Beeston; the liberties of the Castle of Nottingham, the King's Meadows, the Duke's Wharfs Spaw Close, Brewhouse Yard, Fish Pond Gardens, and Nottingham Park, Wilford, West Bridgeford, Edwalton, Adbolton, Gamston, Basingfield, Holme Lanc, Holme Pierrepoint, Lamcote, Radcliffe otherwise Ratcliffe upon Trent, Burton Joyce, Cotgrave, Stragglethorpe, Tollerton, Stoke Bardolph, Carlton, Gedling, Colwick, Sneinton otherwise Snenton, Shelford, Saxondale, Newton, Cropwell Butler otherwise Cropwell Butler cum Tythby, Bingham, East Bridgeford, Carcolston, Aslockton otherwise Aslackton, Whatton, Scarrington, Elton, Hawksworth, Orston, some or one of them, in the county of Nottingham; and Saint Mary, Saint Peter, Saint Nicholas, Saint Paul, Trinity, and Saint John the Baptist, in the town and county of the town of Nottingham, some or one of them; Bottesford, Normanton, Easthorpe, and Muston, some or one of them, in the county of Leicester; West Allington, East Allington, Sedgebrook, Barrowby, Casthorpe, Great Gonerby, Grantham parish, Grantham township, Manthorpe cum Little Gonerby, Grantham Grange, Earles Fields, Spittlegate otherwise Spittlegate Houghton and Walton, Harrowby, Londonthorpe, Welby, Somerby, Great Humby, Ropsley, Little Humby, Braceby, Sapperton, Pickworth, Lenton otherwise Lavington, Hanby, Keisby, Folkingham otherwise Falkingham, Laughton, Aslackby, Graby, Millthorpe, Dowsby, Rippingale, Rippingale Fen, Dunsby otherwise Dunsby All Saints, Dunsby Fen, Haconby otherwise Haconby, Haconby Fen, Morton otherwise Morton Saint John the Baptist in the parts of Kesteven, in the county of Lincoln; Grantham Borough, in the county of Lincoln; Pinchbeck, Pinchbeck North Fen, Pinchbeck Bars, Deeping Fen, Cowbit, and Spalding, in the parts of Holland, in the said county of Lincoln, some or one of them; and the extra-parochial lands adjoining the parishes and places aforesaid, and terminating in the said parish of Spalding.

And also power to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said before-mentioned line of railway in the said parish of Welby, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places of Welby, Haydor, Aisby, Oseby, Culverthorpe, Kelby, Wilsford, Hanbeck, Silk Willoughby, North Rauceby, South Rauceby, Quarrington, Old Sleaford, New Sleaford, and Holdingham, in the said parts of Kesteven, in the said county of Lincoln, some or one of them; and terminating in the said parish of Quarrington, at or near the toll-bar, on the south side of the said town of Sleaford.

And also power to make and maintain a railway in continuation of the said main trunk railway, with all proper works, stations, and conveniences connected therewith, commencing in the before-mentioned main trunk line of railway, in the said parish of Pickworth, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places of Pickworth, Lenton otherwise Lavington, Folkingham otherwise Falkingham, Laughton, Walcot, Threekingham, Stow, Sem-



pringham, Birthorpe, Billingborough, Billingborough Fen, Horbling, Horbling Fen, Bridge End, Swaton, Swaton Fen, Helpringham, Helpringham Fen, in the said parts of Kesteven, in the said county of Lincoln; Bridge End otherwise Bridge End Causeway, Quadring, Quadring Fen, Quadring Eau Dyke, Donington, Donington West Dale, Donington Fen, Donington Northorpe, Donington Wykes, Donington Ings, Gibbet Fen, Gibbet Hills, Mallard Hurn, Bicker, Bicker Fen, Bicker Frist, Bicker Gauntlet otherwise Bicker Cauntlet otherwise Bicker Cantlet, Swineshead, Swineshead Fen, Swineshead Drayton, Brand End Plot, Swineshead West Ings, Manwar Ings, Swineshead North End, Swineshead Low Grounds, Wigtoft, Wigtoft Fen, Hoflit Stow otherwise Hoflet Stow otherwise Hoflet Stow otherwise Ofleet Stow, Kirton, Kirton Fen, Kirton End, Kirton Holme, Intake near Kirton, Frampton, Frampton Fen, Frampton End, The Frith, Wyberton, Wyberton Fen, Wyberton End, Wyberton West End, Skirbeck, Skirbeck Quarter, Skirbeck Bank, Skirbeck Quarter Fen, West Skirbeck, in the parts of Holland, in the said county of Lincoln; Boston in the said parts of Holland, and in the parts of Lindsey, in the county of Lincoln; Boston West, Boston West Fen, and Holland Fen, in the said parts of Holland; Boston Borough, in the said county of Lincoln; and the extra-parochial lands adjoining or near to the parishes aforesaid; and terminating at or near to West Street, in the said parish of Boston.

