



The London Gazette.

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MONDAY, NOVEMBER 10, 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 twenty-eighth day of July, 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 chapelry of Haworth, in the parish of Bradford, in the west riding of the county of York, and in the diocese of Ripon.

"Whereas it is by the said Act enacted, that if at any time it shall be made to appear to us, that it would promote the interests of religion, that any part or parts of any parish or parishes, chapelry or chapelries, district or districts, of great extent, and containing a large population, and wherein, or

in parts whereof, the provision for public worship and for pastoral superintendence is insufficient for the spiritual wants of the inhabitants thereof, or any extra-parochial place or places, or any part or parts thereof, should be constituted a separate district for spiritual purposes, it shall be lawful, by the authority in the same Act provided (that is to say, by a scheme prepared by us, and an Order issued by your Majesty in Council, ratifying such scheme), with the consent of the bishop of the diocese, under his hand and seal, to set out by metes and bounds, and constitute a separate district accordingly, such district not then containing within its limits any consecrated church or chapel in use for the purposes of divine worship, and to fix and declare the name of such district; and it is by the same Act provided, that the draft of any scheme for constituting any such district shall be delivered or transmitted to the incumbent and to the patron or patrons of the church or chapel of any parish, chapelry, or district, out of which it is recommended that any such district, or any part thereof, should be taken, in order that such incumbent, patron or patrons, may have an opportunity of offering or making to us, or to such bishop, any observations or objections upon or to the constituting of such district; and that such scheme shall not be laid before your Majesty in Council until after the expiration of one calendar month next after such copy shall have been so delivered or transmitted, unless such incumbent and patron or patrons shall, in the mean time, 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 hereinafter provided :

“ And whereas the said chapelry of Haworth 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 Charles Thomas Bishop of Ripon, in testimony whereof he has signed and sealed this scheme, that all that part of the said chapelry of Haworth, 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 Oxenhope.”

“ 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 OXENHOPE, being—

“ All that part of the chapelry of Haworth, in the parish of Bradford, in the west riding of the county of York, and in the diocese of Ripon, comprised within the hamlets of Far and Near Oxenhope.”

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 Ripon.

C. C. Greville.

Chester and Birkenhead 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, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts relating to the Chester and Birkenhead Railway Company, passed respectively in the sessions of Parliament held in the first and third years of the reign of Her present Majesty, and in the last session of Parliament, and to authorize the said Chester and Birkenhead Railway Company to widen and enlarge the whole or any part of the present line and works of their said railway, and to lay down ad-

ditional lines of rails thereon; which said railway commences at Birkenhead, in the county of Chester, and terminates in the parish of Saint John the Baptist, in the county of the city of Chester, and passes from, in, through, or into, or is situate within the several parishes, townships, and extra-parochial or other places following, that is to say, Birkenhead, Bebington, Tranmere, Higher Bebington, Lower Bebington, Bromborow, Eastham, Neston, Shotwick, Backford, Saint Mary on the Hill, Saint Oswald, Poolton cum Spittle, Hooton, Childer Thornton, Little Sutton, Great Sutton, Willaston, Ledsham, Capenhurst, Lea, Great Mollington, Little Mollington, Moston, Upton, and Newton by Chester, in the county of Chester; and Saint Oswald and Saint John the Baptist, in the county of the city of Chester.

And it is also proposed, by such Act or Acts, to authorize the said Chester and Birkenhead Railway Company to make the following branch railways, or some of them, or some part or parts thereof respectively, with all proper works, approaches, and conveniences connected therewith respectively (that is to say), a railway commencing at and by a junction with the said Chester and Birkenhead Railway, at or near the Hooton station thereof, in the township of Childer Thornton and parish of Eastham, in the county of Chester, and terminating at or near the King's Ferry, in the township of Sealand and parish of Hawarden, in the county of Flint, or at some intermediate point between the said two places, which said intended railway and works 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), Eastham, Childer Thornton, Little Sutton, Hooton, Neston, Willaston, Ledsham, Burton, Puddington, Shotwick, Woodbank, Great Saughall, and Shotwick-park, all in the county of Chester; and Hawarden and Sealand, in the county of Flint; a railway commencing at the said Hooton station of the Chester and Birkenhead Railway Company, by a junction with the said Chester and Birkenhead Railway, and terminating in the township of Great Neston, in the parish of Neston, in the said county of Chester, or at some intermediate point between the said two places, which said intended railway and works 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), Eastham, Childer Thornton, Hooton, Neston, Poolton cum Spittle, Willaston, Thornton Hough, Great Neston, Little Neston, Ness, Hinderton, and Gayton, in the county of Chester; a railway commencing at the Grange Lane station of the Chester and Birkenhead Railway, in Birkenhead aforesaid, by a junction with the said Chester and Birkenhead Railway, and terminating at Carr-lane, in the township of Little Meols, in the parish of West Kirby, in the said county of Chester, or at some intermediate point between the said two places, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-paro-

chial or other places following, or some of them (that is to say), Birkenhead, Cloughton cum Grange, Oxtan, Woodchurch, Bidston, Wallasey, Moreton, Upton, Saughall Massey, West Kirby, Little Meolse, Great Meolse, and Hoose, all in the county of Chester; a railway commencing by a junction with the last-mentioned proposed railway, in the township of Bidston, in the parish of Bidston, in the county of Chester, and terminating near a place called Sandfield Hall, in the township of Wallasey, in the parish of Wallasey, in the county of Chester, or at some intermediate point between the said two places, which said intended railway and works 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), Bidston, Wallasey, Moreton, and Liscard, in the county of Chester.

And it is also proposed, by the said intended Act or Acts, to authorize the said Chester and Birkenhead Railway Company to form and construct a sea or wharf wall or breakwater, and landing place or pier, in or adjoining the river Mersey, at or near the Monk's Ferry terminus of the said railway, and to form a tidal basin or basins between the said sea or wharf wall and the adjoining land in Birkenhead aforesaid, and to dredge and deepen the said intended basin or basins; and also to construct a bridge or bridges from the said sea or wharf wall, landing-place or pier, to the said station of the said Railway Company, and also to a certain place called Monk's Ferry, all of which said sea or wharf wall or breakwater, landing place or pier, basins, or bridges, will be situate in the township or extra-parochial chapelry of Birkenhead, in the county of Chester.

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 either 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 to authorize and enable the said Chester and Birkenhead Railway Company to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said intended railways, landing place, pier, and works, or any of them, and to grant certain exemptions from the payment of tolls, rates, and duties.

And it is also intended, by the said Act or Acts, to enable the said Chester and Birkenhead Railway Company to raise a further sum of money for the purposes aforesaid, or any of them.

And notice is hereby further given, that maps or plans and sections of the said intended railways, and maps or plans of the intended sea or wharf wall, breakwater, landing place or pier, basins, and bridges, and works, and of the lands proposed to be taken for the purpose 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 Chester, at his office in Chester; and with the Clerk of the Peace for the county of Flint, at his office in Mold; 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 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 first day of November 1845.

Mallaby, Townsend, and Newall, Solicitors for the Bill, Birkenhead.

Birkenhead Improvement Acts Amendment.

(No. 1.)

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, extend, and enlarge the powers and provisions of the several Acts following, that is to say; an Act passed in the third and fourth year of King William the Fourth, intituled, "Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act passed in the first and second year of Her present Majesty, intituled, "An Act to amend an Act, passed in the third year of the reign of His late Majesty King William the Fourth, intituled, an Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester; and for regulating the police thereof, and for establishing a market within the said township;" another Act passed in the fifth year of the reign of Her present Majesty, intituled, "An Act to authorize the purchase of a certain ferry, called 'Woodside Ferry,' by the commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester; and for amending the improvement Acts for the said township; another Act passed in the sixth year of the reign of Her present Majesty, intituled, "An Act for extending the powers of the commissioners of the township of Birkenhead, in the county of Chester; and for including the township of Claughton-cum-Grange, and part of the township of Oxton, in the same county within their jurisdiction;" another Act, passed in the same year, intituled, "An Act for establishing a cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the county of Chester;" and another Act, passed in the seventh year of Her

present Majesty's reign, intituled, "An Act to authorize the purchase of 'Monk's Ferry,' by the commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester; and for amending the Acts relating to the said commissioners;" and to enable the commissioners acting in the execution of the said Acts, to form and construct a basin, and landing place, with outlets, wharfs, sheds, approaches, and other conveniences connected therewith, at or near the south side of Saint George's pier, in the township and parish of Liverpool, in the county of Lancaster; and for such purpose to purchase, by compulsion or agreement, and to alter, extend, enlarge, and improve the existing basin belonging to the corporation of Liverpool, situate at or near the place aforesaid, and all other lands and houses which may be required for carrying such purposes into effect.

And it is also intended, by such Act or Acts, to enable the said commissioners to construct a tidal basin and landing place, with outlets, wharfs, sheds, approaches, and other conveniences connected therewith, at or near the south side of Woodside pier, in the township or extra-parochial place of Birkenhead, in the county of Chester; and to purchase lands and houses, by compulsion or agreement, for such last-mentioned purposes.

And also to empower the said commissioners to levy tolls, rates, and duties for and in respect of the use of the basins, landing places, and other works and conveniences to be provided as aforesaid.

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

And powers will be taken, by the said Act or Acts, to enable the said commissioners to raise a further sum of money upon the credit of the various tolls, rates, duties, and property now vested, or hereafter to be vested in them, for the purpose of carrying out the several purposes aforesaid.

And notice is hereby further given, that a plan of the said intended works, showing the situation thereof, and the lands proposed to be taken for the purposes thereof, together with a book of reference to such plan, 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 Lancaster, at his office in Preston; and with the Clerk of the Peace for the county of Chester, at his office in Chester; and a copy of so much of the said plan and book of reference, as relates to each of the parishes in which such works will be situate, will be deposited with the parish clerks of such parishes respectively, on or before the thirty-first day of December next.

Dated the 1st day of November 1845.

Mallaby, Townsend, and Newall, Solicitors for the Bill, Birkenhead.

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, Dirleton, 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, Kilbucho, 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, Cavers, 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, Arthuret, Netherby, Breckon-hill, Longtown, Lyneside, Kirkclinton, West Linton, Rockliff, Church-town, Kingmoor, Stanwix, Etterby, Stain-ton, Saint Mary's, Caldewgate, Rickergate, 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 Greta, 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 Greta; 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 Arthuret and county of Cumberland, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Arthuret, 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, tram-roads, 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 Thrower, 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.

NOTICE is hereby given, that application will be made to Parliament in the next session, for a Bill to authorise the Right Honorable Francis Egerton, commonly called Lord Francis Egerton, to make and maintain a railway, with all proper and convenient stations, erections, bridges, wharfs, landing places, works, communications, and other conveniences connected therewith, commencing at or near the Top Locks of the Bridgewater Canal, in the township of Runcorn, in the parish of Runcorn, in the county of Chester, and terminating at and by a junction with the Grand Junction Railway, in the township of Aston-by-Sutton, in the said parish of Runcorn, in the said county of Chester, together with a branch railway diverging from the said main line of railway, at or near a certain brick field belonging to and occupied by William Foster, Esq. situate in the township of Runcorn, in the parish of Runcorn aforesaid, and terminating on the shore of the river Mersey, at or near a field belonging to the devisees of the late Duke of Bridgewater, adjoining the said river near the Bridgewater Docks, in the said township and parish of Runcorn, in the said county; which said main line of railway and branch will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following (that is to say), Runcorn, Higher Runcorn, Lower Runcorn, Weston, Daresbury, Kekewick, Moore, Norton, Warford, Stockham, Clifton otherwise Rock Savage, Halton, Aston, Aston-by-Sutton, Sutton, Dutton, Hall Wood, Preston-on-the-Hill, Preston Brook, Astmoor, and Great Budworth, or some of them, all in the said county of Chester; and also a railway or railways, with all proper works and conveniences, in an alternative or other line or direction, but commencing and terminating in the same townships, and passing from, in, through, or into the same parishes, townships, extra-parochial and other places, or some of them, as the said railway hereinbefore described.

And notice is further given, that duplicate plans and sections of the said intended railway, branch railway, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference thereto, will, on or before the thirtieth day of November in the present year, be deposited, for public inspection, with the Clerk of the Peace for the county of Chester, at his office in Chester; and that a copy of so much of the said plans, sections, and books of reference, respectively, as relate to each parish in, through, or into which the said railways and works, or any of them, are intended to be made, together with a book of reference thereto, will be deposited, for public inspection, 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 each such parish clerk.

And notice is hereby also given, that it is intended, by the said Bill, to confer powers to levy tolls, rates, and duties upon or in respect of the said railways and works; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and also to confer powers for the compulsory pur-

chase of lands and houses and other buildings; and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses or other buildings so proposed to be taken for the purposes aforesaid; and also to cross, alter, divert, or stop up all such turnpike roads, parish roads, highways, occupation roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, alter, divert, or stop up for the purposes of the said railways and works.

And notice is hereby also given, that it is intended, in the said Bill, to apply for powers to make lateral deviations in the line of the proposed works, to an extent or within the limits laid down on the plans to be deposited as aforesaid.

And notice is also hereby given, that it is intended to enable the said Lord Francis Egerton to enter into an agreement with the Grand Junction Railway Company, for the making, working, and use of the said proposed railways and works, or to let on lease, or to sell and transfer the same, or any part thereof, to the said Grand Junction Railway Company, and all or any powers of the said Lord Francis Egerton, in connection therewith, or in relation thereto, and to enable the said Grand Junction Railway Company to enter into such agreement, and to purchase or rent, and to use and work the said railways and works, or any part thereof, and to exercise the powers given by such Bill, or any of them, and for that purpose to alter, amend, and enlarge the provisions of the following Acts of Parliament (local and personal) relating to the Grand Junction Railway, viz. An Act 3d Wm. 4th, c. XXXIV; another Act 4th Wm. 4th, c. LV; another Act 5th Wm. 4th, c. VIII; another Act 5th Wm. 4th, c. IX; another Act 1st and 2nd Vic. c. LIX; another Act 3rd Vic. c. XLIX; and another Act, passed in the 8th and 9th years of the reign of Her present Majesty, intituled "An Act for consolidating the Bolton and Leigh, the Kenyon and Leigh Junction, the Liverpool and Manchester, and the Grand Junction Railway Companies."—Dated this 28th day of October 1845.

• *Gatty and Turner*, Red Lion Square, London,
Tindall and Vurey, Manchester, Solicitors.

Frilford intended Inclosure.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for dividing, allotting, laying in severalty, inclosing, and draining the open and common fields, common meadows, and other commonable lands and waste grounds, in the hamlet or township of Frilford, in the parish of Marcham, in the county of Berks; and it is intended that provision shall be made to defray the expenses of obtaining the Act, and carrying the same into execution, by sale of part of the said commons or commonable lands, and also by a rate on the proprietors of the lands to be inclosed.

Abingdon, 28th day of October 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Bristol and Exeter Railway, in or near the parish of Saint David, in the county of the city of Exeter, and county of Devon, or one of them, and passing from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places following, or some of them; that is to say, Saint David Exeter, Saint Sidwell Exeter, Saint Leonard, Heavitree, Matford, East Wonford, South Wonford, Higher Wear, Lower Wear, Topsham, Saint George's Clist, Ebford, Ebford Barton, Exton, Nutwell, Penmore, Woodbury, Withecombe Rawleigh, Aylsbery, Farway, Newton-Poppleford, Northmoston, Harpford, Colyton-Raleigh, Otterton, Budleigh, Bickton, Ottery Saint Mary, Tipton, Combe, Fen Ottery, Kingstone, Pitsom, Passaford, Bowde, Bolverton, Woolbrook, Lower Woolbrook, Sidmouth, Branscombe, Salecombe Regis, Sidford, Sidbury, Harcombe, Cotford, Mincombe, Elveway, Netherton, Hornshayne, Oliver's, Weddon, Cotshayne, North Leigh, Offwell, Southleigh, Colyton, Seaton, Seaton and Beer, Bolshayes, Stanford, Willhayne, Beer, Colyford, Musbury, Whitford, Axmouth, Axminster, Coombe Pyne, and Uplyme, all in the county of Devon; Lyme-Regis, Hole, Hogchester, Catherston Lewston, Stonebarrow, Cockwell, Sarum, Charmouth, Wootton-Fitzpayne, Whitechurch-Canonicorum, Kyle, Wormshall, Combe, Morcomblake, Mawerbury, Chideock, Stanton Saint Gabriel, Seatown, Symondsburry, North Chideock, Allington, Bradpole, Up Loders, Lower Loders, Walditch, Watton, Higher Eype, Lower Eype, Bridport, Bothenhampton, Burton Bradstock, Chilcombe, Shipton George, Grasson, otherwise Gaston, Bredy, Swyre, Puncknoll, Litton Cheney, White-cross, East Compton, otherwise Compton Valence, Long Bredy, Kingston-Russell, Little Bredy, Winterborne Abbas, Abbotsbury, Steepleton, otherwise Winterborne Steepleton, Martin's-town, otherwise Winterborne Saint Martin, Monkton, Bradford-Peverell, Dorchester, and Fordington, otherwise Forthington, all in the county of Dorset, and terminating at or near the intended station of the Southampton and Dorchester Railway, adjoining to or near the Amphitheatre in Fordington Field, in the parishes of Holy Trinity, All Saints, and Saint Peter, Dorchester, and Fordington, in the county of Dorset, or one of them; and also to authorize the construction and maintenance of two several branch railways from and out of the said intended railway, with all proper works and conveniences connected therewith, the first of such branch railways diverging from such railway at or near White-cross, in the parish of Litton Cheney, or in the parish of Puncknoll, or one of them; and passing from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places following, or some of them; that is to say, Litton Cheney, White-cross, Puncknoll, Ashley, Gor-

well, Swyre, Little Bredy, Long Bredy, Abbotsbury, Portisham, East Elworth, Rodden, Waddon, Coryates, Langton-Herring, Buckland Ripers, Upway, Elwell, Broadway, Nottingham, Radipole, West Chickerell, East Chickerell, East Fleet, West Fleet, Belfield, Wyke Regis, Melcombe-Regis, and Weymouth, all in the said county of Dorset, and terminating at or near the George-quay, in the parish of Melcombe-Regis, aforesaid; and the second of such branch railways diverging out of the said intended railway at or near Rug-mill, in the said parish of Woodbury passing from, in, through, or into the several parishes, townships, hamlets, and extra-parochial and other places following, or some of them; that is to say, Woodbury, Lymptone, Withecombe Rawleigh, Withecombe, Littleham and Exmouth, and Exmouth, all in the county of Devon, and terminating at or near the Quay, in the parishes of Withecombe and Littleham and Exmouth, in the said county of Devon, or one of them. And it is also intended by such Act or Acts to take power to alter or divert, or to stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, archways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, hamlets, and extra-parochial and 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 railway, branch railways or works, or any part or parts thereof. And it is further 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 for the purposes of the said intended railway, branch railways, or works, 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 to carry into effect the said intended railway, branch railways, and works, and to take powers for the purchase of land by compulsion or agreement for the purposes thereof, and for levying such tolls, rates, and duties in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet. And it is further intended by such Act or Acts to enable the company thereby to be incorporated to sell or let or transfer all or any part of the said intended railway, branch railways, and works hereinbefore mentioned, and all or any powers of such company in connection therewith or in relation thereto to any other railway company; and to enable any other railway company to purchase, or rent, or construct the same, or any part thereof, and to exercise the same and such other powers, or any of them; and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them and the said company intended to be incorporated as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railway,

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 owners 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; with the Clerk of the Peace for the city of Exeter, at his office, in the city of Exeter; and with the Clerk of the Peace for the county of Dorset, at his office, in Sherborne; 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, 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 such parishes respectively, at their respective residences.