And also power to make and maintain the following branch or side railways or tramroads from and out of the said main trunk line of railway, together with all proper works, stations, and other conveniences connected with such branch or side railways or tramroads respectively; that it is to say, a branch or side railway or tramroad, commencing from and out of the said main trunk line, in the said township of Manthorpe-cum-Little-Gonerby, in the said parish of Grantham, passing thence from, in, through, and into the said several parishes, townships, and extra-parochial and other places, of Manthorpe-cum-Little-Gonerby, Grantham Grange, and Earles Fields, or some of them, and terminating at or near the wharf belonging to the said Grantham Canal Navigation, in the said parish of Grantham; and also a branch or side railway or tramroad, commencing from and out of the said main trunk line, at or near Liquor Pond Street, in the said parish of Boston, passing through the said parish, and terminating at or near the Doughty Quay, in the same parish of Boston.

And in the said Bill or Bills powers will be applied for to deviate from the line or lines laid down in the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways, within the parishes, townships, and extra-parochial and other places aforesaid, as it may be necessary to vary or alter for the purpose of such railway or railways and branches, or any of them, or the works, stations, and conveniences connected therewith respectively, and also to authorise a junction or junctions with any railway or railways,

at the commencement, or termination, or in the line or course of such railways and branches respectively.

And notice is hereby also given, that the said application to Parliament in the ensuing session may be confined to a part only, instead of the whole of the said undertaking; and it is further intended, if a company should be incorporated by such Bill or Bills for the execution of the said railway and works, to enable such company to purchase the said Nottingham Canal, and the said Grantham Canal Navigation, and all the powers, rights, and privileges of the said Nottingham Canal Company, and of the said company of proprietors of the Grantham Canal Navigation, in relation thereto, and to exercise the same; and also to authorise the said Nottingham Canal Company, and the said company of proprietors of the Grantham Canal Navigation respectively to sell the same to such company, or to authorise the union and consolidation into one company of the company so to be incorporated, and of the said Nottingham Canal Company, and the said company of proprietors of the Grantham Canal Navigation, and to vest in such united company all the capital, stock, property, estate, and effects, powers, privileges, and authorities, which may at the time of the passing of the said Act or Acts, or at any other time, belong to or be vested in the said Nottingham Canal Company and the said company of proprietors of the Grantham Canal Navigation, or either of them, and to enable such united company to hold, exercise and enjoy all such rights, powers, privileges, and authorities, as aforesaid, which may be vested as hereinbefore mentioned in the said canal companies, or either of them, and after such union and consolidation to dissolve the said Nottingham Canal Company and the company of proprietors of the Grantham Canal Navigation.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railways and branch railways and also for the powers usually conferred for the compulsory purchase of lands, houses, buildings, hereditaments, and other property to be described upon the said plans, and also for power to vary or extinguish all rights or privileges in any manner connected with the lands, houses, buildings, hereditaments, and other property proposed to be taken for the purpose of such railways and branch railways, or any or either of them, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railways and branch railways, and the lands, houses, buildings, and hereditaments 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, houses, buildings, and hereditaments will, on or before the thirtieth day of November instant, be deposited for public inspection with the clerk of the peace for the county of Derby, at his office in Chesterfield, in the said county; with the clerk of the peace for the county of Nottingham, at his office at Newark-upon-Trent, in the said county; with

the clerk of the peace of the town and county of the town of Nottingham, at his office in Nottingham; with the clerk of the peace for the county of Leicester, at his office at Leicester, in the said county; with the clerk of the peace for the parts of Kesteven, in the said county of Lincoln, at his office at Sleaford, in the said county; with the clerk of the peace for the parts of Lindsey, in the said county of Lincoln, at his office at Spilsby, in the said county; and with the clerk of the peace for the parts of Holland, in the said county of Lincoln, at his office at Spalding, in the said county: And that 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 the several parishes, townships, and extra-parochial and other places hereinbefore mentioned, from, in, through, or into which the said railway or railways, and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such clerk.

Dated this fourth day of November, 1845.

Percy and Smith, Nottingham, } Solicitors.
Philip Hubbersty, Wicksworth, }

Direct London and Manchester 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 some part or parts thereof, with proper works and conveniences connected therewith, commencing at or near King's Cross, in the parishes of Saint Pancras, Saint Mary Islington, and Saint James Clerkenwell, or one or more of them, in the county of Middlesex, and terminating in the parish of Manchester, in the county of Lancaster, and passing from, in, through, or into the following parishes, townships, and extra-parochial or other places: that is to say, Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Hornsey, Tottenham, Edmonton, Southgate, Winchmore Hill, Fryern Barnet, Whetstone, Monken Hadley, Enfield, South Mimms, Potter's Bar, and Christ Church, or some of them, all in the county of Middlesex; North Mimms, Harpenden, Wheathampstead, Shenley, and London Colney, or some of them, all in the county of Hertford; East Barnet, Chipping Barnet, Ridge, Saint Peter, Saint Stephen's, Tittenhanger, Sleep, Sleep and Smalford, Smalford, Saint Alban, Saint Michael, Redbourn, Park, Windridge, London Colney, and Sandridge, or some of them, all in the county of Hertford, and liberty of Saint Alban, in the county of Hertford, or one of them; Luton, East Hyde, West Hyde, Stopsley, Limbury cum Biscott, Caddington, Leegrave otherwise Lightgrave, Streatley, Sharpenhoe, Barton-in-the-Clay, Sundon, Harlington, Higham Gobion, Great Faldo, Westoning, Pulloxhill, Silsoe, Greenfield, Flitton, Flitton cum Silsoe, Ware Hedges, Flitwick, Maulden, Amptill, Montague Wood, Houghton Conquest, How End, Chapel End, Houghton Thickethorne, Wootton, Saint John Bedford, Saint Paul Bedford, Saint Peter otherwise