Chauntler and Westwood, } Solicitors
Gray's-inn-square; and } for the
Edw. Strick, Doughty-street; } Bill

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter, amend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament relating to the Thames and Medway Canal, and the Gravesend and Rochester Railway and Canal hereinafter mentioned, that is to say: of an Act, passed in the session of Parliament held in the thirty-ninth and fortieth years of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a navigable canal from the river Thames, near to the town of Gravesend, in the county of Kent, to the river Medway, at a place called Nicholson's Ship-yard, in the parish of Frindsbury, in the said county, and also a certain collateral cut from White-wall, in the said parish, to the said river Medway;" of an Act, passed in the forty-fourth year of the reign of His said late Majesty, intituled "An Act for enabling the company of proprietors of the Thames and Medway Canal, to vary the line of the said canal, and to raise a further sum of money for completing the said canal, and the works thereunto belonging, and for altering and enlarging the powers of an Act made in the thirty-ninth and fortieth years of the reign of His present Majesty, for making the said canal and a collateral cut thereto;" of an Act, passed in the fiftieth year of His said late Majesty, intituled "An Act for enabling the company of proprietors of the Thames and Medway Canal, to vary the line of the said canal, and for altering and enlarging the powers of two Acts, passed in the fortieth and forty-fourth years of His present Majesty, for making the said canal, and a collateral cut thereto;" of an Act, passed in the fifty-eighth year of the reign of His said late Majesty, intituled "An Act for enabling the company of proprietors of the Thames and Medway Canal, to raise a further sum of money for completing the said canal, and the works thereto belonging, and for

altering, enlarging, and rendering more effectual the powers for making the said canal and works;" and of an Act, passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled "An Act for enabling the Thames and Medway Canal Company to raise a further sum of money to discharge their debts; and to complete the said canal and the works thereunto belonging, and for altering, enlarging, and rendering more effectual the powers for making the said canal and works;" and of an Act, passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act to enable the company of proprietors of the Thames and Medway Canal to raise a further sum of money, and to amend the Acts relating to the said company, and to enable the said company to widen, extend, and maintain a railway from Gravesend to Rochester," or any or either of them, and to authorize the Gravesend and Rochester Railway and Canal Company to increase their capital by such means as shall be specified in such Bill.

And notice is hereby further given, that it is intended to apply for powers in the said Bill, to alter the tolls, rates, and duties authorized by the said Acts to be collected, and to levy new and additional tolls, rates, and duties, and to vary or extinguish the existing exemptions from payment of tolls, rates, and duties, or other rights or privileges, and to confer others.

And notice is hereby further given, that it is intended to apply for power in the said Bill, to let on lease, or sell the said railway canal and works, or any part of the same, to any person or company, and to enable any person or company to purchase or rent the said intended railway, canal, and works, or any part of the same, and to use and work the same, and to take tolls, rates, or duties in respect thereof.—Dated this thirty-first day of October 1845.

Sutton, Ewens, Ommanney, and Prudence,
 Basinghall-street, 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 Brighton Railway, or the South Eastern Railway, at or near Redstone-hill, in the parish of Reigate, in the county of Surrey, and terminating at or near the town of Dorking, in the parish of Dorking, in the same county, or terminating at some intermediate point within some one of the parishes and townships hereinafter 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, Gatton, Nutfield, Reigate Foreign, Reigate Borough, Reigate, Hooley Borough otherwise Howleigh Borough, Linkfield Street or Lingfield, Wood-

hatch Borough, Santon Borough, Colley Borough, Buckland, Betchworth otherwise East Betchworth otherwise West Betchworth, Mickleham, Leigh, Brockham, and Dorking, or some of them, in the said county of Surrey.

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

And it is also intended, by such Act or Acts, either to enable the London and Brighton 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, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Brighton Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway, 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 generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them; and, for the purposes aforesaid, it is intended to alter, vary, or extend, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway Company, passed respectively in the sessions of Parliament held in the first and in the sixth and in the eighth and ninth 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 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 Surrey, at his office in Lambeth; 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 first day of November 1845.

Sutton, Ewens, Ommanney,
and *Prudence*, Basinghall-
street, London,
George and Henry Faithfull,
Brighton, } 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 Brighton and Chichester Railway, at or near the Woodgate or Bognor Station of the said railway, in the parish of Aldingbourne, in the county of Sussex, and terminating at or near Bognor, in the parish of South Bersted, in the county of Sussex aforesaid, or terminating at some intermediate point within some or one of the parishes and townships hereinafter 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), Tangmere, Oving, Shopwick, Aldingbourne, Lindsey, Eastergate, Walberton, Barnham, Yapton, Merston, Ford, Climping otherwise Clepinges, Middleton, Felpham otherwise Felgham, and South Bersted otherwise Southbersted, all in the county of Sussex.

And it is also intended by such Act or Acts to take powers 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 Brighton Railway Company and the Brighton and Chichester Railway Company, or one of them, 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, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the said London and Brighton Railway Company, and to the said Brighton and Chichester Railway Company, or either of them, and to enable the said last-mentioned companies respectively, or either of them, to purchase or rent the said intended railway, 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 generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them; and for the purposes aforesaid it is intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway, passed respectively in the sessions of Parliament held in the first, in the sixth, and in the eighth and ninth years of the reign of Her present Majesty; and also the powers and provisions of the several Acts relating to the said Brighton and Chichester Railway, passed respectively in the eighth and eighth and ninth years of the reign of Her said present Majesty.

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 Sussex, at his office in Lewes; 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 the first day of November 1845.

Sutton, Ewens, Ommaney,
and *Prudence*, Basinghall-
street, London; } Solicitors.
George and Henry Faithfull,
Brighton;

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 and conveniences connected therewith, commencing by a junction with the London and Brighton Railway, at or near the Croydon station of the same railway, in the parish of Croydon, in the county of Surrey, and terminating by a junction with the South Western Railway, at a point to the northward of the spot where the Croydon and Wandsworth Iron Tramway crosses the said South Western Railway, in the parish of Wandsworth, in the said county of Surrey, or terminating at some intermediate point within some or one of the parishes and townships hereinafter 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 places of Croydon, Beddington, Waddon, Selhurst, Norwood, Streatham, Carshalton, Morden otherwise Mordon, Mitcham, Merton, Wimbledon, Tooting, Upper Tooting, Lower Tooting, Tooting Beck, Tooting Graveney, Balham otherwise Balgham, Garrett, Summers Town, Brixton, Clapham, Stockwell, Battersea, Lambeth, Putney, Wandsworth otherwise Wandlesworth, or some of them, in the said county of Surrey.

And it is also intended, by the said Act or Acts, to take powers to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, rivers, canals, brooks, streams, sewers, waters, and waterways within the aforesaid parishes, townships, and extra-parochial or other places, so far as may be necessary for the construction of the said intended works, or any of them.

And notice is hereby further given, that it is intended, by the said Act or Acts, either to incorporate a company for the purpose of carrying the said proposed undertaking into effect, or to authorize the London and Brighton Railway Company to carry the same into effect.

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 railways and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the London and Brighton Railway Company, and to enable the said last-mentioned company to purchase or rent the said proposed railway, 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 and 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 Brighton Railway Company and the company which may be so incorporated as hereinbefore mentioned, and for the purposes aforesaid, or for any other purpose connected with the said proposed railway, it is intended to alter, amend, enlarge, and extend the powers and provisions

of the following Acts relating to the said London and Brighton Railway, passed respectively in the sessions of Parliament held in the first year of the reign of Her present Majesty, the sixth year of the reign of Her said present Majesty, and in the eighth and ninth years of the reign of Her said present Majesty, and to take powers for the purchase of lands, by compulsion or agreement, and for levying tolls, rates, and duties for and in respect of the use of the said intended railway, and to grant certain exemptions from payment of tolls, rates, and duties, or other rights or privileges.

And it is further intended, by such Act or Acts, to vary or extinguish all rights or privileges in any manner connected with the lands which may 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 notice is hereby further given, that a plan of the said proposed railway, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference to such plans, will be deposited, for public inspection, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county, on or before the thirtieth day of November next; 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 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 the first day of November 1845.

<p><i>Sutton, Ewens, Ommanney, and Prudence, Basinghall-street, London; George and Henry Faithfull, Brighton;</i></p>	}	Solicitors.
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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 Brighton and Chichester Railway at or near the Littlehampton Station of the said railway, in the parish of Littlehampton, and the parish of Leominster, or one of them, in the county of Sussex, and terminating at or near Littlehampton, in the parish and county aforesaid, or terminating at some intermediate point within 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), Leominster otherwise Lyminster otherwise Liminster Wick, Tottington, Poling, Augmering, East

Preston otherwise Preston, Rustington otherwise Rustyngton, and Littlehampton, all in the county of Sussex.

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 Brighton Railway Company and the Brighton and Chichester Railway Company, or one of them, 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, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the said London and Brighton Railway Company and to the Brighton and Chichester Railway Company, or one of them; and to enable the said last-mentioned companies, or either of them, to purchase or rent the said intended railway, 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 generally to enable the said companies, respectively, to enter into and carry into effect such arrangements, in reference thereto, as may be mutually agreed on between them; and, for the purposes aforesaid, it is intended to amend and enlarge, so far as may be necessary, the several powers and provisions of the Acts relating to the London and Brighton Railway Company, passed, respectively, in the sessions of Parliament held in the first, in the sixth, and in the eighth and ninth years of the reign of Her present Majesty, and also the powers and provisions of the Acts relating to the Brighton and Chichester Railway, passed, respectively, in the sessions of Parliament held in the eighth, and in the eighth and ninth, years of the reign of Her said Majesty.

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 Sussex, at his office in Lewes; 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 first day of November 1845.

Sutton, Ewens, Ommanney,
and *Prudence*, Basinghall-
street, London;
George and Henry Faithfull,
Brighton; } 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 Brighton, Lewes, and Hastings Railway, at or near Southerham Corner, in the parishes of South Malling, in the county of Sussex, and terminating at or near Seaford, in the parish of Seaford, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned, in the county of Sussex aforesaid; 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), Saint John the Baptist Southover, All Saints Lewes, Saint Michael Lewes, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, the precincts of the castle Lewes, Saint John under the Castle of Lewes, South Malling Cliffe otherwise Saint Thomas a Becket Glynd, Beddingham, Ringmer, West Firle, Kingstone otherwise Kingston, Tarring Nivelle otherwise Tarring Nevelle, Iford, Aldfriston otherwise Alfriston, Rodmill otherwise Ramelle otherwise Rademell otherwise Rademell, South Heighton otherwise Heighton Denton, Southease otherwise Suisse otherwise Suthys otherwise Souesse, Bishopstone, Telscombe otherwise Titelscombe, Blatchington otherwise East Blatchington, Piddinghoe, Seaford, and Newhaven otherwise Meeching, all in the county of Sussex; also a branch railway from and out of the line of the said last-mentioned intended railway, commencing at or near Newhaven otherwise Meeching, in the parish of Newhaven otherwise Meeching, or Denton, in the county of Sussex aforesaid, or one of them, and terminating at or near the harbour of Newhaven, in the parish of Newhaven otherwise Meeching aforesaid, in the county

aforesaid; which said intended branch 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, Saint John the Baptist Southover, All Saints Lewes, Saint Michael Lewes, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, the precincts of the castle Lewes, Saint John under the Castle of Lewes, South Malling Cliffe otherwise Saint Thomas a Becket Glynd, Beddingham, Ringmer, West Firle, Kingstone otherwise Kingston, Tarring Nivelle otherwise Tarring Nevelle, Iford, Aldfriston otherwise Alfriston, Rodmill otherwise Ramelle otherwise Rademell otherwise Rademell, South Heighton otherwise Heighton Denton, Southease otherwise Suisse otherwise Suthys otherwise Souesse, Bishopstone, Telscombe otherwise Titelscombe otherwise Titelscombe, Blatchington otherwise East Blatchington, Piddinghoe, Seaford, and Newhaven otherwise Meeching, all in the county of Sussex.

And it is also intended, by such Act or Acts, to take the 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 Brighton Railway Company, and the Brighton, Lewes, and Hastings Railway Company, or one of them, 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 power 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 branch railway, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the said London and Brighton Railway Company, and the said Brighton, Lewes, and Hastings Railway Company respectively, or one of them, and to enable the said last-mentioned companies respectively, or either of them, to purchase or rent the said intended railway and branch railway, or any part thereof, and to exercise such powers, or any of them, and also to raise and con-

tribute funds respectively for or towards the construction, maintenance, and use of the said intended railway and branch railway, and generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them; and for the purposes aforesaid it is intended to amend and enlarge, so far as may be necessary, the several powers and provisions of the Acts relating to the London and Brighton Railway Company, passed respectively in the sessions of Parliament held in the first, in the sixth, and in the eighth and ninth years of the reign of Her present Majesty, and also the powers and provisions of the Acts relating to the Brighton, Lewes, and Hastings Railway, passed respectively in the sessions of Parliament held in the eighth, and in the eighth and ninth years of the reign of Her said Majesty.

And notice is hereby further given, that maps or plans and sections of the said intended railway, branch railway, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessées, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Sussex, at his office in Lewes; 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, 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 1st day of November 1845.

<p><i>Sutton, Ewens, Ommanney, and Prudence, Basinghall-street, London; and George and Henry Faithfull, Brighton;</i></p>	}	Solicitors.
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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 in the parishes of Hailsham and Folkington, or one of them, in the county of Sussex, by a junction with the Brighton, Lewes, and Hastings Railway, at or near the intended Eastbourne and Hailsham station of the said railway, and terminating at or near the town or towns of Eastbourne and Southbourne, or one of them, in the parish of Eastbourne aforesaid, or terminating at some intermediate point within some or one of the parishes and townships hereinafter 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), Hailsham, Hellingley, Hurstmonceux, Arlington, Wilmington, Folkington otherwise Fekynton other-

wise Foynkington otherwise Fowington, Litlington, Lullington, Willingdon, Jeyington, Friston, Eastdean, Westham, Pevensey otherwise Peovensea otherwise Pevensel otherwise Pevenes otherwise Pemséy, and Eastbourne, all in the county of Sussex.

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 Brighton Railway Company, and the Brighton, Lewes, and Hastings Railway Company, or one of them, 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, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Brighton Railway Company, and to the Brighton, Lewes, and Hastings Railway Company, or either of them, and to enable the said last-mentioned companies, respectively, or either of them, to purchase or rent the said intended railway, 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 generally to enable the said companies, respectively, to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them.

And for the purposes aforesaid, it is intended to alter, vary, or extend, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway Company, passed, respectively, in the sessions of Parliament held in the first and in the sixth and in the eighth and ninth years of the reign of Her present Majesty, and also the powers and provisions of the several Acts relating to the Brighton, Lewes, and Hastings Railway, passed, respectively, in the

sessions of Parliament held in the eighth and in the eighth and ninth years of the reign of Her said Majesty.

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 Sussex, at his office, in Lewes; 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 first day of November 1845.

Sutton Ewens, Ommanney,
and *Prudence*, Basinghall-
street, London, and
George and Henry Faithfull,
Brighton, } Solicitors.

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 paying, lighting, watching, cleansing, and otherwise improving the several streets, squares, roads, lanes, and other public places, within the town of St. Ives, and the neighbourhood thereof, within the several parishes of St. Ives, Hemingford Grey, and Fenstanton, in the county of Huntingdon; and for regulating the buildings therein, and for widening and altering the present streets, and making and opening new streets, ways, and communications; and for making and maintaining drains and sewers, and altering and improving the existing drains and sewers, and for establishing, maintaining, and regulating a proper and effective police, and for removing and preventing encroachments, nuisances, annoyances, and obstructions therein.

And that it is also intended to apply for powers to purchase, by compulsion and otherwise, houses, lands, tenements, and hereditaments within the town and parishes aforesaid, and to vary or extinguish all rights and privileges in connection with such houses, lands, tenements, and hereditaments which would in any manner interfere with the objects aforesaid.

And that it is also intended to apply for powers to levy rates or duties on the occupiers or owners of houses, buildings, lands, tenements, or hereditaments within the town and parishes aforesaid, and to make composition for rates or duties in certain cases, and to confer, vary, or extinguish exemptions from the payment of such rates and duties, and other rights and privileges; and also for raising money, by mortgage or otherwise, for paying the expenses of the said Bill, and for carrying the several and respective purposes aforesaid into ex-

ecution, and generally to obtain such other powers and authorities as are usual and necessary in cases of a like nature.—Dated the thirtieth day of October 1845.

George Game Day,
Benjamin Aislabie Greene,
Thomas Escoline Fisher,
John Lawrence, junr. } Solicitors.

Herculanum Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts for constructing at the south side of the town and borough of Liverpool, in the extra-parochial place of Toxteth-park, in the county of Lancaster, one or more dock or docks, with an entrance or entrances into the river Mersey, and to supply the same with water from the said river, and to construct all such basins, piers, cuts, canals, sluices, jetties, quays, sheds, and other works and conveniences connected with said docks, as may be deemed expedient; and to incorporate a company for the purpose of carrying the said undertaking into effect, with power to purchase, by compulsion or agreement, lands and houses for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the docks and other works hereinbefore mentioned, and to grant exemption from such tolls, rates, and duties.

And it is further intended, by such proposed Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses 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 to repeal an Act, passed in the session of Parliament, held in the third and fourth years of the reign of Her present Majesty, intituled "An Act for regulating certain intended docks at Liverpool, to be called the Herculanum Docks, and exempting vessels frequenting the same, and their cargoes, from a portion of the tolls and duties payable to the trustees of the Liverpool Docks."

And notice is hereby further given, that plans of the said intended dock or docks and basins, and plans and sections of the said intended cuts and canals, 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 this present year, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that a copy of the said plans, sections, and books of reference will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of the several parishes of Liverpool and Walton on the Hill, in the said county, at their respective residences.

Dated the first day of November 1845.

Mallaby, Townsend, and Newall, Solicitors
for the Bill, Birkenhead.

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

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

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

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

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

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

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

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

And notice is hereby further given, that duplicate plans, describing the line or situation of such proposed new Bridge and approaches thereto, and of the lands and property to be authorised to be taken for the purposes aforesaid, together with books of reference to such plans, containing the names of the owners or reputed owners, leasees or reputed leasees 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 Foulshaw, 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, Seate, Staveley, Ragygill, Cartmel Fell, Stavely, Newby-bridge, Newby, Finsthwaite Rusland, Bouth, Haverthwaite, Haverthwaite Finsthwaite and Rusland, Backbarrow, Low-wood, Fidler-hall, Chapelhouse, 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.
Rausthorpe 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 a public highway, 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.

Tindoll 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 Hushorne, 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, Hushorne Crawley, Ridgemont otherwise Ridgmont, and Lidlington, in the county of Bedford.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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 Runceton-cum-Hardwick, North Runceton otherwise North Runceton-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 Lutton, Tydd Saint Mary Gedney, Gedney-hill otherwise Gedney Fen, Fleet, Holbeach, Whaplode, the Roman Bank, Moulton, Moulton Seas End, Spalding, Spalding Marsh, Fosdyke, Fosdyke Fen Algarkirk otherwise Algarkirk-cum-Fosdyke otherwise Alderchurch, Sutterton, Kirton, Frampton, Wyberton, Skirbeck, Skirbeck Quarter, Skirbeck Quarter Fen, Wiberton Fen, Boston, and Boston West in the parts of Holland in the county of Lincoln.

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

otherwise Wisbech Saint Peter, in the Isle of Ely, and county of Cambridge; and which said intended branch railway, with the works and conveniences connected therewith, will be made and maintained from, in, through, or into the several parishes, townships, 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 Algarkerk-cum-Fosdyke otherwise Alderchurch, and Moulton, in the parts of Holland, in the said county of Lincoln; and with such objects, or some of them, or otherwise, to alter and amend, and if necessary, to repeal the powers and provisions of an Act, passed in the fifty-first year of the reign of His late Majesty King George the Third, intituled "An Act for repealing so much of an Act of His present Majesty as relates to making a public way over Fosdyke-wash, in the county of Lincoln, and for granting further powers for building a bridge over the said wash;" and to alter the tolls, rates, and duties granted by such Act, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and other rights and privileges.