Saint Peter Martin Bedford, Saint Cuthbert Bedford, Wilshampstead, Elstow, Kempston, Kempston Hardwicke, St. Mary Bedford, Saint Lloyd Bedford, Biddenham, Clapham, Bromham, Oakley, Pavingham otherwise Pavenham, Milton Ernest, Felmersham, Radwell, Sharnbrook, Souldrop, Puddington, Wunnington otherwise Wymington, Farndish, Odell, Knotting otherwise Notting, Bletsoe, Hinwick, and Wollaston, or some of them, all in the county of Bedford; Wollaston, Farndish, Irchester, Rushden, Knuston, Higham Ferrers, Irthlingborough, Wellingborough, Finedon otherwise Thingdon, Great Harrowden, Isham, Little Harrowden, Burton Latimer, Barton Segrave, Pitchley, Broughton, Great Cransley, Pipewell, Kettering, Cransley Parva, Glendon, Thorpe Malsor, Rothwell, Orton, Rushton, Thorp Underwood, Desborough, Braybrook, Harrington, Arthingworth, Brampton Ash, Dingley, Saint Mary in Arden, Little Bowden, Little Oxenden, or some of them, all in the county of Northampton; Great Bowden, Market Harborough, Church Langton, East Langton, West Langton, Thorp Langton, Tur Langton, Foxton, Gumley, Kibworth Harcourt, Kibworth Beauchamp, Smeeton Westerby, Burton Overy, Glenn Magna, Stretton Magna, Wistow, Kilby, Newton Harcourt, Foston, Blaby, Countesthorpe, Oadby, Wigston Magna, Glenn Parva, Saint Margaret Leicester, Knighton, Aylestone, Saint Martin Leicester, Saint Nicholas Leicester, Saint Mary Leicester, All Saints Leicester, Saint Leonard Leicester, The Newark Leicester, Bromkingsthorpe, New Parks, Leicester Abbey Liberty, Freaques Ground, Newfound Pool, Castle View, Blackfriars Leicester, Augustine Friars Leicester, Braunstone, Braunstone Frith, Kirby Frith, Glenfield Frith, Glenfield, Desford, Barron's Park, Kirby Muxloe, Rathy, Newtown Unthank, Leicester Forest, Botcheston or Bocheston, Thornton, Bagworth, Stanton under Bardon, Ibstock Donnington, Hugglescote, Normanton on the Heath, Nailstone, Donnington on the Heath, Snibstone, Ravenstone, Packington, Moira, Ashby-de-la-Zouch, Blackfordby, Ashby Woulds, Seal and Over Seal, Donisthorp, Seal Nether, Seal Over, or some of them, all in the county of Leicester; Ravenstone, Packington, Willesley, Ashby-de-la-Zouch, Church Gresley, Swadlincote, Castle Gresley, Donisthorpe, Oakthorpe, Linton, Stapenhill, Stanton and Newhall, Newhall, Stanton, Cauldwell, Drakelow, Burton-upon-Trent, Winshill, Ovens Hill, Scropton, Foston, Sudbury, Doveridge, Fauld, and Broughton, or some of them, all in the county of Derby; Tutbury, Anslow, Rolleston, Annesley, Burton-upon-Trent, Stretton, Horninglow with Wetmoor, Burton-extra, Branstone or Branson, Hanbury, Coton, New Borough, Marchington, Moreton, Marchington Woodlands, Draycott-in-the-Clay, Coton-in-the-Clay, Fauld, Hanburywood End, Uttoxeter, Oakamoor, Stubby Lane, Uttoxeter Woodlands, Crakemarsh, Creighton, Stramshall, Woodlands, Alton, Draycott-in-the-Moors, Cheadle, Kingsley, Whiston, Checkley, Tean, Upper Tean, Lower Tean, Leigh, Ipstones, Cheddleton, Bramshall, Basford, Rownall, Consall, Leek, Heaton, Rushton, Rushton Spencer, Rushton James, Rudyard otherwise Rudyard otherwise Rudyard and

Caudery, Leek 'Frith, Meerbrook, Horton, Horton Hay, Lowe, Leek and Lowe, Onecote, Tittisworth, Longsdon, Cloud Wood, Rushton Marsh, Woodhouse Green, Rushton Town, Harper's Gate, Pool End, White's Bridge, Harracles, Nab Hill, Westwood, Old Basford, New Basford, Basford Green, Morslee, Ashcombe, Felthouse, Woodlands, Belmont, Froghall, Booth, Foxt otherwise Foxt in Ipstones, Foxt otherwise Foxt in Checkley, Morridge-with-Foxt, Hollins, Hazle Cross, Kingsley Holt, Bank Top, Lees, Eaves Ford, Whiston Eaves, Wood Bank, Endon-with-Longsdon and Stanley, Endon, and Stanley, or some of them, all in the county of Stafford; Gawsworth, Prestbury, Upton, Macclesfield, Sutton, Sutton Higher, Marton, North Rode, Bosley, Poynton or Pointon, Worth, Woodford, Adlington, Pott Shrigley, Bollington, Butley cum Newton, Tytherington, Hurdsfield, Rainow, Fallybroome or Fallibroome, Wilmslow, Bollinfee, Cheadle, Cheadle Bulkeley, Cheadle Moseley, Butley, Mottram Saint Andrew, Norbury, Stockport, Stockport Etchells, Handforth cum Bosden, Bramhall, or some of them, all in the county of Chester; Manchester, Chorlton-upon-Medlock, Greenheys, Chorlton with Hardy, Ardwick, Burnage, Hulme, Rusholme, Moss Side, Withington, Didsbury, Heaton Norris, or some of them, all in the county of Lancaster.