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

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

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

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

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

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

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

Johnson, Sturton, and Key, Holbeach.

Edward Lane Swatman, Lynn.

Dated this 1st day of November 1845.

London, Hounslow, and Western Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper and necessary works and conveniences connected therewith, commencing by a junction with the London and South Western Railway at or near to Falcon Bridge, in the parish of Battersea, in the county of Surrey, and terminating at or near to the town of Staines, in the parish of Staines, in the county of Middlesex; which said intended railway or railways, and works connected therewith, are intended to be made in, and to pass from, through or into the several parishes, townships, townlands and extra-parochial and other places, following, or some or one of them (that is to say), Battersea, Wandsworth, Clapham, and Upper Tooting, in the county of Surrey, the bed and shore of the river Thames, in the counties of Surrey and Middlesex, or one of them, Chelsea, Saint Luke's Chelsea, Fulham, Kensington, Brompton, Hammersmith, Saint Peter, Chiswick, Turnham-green, Acton, East Acton, New Brentford, Old Brentford, Brentford End, Hanwell, Ealing, Little Ealing, Isleworth, Wyke-green, Strawberry-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-

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

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

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

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

And it is further proposed, in and by the said Act or Acts, to enable the company so to be incorporated as aforesaid, to carry out any agreement or arrangements, 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 Benpington, 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 Gollon, situate in the several parishes of Llanbadarn-Vynydd, Llanano, Llanbister, Llandewy-Ystradenny, Abbey-Cwmhir, and Saint Harmon, in the county of Radnor, and for extinguishing all rights of common and other rights and privileges in, over, and upon the same; by which Bill provision is intended to be made for defraying the expences of such inclosure by a rate, or by a sale of land, or by such other means as to Parliament may seem expedient.—Dated this thirly-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, Lanlivery, Luxullian, Roche, Saint Mewan, Saint Ewe, Mevagissey, Gorran, Saint Michael Carhayes, Veryan, Ruan Lanihorne, Cornelly, Cuby, Creed, Probus, Ladock, Saint Enoder, Saint Stephens in Branwell, and Saint Dennis, or some or one of them, in the county of Cornwall.

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

Dated this twenty-third day of October 1845.

Edmund Carlyon, Solicitor for the Bill,
Saint Austell.

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

Dated this twenty-ninth day of October 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a company, and to give to such company power for better supplying with water the inhabitants of the town and borough of Sunderland and the neighbourhood thereof.

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

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

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

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

And, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in or through which the said intended reservoirs, aqueducts, or other works are intended to be made, or be situate, will be deposited with the parish clerk of each such parish.

Dated this thirtieth day of October 1845.

A. J. and Wm. Moore, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the 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 Wrayisbury, and Wrayisbury 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 Keplerhouse, 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 Boarstreet, Abingdon, in the said county of Berks; with the Clerk of the Peace for the county of Buckingham, at his office, situate at the County-hall at Aylesbury, in the said county of Buckingham; and with the Clerk of the Peace for the county of Middlesex, at his office at the Session-house, Clerkenwell, in the said county of Middlesex; and copies of so much of the said plans, sections, and books of reference respectively as relates to such of the said parishes before specified, will, on or before the thirty-first day of December next, be deposited, for public inspection, with the parish clerk of each of the said parishes respectively, at the place of abode of such parish clerk; and, as far as relates to the extra-parochial part of the land belonging to the Provost and Fellows of Eton-college aforesaid, adjoining their land in the parish of Eton otherwise Eton-cum-Stockdale and Colenorton, in the said county of Buckingham, with the parish clerk of the said parish of Eton otherwise Eton-cum-Stockdale and Colenorton, and with the Provost and Bursar of Eton-college aforesaid; and, as far as relates to Staines Moor and Wraysbury Moor aforesaid, with the parish

clerk of each of the parishes immediately adjoining thereto respectively.

And further notice is hereby also given, that it is intended, by the said Act or Acts, to take powers to deviate laterally in the construction of the said railway or railways and works from the lines delineated on the said plans intended to be deposited as aforesaid, to such an extent and within such limits as will be defined on the said plans; and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, navigations, brooks, streams, sewer's 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.

Wakefield Improvement and Market.

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, and to obtain an Act or Acts to repeal or to alter, amend, and enlarge the powers and provisions of two Acts of Parliament, the one passed in the eleventh year of the reign of His late Majesty King George the Third, intituled "An Act for the better paving, repairing, and cleansing the streets, lanes, alleys, and other public passages within that part of the town of Wakefield, in the county of York, which lies within the east end of Westgate-bridge, the south side of Northgate-bar, the north end of Kirkgate-bridge, (except so much thereof as is required by the west riding of the said county of York,) and the extreme part of the township of Wakefield aforesaid, leading from Wrengate towards Eastmoor, for preventing nuisances and annoyances therein, and for widening and rendering the same more commodious," and the other act passed in the thirty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for lighting and watching the streets, and other public passages and places within the town of Wakefield, in the county of York, and for more effectually cleansing the same, and removing and preventing obstructions, nuisances, and annoyances therein," and to grant other more effectual powers and provisions in lieu thereof, and for the better paving, repairing, draining, cleansing, lighting (by gas or otherwise) watching, regulating, widening, and otherwise improving and rendering more commodious the streets and other public highways, roads, lanes, passages, and places within the borough of Wakefield, in the said county of York, or some of them, and for removing and preventing obstructions, encroachments, nuisances, and annoyances therein: And for those purposes or any of them to purchase, take and use by agreement, with the owners thereof respectively, certain houses, lands, tenements, and premises, and also to make provision for the establishing and maintaining of an efficient constabulary force, and for the better watching the said borough of Wakefield, in the several townships of Wakefield, Alverthorpe with Thornes, and Stanley-cum-Wrenthorpe, in the parish of Wakefield, and said west riding of the county of York.

And it is also intended to take powers to purchase, take and use by compulsion, or otherwise, certain houses, buildings, and other property, for the establishing and maintaining of a market and market-place, and for the good government and regulating of the said market, and for taking tolls or rates, or rents, for the use and occupation thereof, and for making regulations as to the placing and removing of carts, stalls, and other causes of obstructions, in or upon the streets, highways, and other public passages and places, and also for the inspection of the slaughter-houses, and the wholesomeness of the meat, fish, and other provisions to be offered for sale within the said borough. And it is also intended by the said Bill or Bills, Act or Acts, to take powers to purchase, take, and use by compulsion or otherwise, certain

houses, lands, tenements, and premises, for the purpose of making and forming certain new streets or roads, and for widening and improving certain other streets, and also for straightening, widening, deepening, and otherwise improving certain streams or water-courses, within the said borough of Wakefield, and in like manner to make compensation to, and complete exchanges of lands between proprietors whose lands or the frontage thereof shall be taken or affected by the straightening and widening or improving of the said streams or water-courses, and also to make cess-pools, catch-ponds, and sewers, and other works, according to the plans and sections describing the situation of the intended works to be deposited as aftermentioned.

And it is also intended to take powers to purchase the rights of Sackville Walter Lane Fox, Esq., or other the lord or lords of the manor of Wakefield aforesaid, to stallage, market-tolls, the inspection of weights and measures, and of public markets and certain other manorial rights within the borough of Wakefield aforesaid; and also to purchase the public weigh-house belonging to the lord of the manor of Wakefield aforesaid.

And it is also intended to take powers to purchase by compulsion, or otherwise, from the owner or owners of the Wakefield Soke Mills, an exemption for the inhabitants of the borough of Wakefield aforesaid, from soke or service, or from being bound to grind their corn, grain, or malt at the said soke mills.

And it is also intended, by the said Bill or Bills, to take powers to purchase and take the lands, works, and implements belonging to a certain company or corporation, incorporated by an Act of Parliament, made and 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 neighbourhood of Wakefield, in the west riding of the county of York;" and also to purchase and take the lands, works, and implements belonging to a certain other company or corporation, incorporated by an Act of Parliament made and passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for better supplying with water the town of Wakefield and the neighbourhood thereof, in the west riding of the county of York."

And it is also intended to extinguish all exemptions from payment of tolls, rates, and duties, or any other rights or privileges connected with, or appurtenant to the several messuages, tenements, or hereditaments so to be taken or used as aforesaid as may be contrary to, or inconsistent with, the said intended Act or Acts. And also to enfranchise such copyhold messuages, tenements, or hereditaments, as may be purchased, taken, used, or acquired under the powers of the said intended Act or Acts, from all manorial or other rights and duties or incumbrances.

And notice is also hereby given, that by the said Bill or Bills, provision is intended to be made for levying and taking certain tolls, rates, or assessments on the owners, tenants or occupiers of the houses and other buildings, lands, and heredi-

taments, within the said borough of Wakefield, for the purposes of the said Act or Acts, and to borrow money on the security of the tolls, rates, or assessments for the purpose of paying the debts due from, or contracted by the commissioners appointed under the provisions of the said recited Acts of the eleventh and thirty-sixth years of the reign of His late Majesty King George the Third, or either of them, whether secured by mortgage of the rates authorized to be levied or imposed by the said Acts, or how otherwise secured, due or payable; and for payment of the expenses of, and attending the purchase of houses, lands, tenements, and premises for the purposes above mentioned; and of and attending the paving, repairing, draining, cleansing, lighting, watching, improving, and regulating of the said streets and other public highways, roads, lanes, passages, and places within the said borough of Wakefield; and for payment of the expenses of the establishing and maintaining of the constabulary force; and for watching the said borough; and for the other purposes of the said Act or Acts. And also to vest all sum or sums of money due to the commissioners under the said two recited Acts, or due to the surveyors of the highways of the township of Wakefield and the several districts of Kirkgate, Westgate, and Northgate, in the said township of Wakefield, and of the several townships of Alverthorpe with Thornes, and Stanley-cum-Wrenthorpe, or vested in them, or in any of them, or in any other person or persons, in trust for the maintenance and repairs, or in aid of the expenses of repairing the highways, public roads, and ways within the said several townships, or a just and fair proportion thereof, in the commissioners to be appointed under the said intended Act or Acts, and also to make provision for payment out of the said respective tolls, rates, or assessments of the costs, charges, and expenses attending the soliciting and passing the said Bill or Bills with all necessary and effectual powers for carrying the said intended Act or Acts into execution; and also to take powers to repair a certain way or turnpike road called the Wakefield Ings Road, as one of the streets or roads of the said borough, and to purchase or take, by compulsion or otherwise, a conveyance of the interest of all parties interested in the said way or turnpike road, and to abolish and extinguish all rights of toll for the use thereof, and to vest the said way or turnpike road in the commissioners to be appointed under the said intended Act or Acts.

And notice is also hereby given, that a plan and duplicate of such plan of the said intended works and improvements (and showing the several lands, messuages, or hereditaments required for the purposes of the same) with a book of reference thereto, will, on or before the thirtieth day of November next, 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 also that a duplicate of such plan, with a book of reference thereto, relating to the said parish of

Wakefield aforesaid, will, on or before the thirty-first day of December next, be deposited with the parish clerk of Wakefield aforesaid.

Dated this twenty-ninth day of October 1845.

*Henry Lumb and Sons,
Taylor and Westmorland,*

Solicitors for the said intended Bill.

Wakefield, 29th October 1845.

Tenby, Saundersfoot, and South Wales 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 maintainance of a railway or railways, or some part or parts thereof, with all proper approaches and conveniences, and with such piers, basins, breakwaters, landing-places, and other works, as may be necessary in connection therewith; one of such railways commencing by a junction with the line of the South Wales Railway, as at present authorized to be made, at or near Reynalton, in the parish of Reynalton otherwise Reynaldston, in the county of Pembroke, and terminating by one or more junctions with the line of the Saundersfoot Railway, in the parishes of Reynalton otherwise Reynaldston and Begelly, or one of them, in the county aforesaid, which said intended railway, and other works connected therewith, will pass from, in, through, or into the several parishes, townships, extra-parochial or other places of Reynalton otherwise Reynaldston, Loveston, Jeffreyton otherwise Jefferston, Yerbeston, Begelly, and East Williamston, or some of them, in the county of Pembroke; another of such railways, commencing by a junction with the line of the said Saundersfoot Railway, in the parish of Saint Issells, in the said county, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Begelly, East Williamston, Saint Issells, and Saundersfoot, and terminating at or upon the quays or landing-places of the port and harbour of Saundersfoot, in the parish of Saint Issells aforesaid; and another of such railways, commencing by a junction with the line of the said Saundersfoot Railway, in the said parish of Saint Issells, in the said county of Pembroke, passing from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Saint Issells, Begelly, East Williamston, Jeffreyton otherwise Jefferston, Redberth, Gumfreston, Saint Mary's Tenby, the in and out liberties of the parish of St. Mary's Tenby, the in and out liberties of the borough of Tenby, Saint Florence, and Penally, in the said county, and terminating in the in liberties of the parish of Saint Mary Tenby, and the town and borough of Tenby, in the said county of Pembroke.

And it is further intended, by such Act or Acts, to apply for powers to alter the levels, and to divert, widen, and improve the line of the railway known as the Saundersfoot Railway, within the parishes and extra-parochial or other places of

Reynalton otherwise Reynaldston, Loveston, Begelly, Jeffreyton otherwise Jefferston, Amroth, Saint Issells, and East Williamston, or some of them, in the said county of Pembroke, and to abandon certain portions of the said line of railway, and to make a new line or lines, in lieu of such portions, within the said parishes and extra-parochial or other places aforesaid.

And, by the said Act or Acts, it is further intended to apply for powers to enlarge and extend the harbour of Saundersfoot, so as to make it a harbour of refuge, and to convert the present harbour into a floating dock, and to make and maintain a pier or piers, together with all necessary wharfs, quays, jetties, staiths, warehouses, cranes, and other works and conveniences connected therewith; all which harbour, floating dock, pier or piers, and other works, will be situate within the parish of Saint Issells, in the county of Pembroke.

And, by the said intended Act or Acts, it is further proposed to enable the Saundersfoot Railway or Harbour Company to sell or let to the company to be incorporated as hereinafter mentioned, the said Saundersfoot Railways and Harbour, or any part thereof, and all or any of their rights, powers, and privileges in connection therewith, upon such terms as may be mutually agreed on, and to enable the said company to be incorporated as hereinafter mentioned to purchase or rent, and to use, exercise, and enjoy the same, and also to alter or increase the tolls, rates, and duties now payable upon or in respect of the said railway and harbour, and to vary or extinguish all existing rights and privileges connected therewith; and it is also proposed to alter and amend, so far as may be necessary, the powers and provisions of an Act, passed in the tenth year of the reign of King George the Fourth, intituled "An Act for making a railway from Thomas Chapel, in the parish of Begelly, to Saundersfoot, with two branches therefrom, and a harbour at Saundersfoot, in the county of Pembroke;" and to alter and amend, so far as may be necessary, two several Acts, passed in the fifth and sixth years of the reign of Her present Majesty, one Act, intituled "An Act for authorising the Saundersfoot Railway and Harbour Company to make an extension of their present railway, and also to make two branches from such railway respectively, in the county of Pembroke, and for extending the provisions of the Act relating to the said company;" and the other Act, intituled "An Act for enabling the Saundersfoot Railway and Harbour Company to make a floating dock at Saundersfoot, in the county of Pembroke, and for extending the provisions of the Act relating to the said company, with reference to the said harbour."

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, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may

be necessary to interfere in the construction of the works hereinbefore referred to.

And it is further 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, maintainance, or use of the said intended works, 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 into effect the said intended railway and branch railway, harbour, dock, pier or piers, alterations and extensions of the Saundersfoot Railway and Harbour and other works hereinbefore referred to, and to take powers for the purchase of land, by compulsion or agreement, for the purposes thereof respectively, and for levying tolls, rates, and duties in respect of the use thereof respectively, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is further intended, by such Act or Acts, to enable the company thereby to be incorporated to sell or let and transfer all or any part of the railway, branch railway, harbour, dock, and works hereinbefore mentioned, of which such company may become possessed, or which they may be authorised to make or maintain under the provisions of such Act or Acts, and all or any powers of such company in connection therewith or in relation thereto, to the South Wales Railway Company, or to any other company or persons, and to enable the said South Wales Railway Company, or any such other company 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, maintainance, 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 them and the said company intended to be incorporated as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railway and branch railway, harbour, dock, pier, alterations, and extension of the Saundersfoot Railway and Harbour 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 reputed 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 Pembroke, at his office in Haverfordwest; 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 railway, harbour, dock, pier, alterations, and extension of the Saundersfoot Railway and Harbour and other 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 the 31st October 1845.

N. Stevens and Fearon, 1, Gray's-inn-square, London, Solicitors.

Birkenhead (Commissioners) Dock.

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, extend, and enlarge, or to repeal some of the powers and provisions of the Acts following, or one of them, that is to say, an Act, passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for constructing tidal basins, a dock, and other works at Birkenhead, in the county of Chester, and for other purposes;" and another Act, passed in the last session of Parliament, intituled "An Act for the constructing of a dock, wharf walls, and other works by the Birkenhead Dock Commissioners at Birkenhead, in the county of Chester."

And that it is proposed, by the said intended Act or Acts, to authorize the commissioners acting in the execution of the said recited Acts to make and construct, upon the land reclaimed by the construction of the sea or wharf wall erected under the authority of the first-recited Act, one or more dock or docks, with basins, cuts, sluices, jetties, quays, huts, sheds, and all other necessary and convenient works connected therewith, and to supply the said docks and other works with water from the river Mersey; all of which works will be situate within or adjoining the township or extra-parochial chapelry of Birkenhead, in the county of Chester.

And it is also proposed, by the said intended Act or Acts, to authorize the said commissioners to contract and agree with the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings for the purchase of the estate and interest of Her Majesty, her heirs and successors, in the soil of the land so reclaimed as aforesaid; and also to authorize the said commissioners to purchase, by compulsion or agreement, all other lands and buildings which may be required to be taken or used for the purposes of the said Act, and to vary or extinguish all existing rights and privileges connected with any of such canals, or which would in any manner impede or interfere with the objects aforesaid; and also to empower the said commissioners to levy tolls, rates, and duties for and in respect of the said dock or docks and other works and conveniences to be provided as aforesaid, with such exemptions from, and modifications of, the said tolls, rates, and duties as they may think proper, and to raise a further sum of money on the credit of the tolls, rates, duties, and property vested, or to be vested, in the said commissioners under the authority of the said recited and intended Acts, or any of them.

And notice is hereby further given, that plans and sections of the said intended works, and of the lands proposed to be taken for the purposes aforesaid,

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, 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 Chester, at his office in Chester; and a copy of the said plan, section, and book of reference will be deposited with the clerk of the church of Saint Mary, in the township or extra-parochial chapelry of Birkenhead aforesaid, on or before the thirty-first day of December next, at his residence.—Dated the first day of November 1845.

Mallaby, Townsend, and Newall, Solicitors for the Bill, Birkenhead.

Sheffield General Cemetery Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate the Trustees and Company of Proprietors of the Sheffield General Cemetery, in the township of Ecclesall Bierlow, in the parish of Sheffield, in the west-riding of the county of York, and to give to the said company all necessary powers for enlarging and improving the said cemetery, and for making and erecting such works and buildings in connection therewith, and for pulling down, removing, and disposing of any works and buildings now standing in or upon the said cemetery, or any part or parts of such works and buildings, as by the said company shall be deemed expedient; and also for making all necessary and convenient roads, ways, and approaches to the said cemetery, or any part thereof; and also for widening, diverting, and improving the road or way leading from South-street, on Sheffield-moor otherwise Little Sheffield, in the said township of Ecclesall Bierlow, to Sharrow-head, in the same township; and also for enlarging, altering, or amending the powers, provisions, authorities, rules, and regulations contained in the deed of settlement of the said Cemetery Company as may be deemed expedient.