And also to authorize the construction and maintenance of a branch railway, or some part or parts thereof, with proper works and conveniences connected therewith, diverging from the said railway in the parish of Checkley, in the county of Stafford, and terminating at or near Crewe, in the parishes of Barthomley and Coppenhall, or one of them, in the county of Chester, and passing, from, in, through, or into the following parishes, townships, and extra-parochial or other places; that is to say, Checkley, Tean, Upper Tean, Lower Tean, Checkley and Tean, Cheadle, Draycott-in-the-Moors, Dilhorne, Gaverswall, Blyth Marsh, Stone, Normicote, Stoke-upon-Trent, Boothan, Botteslow, Clayton, Hanley, Penkull, Seabridge, Shelton, Longton Lane End, Fenton Culvert, Weston Coyney, Weston Coyney and Hulme, Forsbrook, Huntley, Fenton Vivian, Shelton, Lane Delph, Etruria, Penkull with Boothan, Wolstanton, Chatterley, Rainscliff Tunstall, Burslem, Longport, Hulton Abbey, Sneyd, Rushton Grange, Signal End, Eardley End, Halmor End, Knowl End, Park End, Audley, Talk-on-the-Hill, or some of them, all in the county of Stafford; Church Lawton, Lawton, Haslington, Alsager, Barthomley, Crewe, Coppenhall, Church Coppenhall, Monks Coppenhall, or some of them, all in the county of Chester.

And also to authorize the construction and maintenance of an extension of the said first-mentioned railway, or some part or parts thereof, with proper works and conveniences connected therewith, commencing in the said parish of Saint Mary Islington, and terminating in the parishes of Saint Andrew Holborn, Saint Bride, and Saint Sepulchre, in the city of London and county of Middlesex, or one of them, and passing from, in, through, or into the fol-

lowing parishes, townships, and extra-parochial or other places, that is to say, Saint Mary Islington, Saint Pancras, Saint John Clerkenwell, Saint James Clerkenwell, the Liberty of Saffron Hill Hatton Garden and Ely Rents, Ely Place Liberty, Saint Andrew Holborn, Saint Sepulchre, Saint Martin Ludgate, and Saint Bride's Fleet Street, or some of them, all in the county of Middlesex and city of London, or one of them.

And that it is intended by such Act or Acts to incorporate a company or companies with powers to make and maintain the said railways and works; and to purchase by compulsion or agreement all houses and lands required for the completion of the same; and to vary or extinguish all existing rights and privileges connected with the said houses and lands, or which would in any manner interfere with the objects aforesaid; and to cross, divert, alter, or stop up either temporarily or permanently all such turnpike and other roads, railways, canals, navigations, and streams within the said parishes, townships, and extra-parochial and other places as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works, and to deviate in the construction of the said railways from the line thereof shown on the plans hereinafter mentioned, to the extent defined on the same; and to levy tolls, rates, and duties for the use of the said railways; and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference thereto, 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 instant, at the office of the clerk of the peace for the city of London, at the Sessions House, Old Bailey, in the said city of London; at the office of the clerk of the peace for the county of Middlesex, at Clerkenwell, in the said county of Middlesex; at the office of the clerk of the peace for the county of Hertford, at Saint Alban's, in the said county of Hertford; at the office of the clerk of the peace for the Liberty of Saint Alban, at Saint Alban's aforesaid; at the office of the clerk of the peace for the county of Bedford, at Bedford, in the said county of Bedford; at the office of the clerk of the peace for the county of Northampton, at Northampton, in the said county of Northampton; at the office of the clerk of the peace for the county of Leicester, at Leicester, in the said county of Leicester; at the office of the clerk of the peace for the county of Derby, at Chesterfield, in the said county of Derby; at the office of the clerk of the peace for the county of Stafford, at Stafford, in the said county of Stafford; at the office of the clerk of the peace for the county of Chester, at Chester, in the said county of Chester; at the office of the clerk of the peace for the county of Lancaster, at Preston, in the said county of Lancaster; and that 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 in-

tended railways and works, or any part thereof, are or is intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of the said respective parishes.

*Ashurst and Son,
Sudlow, Sons, and Torr,
John Owens,*

Solicitors, 8, New Palace Yard, Westminster.

7th November, 1845.

Rugby, Leamington, and Warwick Railway
(Direct Line).

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 from Rugby to Leamington and Warwick as hereinafter described, or some part or parts thereof, 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 terminating within or near the parish of Saint Mary Warwick, in the county of Warwick, which said intended 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 and other places following, or some of them, that is to say, Rugby, Bilton, Newbold-upon-Avon, Long Lawford, Dunchurch, Causton, Thurlaston, Bourton otherwise Bourton on Dunsmore, Draycote, Frankton, Birdingbury otherwise Birbury, Marton, Eathorpe, Wappenbury, Honingham otherwise Hunningham, Long Itchington, Newfields, Snowford, Offchurch, Offchurch Bury, Radford, Radford Semele, Whitnash, Lillington, Leamington Priors, Saint Mary Leamington Priors, Milverton, Newbold Comyn, Newbold, Emscott otherwise Edmonscott, Myton, Warwick, Bridge End Ward Saint Nicholas, Smith Street Ward Saint Nicholas, Saint Nicholas Warwick, Saint Mary Warwick, all situate in the county of Warwick.

And it is also intended by such Act or Acts to take powers to deviate in the construction of the said railway and works connected therewith from the lines or situations thereof respectively, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shewn or defined on such plans, and 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 the said Act or Acts either to enable the London and Birmingham Rail-

way 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 and houses, 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 and houses 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 upon between the said London and Birmingham Railway Company and the company which may be 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 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, with the clerk of the peace for the county of Warwick, at his office at Stratford-upon-Avon; 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 second day of November, 1845.

*Harris and Son,
Rugby.
Samuel Carter,
Birmingham.* } 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 and empower the South Devon Railway Company to make and maintain the several railways or branch railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith respectively, that is to say, a railway or branch railway, diverging from and out of the line of the South Devon Railway, at or near a place called Aller, in the parishes of Coombe-in-Teignhead, Abbotskerswell, and Woolborough, or some or one of them, in the county of Devon, and thence proceeding to a point at or near to a field or site of ground, situated near the turnpike road, leading from Churston Ferrers to Brixham Quay, called Lovers Down Meadow, near the town of Brixham, in the parish of Brixham, and also to or near a place called Kingswear, in the parishes of Kingswear and Brixham, or one of them, in the same county; which said intended railway, and the 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) Coombe-in-Teignhead, Woolborough, Abbotskerswell, Kingskerswell, St. Mary Church, Torr, Coffinswell, Torrnoham otherwise Torrnoham, Torquay, Cockington, Paignton, Goodrington, Churston Ferrers, Gampton, Brixham, and Kingswear.

Also a railway or branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the South Devon Railway, at or near to Crabtree-marsh, in the parish of Egg Buckland, in the county of Devon, and terminating at, in, or near to the borough of Tavistock, in the parish of Tavistock, in the said county of Devon; which railway or branch railway and works will pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Crabtree-marsh, Egg Buckland, the bed and shores of the river Plym, Plympton Saint Mary, Plympton Saint Maurice, Plympton Earle, Shaugh otherwise Shaugh Prior, Bickley otherwise Bickleigh, Meavy, Goodameavy, Hoo Meavy, Sheepstor, Buckland Monachorum, Walkhampton, Sampford Spiney, Lidford otherwise Lydford, Whitchurch, Peter Tavey, and Tavistock, all in the county of Devon. Also a railway or branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the South Devon Railway, at or near to Lairy-green, and terminating at or near to the north-east corner of Sutton-pool, in the parish of Charles Plymouth, and passing from, through, or into the several parishes, townships, and extra-parochial or other places of Lairy-green, Lairy-farm, Lipson-meadows, and Charles Plymouth, or some of them, all in the said county of Devon. Also a railway or branch railway, with all proper works and conveniences connected therewith, commencing by a

junction with the line of the South Devon Railway, in the parish of Saint Andrew Plymouth, in the county of Devon, near where the same is intended to cross a certain road or highway called Fivefield-lane, and passing in or through the said last-mentioned parish, and the parishes of Stonehouse, East Stonehouse and Stoke Damerel, the bed and shore of Stonehouse-creek and Stonehouse-mill-pool, and the bed and shore of the river Tamar or sea shore and Hamoaze, or some of them, in the county of Devon, and terminating at or near a place called New Passage, in the said parish of Stoke Damerel. Also a railway or branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the South Devon Railway, in the said parish of Saint Andrew Plymouth, in the county of Devon, near where the same is intended to cross the said road or highway, called Fivefield-lane, and passing in or through the said last-mentioned parish, and the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Andrew Plymouth, Stonehouse, East Stonehouse, the Bed and Shores of Stonehouse-creek and Stonehouse-mill-pool, Stoke Damerel, Pennycross otherwise Weston Peverell, and the bed and shores of Weston-mill-creek and Keyham-creek, in the county of Devon, and Saint Budeaux, in the counties of Devon and Cornwall, or one of them, and terminating at or near a place called Saltash-passage, on the eastern shore of the River Tamar, in that part of the said parish of Saint Budeaux which lies in the county of Cornwall; and it is also intended by the said Act or Acts, to authorize and empower the said South Devon Railway Company to make a road or approach within the said parish of Stoke Damerel, from or from near a place called Morice-square, to the proposed terminus of the said railway, so as aforesaid intended to terminate at or near New Passage aforesaid; and to abandon the formation of a portion of the line of the branch railway to Mill-bay, as at present authorized to be made in the parish of Saint Andrew Plymouth, and to make a new line of railway in lieu thereof, from the main line of the said South Devon Railway, near the present point of divergence of the said branch railway to Millbay therefrom, passing in or through the said parish of Saint Andrew Plymouth, and falling into the original line of the said branch railway, near the Mill-bay-road, and passing thence across a portion of Mill-bay to the shore of Mill-bay, in the said parish of East Stonehouse, and also to abandon so much of the line of the said South Devon Railway as at present authorized to be made, as will lie between the termination thereof at Eldad and the point from which the amended line to be substituted for that of the said branch railway to Mill-bay, or of part thereof, or the said intended railway to New Passage will diverge therefrom.