And notice is also hereby given, that it is intended to enlarge and extend the said cemetery, on the north-east side thereof, on land belonging to Henry Newbould, Esq., which last-mentioned land is bounded on the north-east side thereof by other land belonging to the said Henry Newbould, on the north-west side thereof by a public foot-road, leading from South-street on Sheffield-moor otherwise Little Sheffield aforesaid, to Sharrow-vale, in the said township of Ecclesall Bierlow, on the south-west side thereof by land belonging to the said Cemetery Company, and on the south-east side thereof by the said road or way leading from South-street on Sheffield-moor otherwise Little Sheffield aforesaid, to Sharrow-head aforesaid.

And it is also intended by such Act to take powers for the purchase of land for all or any of the purposes aforesaid, or otherwise for the purposes of the said company, either by compulsion or by agreement, and also for the consecration and setting apart for the interment of the dead, according to the rites and usages of the United

Church of England and Ireland, of the land belonging to the said Cemetery Company, not now used as a burial-ground, and also of the said land so intended to be purchased for the purposes of the said company as aforesaid, or of so much of the same lands as by the said company shall be deemed expedient.

And notice is also hereby given, that it is intended by the said Act to take powers to call for and use so much of the present capital or funds of the said company as may be necessary for the purposes of the said Act; and also to make and levy such charges, fees, and duties, in respect of the said cemetery or burial-ground, or to alter any existing charges, fees, or duties, or to confer, vary, or extinguish any exemptions from payment of charges, fees, or duties, as by the said company shall be deemed expedient; and also to exempt the inhabitants of the said parish of Sheffield attending the funeral of any person who shall die in the said parish, and be buried in the said cemetery or burial-ground, from toll for passing through any turnpike gate within the said parish of Sheffield, on going to or returning from such funeral.

Smith and Wightman, Solicitors, Sheffield.

Plymouth Great Western Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act to authorise the construction and maintenance of one or more dock or docks, with all proper and necessary piers, quays, wharfs, approach roads, buildings, and other works and conveniences connected therewith, at or in Millbay, and within or adjoining to the parishes of Saint Andrew Plymouth, and East Stonehouse or one of them, and the extra-parochial lands (if any) forming the shores and bed of Millbay aforesaid, in the county of Devon.

And it is intended, by the said Act, to incorporate a company, and to enable such company to purchase or rent a certain pier called the Millbay Pier, with all or any of the powers, rights, and privileges conferred on or enjoyed by the proprietor or proprietors thereof; and to exercise the same, or to enter into such agreements as they may think fit with such proprietor or proprietors in regard to the use of the said pier, or of such powers, rights, and privileges, and to extend the said pier further to the westward; and to alter and amend, and to repeal, so far as may be necessary for the purposes aforesaid, the provisions of the Act, authorising the construction of the said pier, passed in the third and fourth years of the reign of Her present Majesty.

And it is further intended, by such Act, to authorise and empower the company to be thereby incorporated, to levy and raise tolls, rates, or duties in respect of the use of the said dock or docks and other works, and the conveniences connected therewith; and with powers also for the compulsory purchase of lands and buildings, and with other rights and privileges; and also to vary or repeal all existing rights or privileges connected with the lands proposed to be purchased, or which would in

any manner impede or interfere with the objects aforesaid, as well as the right or privilege of the proprietor or proprietors of Millbay Pier aforesaid, to demand any tolls, rates, or duties in respect of vessels anchoring within Millbay aforesaid, but not making use of the said pier, and to confer other rights and privileges.

And notice is hereby further given, that plans of the said proposed dock or docks, and of the proposed extension of the pier and other works aforesaid, together with books of reference, containing the names of the reputed owners, lessees, and occupiers of the lands and buildings proposed to be taken for the purposes thereof, 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 with the Clerk of the Peace for the borough of Plymouth, at his office in Plymouth; and that a copy of the said plans and books of reference will be deposited, on or before the thirty-first day of December next, with the parish clerks of each of the said parishes of Saint Andrew Plymouth, and East Stonehouse, respectively.

Whiteford, Bennett, and Tucker, Plymouth; W. O. and W. Hunt, 10, Whitehall, London, Solicitors.

Canterbury Cemetery.

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 make and maintain a cemetery or burial ground, on all those several pieces or parcels of meadow, arable, orchard, and garden ground, with the buildings standing and being thereon, containing together by admeasurement 10A. 1R. 14P. or thereabouts, situate, lying, and being in the parish of Saint Mary Bredin otherwise Bredæ, within the city and borough of Canterbury, bounded on the north west side thereof by the high road leading from the Canterbury Cattle Market to Wincheap-street; on the north east, partly by land and premises of Miss Sarah Thomson, partly by land of the trustees of Mr. Dashwood, partly by land of Mr. Thomas Armstrong Neame, and partly by land and premises of the Reverend John White; on the south east by land of the Reverend Charles Fielding; and on the south west by a foot road or way separating the said several pieces or parcels of land from the farm and lands of the Reverend Henry Lee Warner, called the Dane John Farm; in which Bill, powers will be contained for the compulsory purchase of the said lands and hereditaments, and also for extinguishing all rights of common and other rights and privileges over the said pieces of land, and to raise money for the purposes of the said cemetery or burial ground, and for levying rates, duties, or fees in respect thereof, and for conferring such rights and privileges as may be necessary or as are usual in similar cases.—Dated this third day of November 1845.

Sankey and Sladden, 24, Castle-street, Canterbury; St. P. H. Hook, 7, Coleman-street, London, Joint Solicitors.

Leicester Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the Mayor, Aldermen, and Burgesses of the borough of Leicester, in the county of Leicester, for leave to bring in a Bill for enlarging and extending the market-place, in the parish of Saint Martin, in the said borough, and for levying and taking certain new tolls, stallage rates or dues in, from, or in respect of the said market; and also that it is intended to take powers for erecting, in some convenient place or places within the said borough, one or more building or buildings to be used as a town-hall, police-office, and post-office, with all necessary and suitable offices and conveniences for the transaction of public business within the said borough; and also that it is intended to take powers for providing and maintaining, within the said borough, a market for the sale of cattle and live stock, and goods and merchandize, with all necessary buildings, conveniences, and accommodation for holding fairs and markets therein, and for altering, fixing, and regulating the times and places of holding fairs and markets for cattle and live stock, goods and merchandize within the said borough, and for preventing such fairs and markets from being held within the streets or public thoroughfares within the said borough, and for enabling the council of the said borough to set apart and appropriate any land belonging to the said Mayor, Aldermen, and Burgesses which the said council may deem fit and convenient for the site and purposes of such market, and for levying certain tolls, rates, or duties for the use of the said market; and also that it is intended to take powers for levying certain new rates or assessments upon the owners or occupiers of property within the said borough for the purposes of the intended Act, and for borrowing and raising, on the credit of any rates to be raised or levied by virtue of the said Act, or by mortgage of any lands or other property of the said Mayor, Aldermen, and Burgesses, any capital or money required for the purposes of the said Act; and also that it is intended to take powers for enabling the said Mayor, Aldermen, and Burgesses of the said borough, to apply any money which may arise from the sale of any property belonging to the said Mayor, Aldermen, and Burgesses in payment of any debt which may be contracted, or money which may be borrowed, for carrying the said intended Act into execution; and also that it is intended, by the said Act, to take powers for preventing or removing nuisances and annoyances within the said borough, and for imposing fines or penalties for or in consequence of such nuisances or annoyances, and for providing places of recreation for the inhabitants thereof; and for purchasing, by agreement, any houses, shops, buildings, or hereditaments, within the said borough, for the widening of streets or otherwise improving the said borough, and generally for the better regulation and improvement of the said borough; and, in the said Bill, powers will be contained for the compulsory purchase of all such houses, shops, lands, buildings, and hereditaments,

and for stopping up, altering, or diverting all such highways, passages, or public thoroughfares, within the said borough, as may be necessary for carrying the several purposes aforesaid into effect.—Dated this third day of November 1845.

Samuel Stone, Town Clerk of the said borough of Leicester, and Solicitor for the said Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the eighth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for incorporating the London Gas Light Company," and to authorize the said Company to raise a further sum of money, better to enable the said Company to carry into effect the powers and authorities granted by the said Act.—Dated this thirty-first day of October 1845.

Clark, Davidson, and Brown, 36, Essex-street, Strand, Solicitors for the Bill.

Stowmarket Navigation.

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 altering, amending, and enlarging the provisions of an Act, passed in the 30th year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a navigable communication between Stowmarket and Ipswich, in the county of Suffolk," and also of an Act, passed in the 33d year of the reign of His said Majesty, intituled "An Act for more effectually carrying into execution an Act of Parliament of the thirtieth year of His present Majesty, for making and maintaining a navigable communication between Stowmarket and Ipswich, in the county of Suffolk," or for repealing the said Acts, and granting other powers and provisions in lieu thereof; by which Bill power is intended to be taken to demise or lease all the rates, wharfages, tolls, tonnages, fees, and dues arising from or in respect of the said navigation, and works connected therewith; and also the said navigation and all the lands, buildings, towing-paths, wharfs, yards, cuts, streams, bridges, locks, and all the works and premises belonging thereto or connected therewith, unto the Ipswich and Bury Saint Edmunds Railway Company, or any other company or person or persons, upon such terms and conditions, and for such time as may be deemed expedient and as may be mutually agreed upon; and to enable the said railway company, or any other company or person, to accept and take a lease thereof, and to take tolls, wharfages, rates, tonnages, fees, and dues, upon or in respect of the said navigation and works, and to exercise all the powers and privileges conferred on the trustees of the said navigation by the said Acts, or either of them; and in the said Bill power is also intended to be taken to alter the rate of

interest now required to be paid to the mortgagees of the rates, wharfages, and tolls of the said navigation, and to enable the said trustees and their successors to borrow money at such reduced rate of interest from that now required to be paid as they may think proper, and, if necessary, to pay off the existing mortgages on the said navigation, and for other purposes connected therewith, and to confer, vary, or extinguish other rights and privileges in reference to the said navigation.—Dated the twenty-ninth day of October 1845.