And also to vary and abandon the formation of part of the line of the South Devon Railway as at present authorised to be made, and to make a

new or altered line of railway in lieu thereof, in the parishes of Kingsteignton, Teigngrace, Coombe-in-Teignhead, Highweek, Woolborough, or some or one of them, and over and through a piece of land, lying between the parishes of Kingsteignton and Woolborough, near to a place called Hackney, and which said piece of land is alledged to be extra-parochial.

And it is further proposed by the said intended Act or Acts to enable the said company to levy tolls, rates, and duties, in respect of the said intended railways, branch railways, and other new works, and to grant such exemptions from such tolls, rates, and duties, as to them may seem meet; and also to purchase lands and buildings by compulsion or agreement for the purposes thereof, and to alter, divert, or stop up all roads and highways, railways, waters, streams, canals, aqueducts, pipes, and other works, within the parishes, townships, and extra-parochial or other places aforesaid, which it may be necessary to stop up, alter, or divert for the purposes of the said intended railways branch railways, and other works, and to vary or extinguish all rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, and to grant other rights and privileges.

And it is further proposed to increase the capital of the said company, and to amend and enlarge, and also to repeal some of the powers and provisions of the Act incorporating such company, passed in the session of Parliament, holden in the seventh and eighth years of the reign of Her present Majesty, and to enable the said company to contribute funds towards the formation of certain intended railways to be formed through the northern parts of the county of Devon, and to be called by the general designation of the North Devon Railway, and certain other intended railways from Tavistock to Launceston, and from or from near Plymouth to Falmouth; and from or from near Dart-bridge to Newton Abbott, and also from or from near the line of the South Devon Railway at or near to Countess Wearbridge to Exmouth, in the said county of Devon, and to purchase or rent, and if need be, construct the same several railways, or either of them, or any part or parts thereof, and to use, exercise, and enjoy all powers with reference to such railways, or either of them, which may be sanctioned by any Act or Acts to be passed in the next session of Parliament.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railways, branch railways, road, or approach, and other works, and the lands to be taken for the purposes thereof, respectively, 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 in this present year, with the Clerk of the Peace for the county of Devon, at his office at the Castle of Exeter; with the Clerk of the Peace for the county of

Cornwall, at his office in Saint Austell, in the said county; and that copies 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 proposed works are intended to be made, will be deposited, for public inspection, with the parish clerks of those parishes respectively, at their respective residences, on or before the thirty-first day of December next.—November 1845.

Whiteford, Bennett, and Tucker,
Plymouth,
Charles Brutton, and Mark
Kennaway, Exeter,
W. O. and W. Hunt, No. 10,
Whitehall, London, } 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 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 Albans, Tyttenhanger, Sleep and Smallford, Windridge 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, Whipsnade, 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, Dun-



stable, Caddington, Leegrave otherwise Lightgrave, Limbury-cum-Biscot, 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. Alban, at his office in St. Albans; with the Clerk of the Peace for the county of Hertford, 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, Barnwell, and
Twisden, 1, Lincoln's-inn-
fields;* } Solicitors.
Samuel Carter, Birmingham, }

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, in the said parish of Skirbeck, or parts thereof respectively, all in the parts of Holland, in the county of Lincoln; and also the parochial allotments in the West Fen, in the parts of Lindsey, in the said county of Lincoln, to the several parishes of Asgarby, Bolingbroke, and Miningsby, all in the parts of Lindsey aforesaid; 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, in or through the several parishes, townships, or 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 the parish of Freiston, in the said parts of Holland and county of Lincoln; the several parishes, townships, or extra-parochial or other places of Medlam and 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, the several parishes, townships, or extra-parochial or other places of 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 Beck,' 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 'The Horncastle Navigation,' and thence to or into a certain other river or navigation, called 'The River Witham.'

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.

Great North of England and Yorkshire and Glasgow Union 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 authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Great North of England Railway, at or near to the Alne station of the said line, in the township of Alne, in the parish of Alne, in the north riding of the county of York, and thence passing from, in, through, or into the several parishes, townships, townlands, hamlets, extra-parochial or other places following, that is to say,

Alne, Flawith, Tholthorpe, Myton, Myton-upon-Swale, Aldwark, Helperby, Brafferton, Humberton, Humberton with Milby, Milby, Milby with Humberton, Ellenthorpe, Aldborough, Low Dunsforth, Langthorpe, Rocliffe, Kirby otherwise Kirkby, Kirby-hill otherwise Kirkby-hill, Kirby on the Moor otherwise Kirkby on the Moor, Norton-le-Clay, Booker-hill, Cundall, Martin-le-Moor, Dishforth, Rainton, Newby, Rainton with Newby, Asenby, Topcliffe, Sutton, Sutton with Howgrave, Catton, Nunwick, Howgrave, Nunwick with Howgrave, Melmerby, Middleton-Quernhow, Baldersby, Hutton Conyers, Ripon, Copt Hewick, Norton Conyers, and Wath, all in the north riding of the said county of York; and also through or into the several parishes, townships, townlands, hamlets, extra-parochial or other places following, that is to say, Ripon, Nunwick, Howgrave, Nunwick with Howgrave, Boroughbridge, Aldborough, Minskip, Marton-le-Moor, Langthorpe, Rocliffe, Low Dunsforth, Norton Conyers, Hutton Conyers, Martin-le-Moor, Copt Hewick, Myton-upon-Swale, Ellenthorpe, Skelton, Aldwark, and Youlton, all in the west riding of the said county of York, and terminating by a junction with the line of the Leeds and Thirsk Railway (as at present authorized to be made), in the township of Wath, in the parish of Wath, in the north riding of the said county.

And it is also intended, by such Act or Acts, to take power to alter or divert or stop up all turnpike and other roads, railways, tramways, archways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, townlands, hamlets, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railway or railways and works.

And it is intended, by such Act or Acts, to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the construction or maintenance or use of the said intended railway or railways and works, and to confer other rights and privileges; and also to deviate in the construction of the said railway or railways from the line or situation thereof, as laid down on the plans deposited as hereinafter mentioned, to the extent shewn or defined on the said plans.

And it is further intended, by such Act or Acts, to enable the company thereby to be incorporated to sell or let or transfer the said intended railway or railways and works, or any part thereof, and all or any of the powers of such company in connection therewith, or in relation thereto, to the Great North of England Railway Company, the Leeds and Thirsk Railway Company, the Yorkshire and Glasgow Union Railway Company, or any other company or companies, or persons willing to accept the same, or any of them, and to enable either of the said last-mentioned companies to purchase or rent or construct the said intended railway or railways and works, or any of them, 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 or railways and works, and generally to enter into and carry into effect such further and other arrangements in reference thereto as may be mutually agreed on between them and the said company thereby to be incorporated as aforesaid.

And notice is hereby also given, that duplicate plans and sections, describing the line and levels of the said intended railway or railways, and works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the said north riding of the county of York, at his office in North Allerton, in the said north riding of the said county of York; and with the clerk of the Peace for the said west riding of the county of York, at his office in Wakefield, in the said west riding of the said county of York; and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish from, in, through, or into which the said railway or railways and works are proposed to be made, will be deposited with the parish clerk of each such parish, on or before the thirty-first day of December next.—Dated this first day of November 1845.

Wm. Middleton, Solicitor, Leeds.

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 following lines of railway, or some of them, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, respectively, that is to say; a railway or railways, commencing in the township of Colne, in the parish of Whalley, in the county of Lancaster, there forming a junction with the line of either the East Lancashire Railway or the Leeds and Bradford Railway, and terminating in the township of Addingham, in the parish of Addingham, in the west riding of the county of York; which said intended railway or railways, 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, Whalley, Colne, Muncroft, Barnside, and Tonbridge, all in the county palatine of Lancaster; and Whalley, Kildwick, Cowling, Cowling-hill, Stott-hill, Ickornshaw, Sutton, Glusburn, Crosshills, Steeton with Eastburn, Steeton, Eastburn, Farnhill otherwise Farnill, Cononley, Farnhill with Cononley, Silsden, Silsden-moor, Cringles, Brunthwaite, and Addingham, all in the west riding of the county of York.

A branch railway from and out of the said intended main line of railway, commencing by a junction therewith, at or near Malsis Great Wood, in the township of Sutton, in the parish

of Kildwick, in the west riding of the county of York, and terminating at or near a place called Raygill, in Lothersdale, in the parish of Carlton otherwise Carleton, otherwise Carleton with Lothersdale, in the said west riding; which said intended branch 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, Kildwick, Sutton, Cowling, Cowling-hill, Stotthill, Ickornshaw, Glusburn, Lothersdale, Carlton otherwise Carleton, otherwise Carleton with Lothersdale, all in the west riding of the county of York.

A railway from and out of the said first-mentioned intended main line of railway, commencing by a junction therewith at or near Crosshills, in the township of Glusburn, in the parish of Kildwick, in the west riding of the county of York, and terminating by a junction or reunion with the said first-mentioned intended main line of railway, in the township of Silsden, in the parish of Kildwick, in the west riding of the county of York; 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, Kildwick, Glusburn, Silsden, Silsden-moor, Cringles and Brunthwaite, all in the west riding of the county of York.

A branch railway from and out of the said first-mentioned intended main line of railway, commencing by a junction therewith, at or near Crosshills, in the township of Glusburn, in the parish of Kildwick, in the west riding of the county of York, and terminating by a junction with the line of the Leeds and Bradford Railway, in the township of Glusburn, in the parish of Kildwick, in the said west riding; which said intended branch railway, and other works connected therewith, will be wholly situate within the said last mentioned township and parish.

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 intended, by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses 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 car-

rying the same into effect, and to take powers for the purchase of lands and houses, 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 enable the company to be thereby incorporated to sell or let and transfer the said intended railways, branch railways, and works, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, respectively, to the Leeds and Thirsk Railway Company, the Leeds and Bradford Railway Company, and the East Lancashire Railway Company, or to any one or more of them, or to any other railway company or companies, and to enable the said Leeds and Thirsk Railway Company, Leeds and Bradford Railway Company, and East Lancashire Railway Company, or any one or more of them, or such other company or companies as aforesaid, or any of them, to purchase or rent the said intended railways, branch railways, and works, or any part thereof, and to construct, maintain, use, and work the same, and to levy and receive tolls, rates, and duties in respect 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 railways, branch railways, 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 Leeds and Thirsk Railway Company, Leeds and Bradford Railway Company, and East Lancashire Railway Company, or any one or more of them, or such other railway company or companies as aforesaid, or any of them, and the company which may be so incorporated as hereinbefore mentioned.

And it is also intended, for the purposes aforesaid, by such Act or Acts, to take power to alter, amend, and enlarge some of the powers and provisions of "the Leeds and Thirsk Railway Act, 1845;" and also of the several Acts relating to the Leeds and Bradford Railway, passed, respectively, in the eighth year of the reign of Her present Majesty, and in the last session of Parliament; and also of the several Acts relating to the East Lancashire Railway, passed respectively in the eighth year of the reign of Her present Majesty, and last session of Parliament.

And notice is hereby further given, that maps or plans, and sections of the said intended railways, branch 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 palatine of Lancaster, at his office in Preston; and with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; 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 railways, branch railways, 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 27th day of October 1845.

George Spencer, Keighley; } Joint
Henry Waddington Hartley, } Solicitors.
Colne,

North Metropolitan 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 authorize the construction and maintenance of the railway or railways and branch railways following, with all proper works, approaches, and conveniences connected therewith respectively, that is to say; a railway commencing by a junction with the London and Birmingham Railway, in the parish of Saint John Hampstead, near to Chalk-farm and Primrose-hill, all in the county of Middlesex, and thence passing from, in, through, or into the several parishes, parochial chapelries, wards, and places following, or some of them, that is to say; Saint John Hampstead, Saint Pancras, Saint Mary Islington, West Hackney, Hackney, South Hackney, and Saint Mary Stratford-le-Bow, in the county of Middlesex, and the parochial chapelry or ward of Stratford, in the parish of West Ham, in the county of Essex, and terminating by a junction with the Eastern Counties Railway, in the said parochial chapelry or ward of Stratford, in the said county of Essex; a railway, commencing from and out of the said first-mentioned railway, at or near the point at which the same will cross a road or street, called the Lower-road, Islington, in the parish of Saint Mary Islington, in the said county of Middlesex, passing from, in, through, or into the several parishes or other places following, or some of them, that is to say; Saint Mary Islington, West Hackney, Saint John the Baptist Hoxton, Saint Mary Haggerston, Saint Leonard Shoreditch, and Saint Botolph without Bishopsgate, and terminating at or near to a street, called Eldon-street, in the said parish of Saint Botolph without Bishopsgate, in the said county of Middlesex; and a branch railway, commencing from and out of the said first-mentioned railway, at or near the point at which the same will cross a turnpike road, called the Caledonian-road, in the said parish of Saint Mary Islington, in the said county of Middlesex, and terminating at or near to a turnpike road or lane, called Maiden-lane, in the same last-mentioned parish and county.

And it is also intended, by the said Act or Acts, to incorporate a company for carrying into effect the said undertaking, with powers to levy tolls, rates, and duties for the use of the said intended railway or railways, branch railways, and works

respectively, and to grant such exemptions from the payment of such tolls, rates, and duties as may be deemed necessary.

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, parochial chapelries, and wards, 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 intended, by such Act or Acts, to purchase, by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights or privileges in any manner connected with such lands or houses so 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, to enable the company thereby to be incorporated to sell or let and transfer the said intended railway or railways, branch railways, and works respectively, or any of them, or any part thereof, and all or any of the powers of such company in connection therewith, or in relation thereto, to the London and Birmingham Railway Company and the Eastern Counties Railway Company, or either of them, and to enable the said last-mentioned companies, or either of them, to purchase, or rent, or construct the said intended railway or railways, branch railways, and works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them, whether with relation to the levying of tolls, rates, and duties, or otherwise; and also to raise and contribute funds for or towards the construction, maintenance, working, and use of the said intended railway or railways, branch railways, and works respectively, or any part thereof, or to guarantee to the said company to be incorporated by the said Act or Acts, or to be in any manner concerned thereunder in the said intended railway or railways, branch railways, and works respectively, or any of them, or any part thereof, such interest or profit on their outlay as may be agreed upon; and generally to enter into and carry into effect such arrangements and agreements in reference thereto, either jointly or severally, as may be mutually agreed on between the said London and Birmingham Railway Company and Eastern Counties Railway Company, or either of them, or any other company or companies, party or parties thereto, 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 or situation and levels of the said intended railways, branch railways, and works, and of the lands, houses, and premises proposed 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, houses, and premises respectively, 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 county of Middlesex, at his office at Clerkenwell Sessions-house, in the said county; and with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the said county of Essex; 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 or railways, branch railways, and works are intended to be made or pass, will be deposited, on or before the thirty-first day of December in the present year, with the respective parish clerks of those parishes, at their respective residences.—Dated this third day of November 1845.

Edward Lambert, Solicitor for the Bill,
4, Raymond-buildings, Gray's-inn.

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 an 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.*

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.

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Thursday, November 6, 1845.

Price Two Shillings and Eight Pence.