John Marriott, Solicitor, Stowmarket.

Folkestone Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the thirty-sixth year of the reign of His Majesty King George the Third, intituled "An Act for paving, repairing, and cleansing the highways, streets, and lanes, in the town of Folkestone and liberty thereof, in the county of Kent, and for removing and preventing nuisances and annoyances therein," or to repeal the said Act, and to grant other and more effectual powers and provisions in lieu thereof:—In which Bill provision is intended to be made for making new streets, and for better paving, repairing, cleansing, watering, lighting, regulating, widening, and otherwise improving the several existing streets, passages, roads, and other places within the said town and liberty of Folkestone, now called the borough of Folkestone, and also within the parish of Folkestone, in the said county of Kent, and for removing and preventing obstructions, encroachments, nuisances, and annoyances, in the said borough, and also in the said parish; and for improving and regulating the present markets and market-places, and for erecting and establishing new markets and market-places, in the said borough, and also in the said parish, and for the compulsory purchase of houses, lands, tenements, and hereditaments within the said borough and parish, for the purposes before-mentioned, or some of them.

And notice is hereby also given, that in the said Bill powers will be contained for extending the provisions of the said Act, and of the intended Bill, to the parish of Folkestone, as well as to the said borough, (except with reference to the rates on coals, coke, and culm, by the said Act, authorized to be levied): And for making and levying new charges, tolls, rates, duties, or assessments, within the said borough and parish; and for altering the several existing charges, tolls, rates, duties, and assessments, by the said Act, authorized to be collected and made, and for conferring, varying, or extinguishing exemptions from payment of charges, tolls, rates, duties, or assessments, and other rights or privileges. And in the said Bill powers will be contained for raising such sums of money as may be requisite for carrying into effect the powers, directions, and objects of the said recited Act and intended Bill, together with all

other powers and provisions which are usual, or may be deemed necessary or expedient with reference to the several matters or things hereinbefore mentioned or referred to.—Dated this 22nd day of October 1845.

*Ralph Thomas Brockman, Solicitor,
Folkestone.*

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts for discharging the inhabitants of the townships of Wakefield, Alverthorpe-with-Thornes, Stanley-cum-Wrenthorpe, and Horbury, all in the parish of Wakefield, and of the townships of Crigglestone and Sandal Magna, otherwise Sandal, in the parish of Sandal Magna, all in the west riding of the county of York, from the custom of grinding corn, grain, and malt, at certain water corn-mills in the said townships and parishes, or some of them, and for making compensation to the proprietor or proprietors of the said mills, or to other parties interested therein, and to extinguish all rights and privileges connected therewith, and that the purchase-money and the expenses of making the said application, and of carrying the said intended Act or Acts into effect, will be raised by rates or assessments upon the owners and occupiers of the lands, tenements, and hereditaments within the said townships and parishes, or by money to be borrowed on the credit of such rates or assessments, or by some other means to be provided by the said intended Act or Acts, subject to such exemptions from the payment of such rates or assessments as will be therein provided for.

Dated this 30th day of October 1845.

*Henry Lumb and Sons, } Solicitors,
Taylor and Westmorland, } Wakefield.*

Birkenhead Small Debts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to establish and maintain a court for the recovery of small debts within and for the township and extra-parochial place of Birkenhead, and the several parishes of Wallasey, Bidstone, Bebington, Woodchurch, West Kirby, Eastham and Neston, all in the county of Chester; in which Bill provision will be made for limiting, fixing, and regulating the rates or fees to be taken for the purposes of the said Act.—Dated this first day of November 1845.

*Mallaby, Townsend, and Newall,
Solicitors for the Bill, Birkenhead.*

Claughton-cum-Grange Church.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for the erection and maintenance of a new church in the township of Claughton-cum-Grange, in the parish of Bidstone, in the county of Chester; in which Act it is intended to insert provisions for vesting the said church, and such lands as may be required for the

residence of a minister, or for any other purposes connected therewith, as well as the patronage of the said church, in certain persons to be therein named, with powers of selling or letting the pews and seats within the said church, under such regulations and restrictions as to Parliament may seem meet.—Dated the first day of November 1845.

Mallaby, Townsend, and Newall, Solicitors
for the Bill, Birkenhead.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to extend the period for taking lands compulsorily, for the purposes of the Thames Haven Dock and Railway, and to alter, amend, enlarge, and extend the provisions of the several Acts, or some of them, relating to the said Thames Haven Dock and Railway Company, that is to say, an Act, passed in a session of Parliament held in the sixth and seventh years of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from or near Romford, in the county of Essex, to Shell Haven, in the same county, and for constructing a tide-dock at the termination of the said railway, at Shell Haven aforesaid;" and an Act, passed in a session of Parliament held in the fifth and sixth years of the reign of Her present Majesty, intituled "An Act for extending and enlarging some of the provisions of an Act, relating to the Thames Haven Dock and Railway Company;" and it is proposed, by the said intended Act, to enable the said company to sell, or let on lease for a perpetuity, or for such term as may be agreed on, all, any, or either of the railways, dock, lands, and works belonging to them, or which they are authorized to construct, hold, or maintain, together with all rights, title, powers, privileges, and authorities now vested in them by virtue of the said recited Acts, or any of them, in reference thereto; and to enable any other company to purchase or rent the said dock, railway, lands, and works, or either of them, together with such right, title, powers, privileges, and authorities, and to insert in the same Act or Acts all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above mentioned.

Dated this twenty-fifth day of October 1845.

By order of the Court of Directors,

Fredk. Edgell, Secretary.

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 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 Iovers 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 Torrmoaham, 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, Coombs-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 alleged 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 'Halham 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, Helderby, Brafferton, Humberton, Humberton with Milby, Milby, Milby with Humberton, Ellenthorpe, Aldborough, Low Dunsforth, Langthorpe, Rochiffe, Kirby otherwise Kirkby, Kirby-hill otherwise Kirkby-hill, Kirby on the Moor otherwise Kirkby on the Moor, Norton-le-Clay, Rooker-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, Rochiffe, 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, Munckroyd, 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;
Henry Waddington Hartley, } Joint
Colne, } Solicitors.

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 Hamptead, 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 Hamptead, 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 herein-before 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 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 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, Wolthamcote, 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 Waven 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, Dunctent, Lower Dunctent, 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 Coston otherwise Coston Hackett otherwise Coston 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.

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 lighting with gas the town and parish of Rotherham, in the west riding of the county of York, and for the incorporation of a company with powers of levying rates or rents for the supply of such gas, and such other powers as may be necessary for fully carrying into effect the purpose aforesaid, and it is also intended to vary or extinguish all existing rights and privileges which would impede or interfere with the execution of the purpose aforesaid, and to confer other rights and privileges.

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

*C. L. Coward, Solicitor, Rotherham.
Bulmer and Durnford, 44, Parliament-street, Parliamentary Agents.*

North Staffordshire Railway.

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 the several railways, and branch railways and other works 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 commencing at or near and by a junction with the line of the Macclesfield Branch of the Manchester and Birmingham Railway, either in the township of Titherington otherwise Tytherington, and parish of Prestbury, in the county of Chester, or at or near the Cockshot Station, in the township and borough of Macclesfield, in the said parish of Prestbury, and county of Chester, and terminating at or near and by a junction with the line of the Trent Valley Railway, at or near Colwich, in the parish of Colwich, in the county of Stafford; which said intended railway, and 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, Prestbury, Titherington otherwise Tytherington, Fallibroome otherwise Fallybroome, Upton, Macclesfield, Hurdsfield, Sutton otherwise Higher Sutton, Wincle otherwise Winkle, Bosley otherwise Boseley otherwise Bosley and Lea otherwise Lea Bosley, North Rode, Newton, Butley-cum-Newton, Butley, Mottram Andrew otherwise Mottram Saint Andrew, Gawsworth, High-lane, Astbury, Buglawton otherwise Lawton, Congleton, Smallwood, Dane en Shaw, Newbold-Astbury, Newport, Morton, Morton-cum-Alcumlow, Odd Rode, Rode, Ramsdell, Lawton otherwise Church Lawton, Hall Green, and Roe Park, in the county of Chester; Audley, Talk otherwise Talk-on-the-Hill otherwise Talk-o'-th'-Hill, Hollins, Wolstanton, Brieryhurst otherwise Brerehurst, Oldcott otherwise Oldcote, Ranscliffe otherwise Ravenscliffe, Kildgrove, Chatterley, Chell, Tunstall, Burslem, Tunstall Court, Longport, Rushton Grange, Etruria, Stoke-upon-Trent, Shelton, Penkhull, Boothen, Penkhull with Boothen, Hanley, Botteslow otherwise Botslow, Fenton, Fenton Vivian otherwise Little Fenton, Fenton Culvert otherwise Great Fenton, Longton, Hanford, Trentham, Hem Heath, Ash Green, Blurton otherwise Blurton and Lightwood Forest, Barlaston, Park-fields, Stone, Tittensor, Beech, Meaford and Oulton, Meaford, Little Meaford, Meaford Oulton and Stone intermixed, Outlanes, Oulton, Kibblestone, Darlaston, Walton, Stone, Aston, Little Aston, Great Aston, Aston Burston and Stoke, Great Aston Burston and Stoke, Stoke, Burston, Hilderston, Sandon, Gayton, Weston-upon-Trent, Stafford, Saint Mary Stafford, Saint Chad Stafford otherwise the united parishes of Saint Mary and Saint Chad Stafford, Salt and Enson, Salt, Enson, Ingestrie, Little Ingestrie, Stowe, Amerton, Drinton, Grindley, Chartley, Chartley-cum-Membris, Chartley Holme, Great Haywood, Little Haywood, Hixton, Shirleywich, Stowe and Colwich intermixed, Colwich, Colwich

and Stowe intermixed, Coley, Bishton, and Moreton, in the county of Stafford; also a branch railway from and out of the line of the before-mentioned intended railway, commencing at or near Stone, in the parish of Stone and county of Stafford, and terminating at or near and by a junction or junctions with the line of the Grand Junction Railway and the intended line or branch line of the Shrewsbury and Trent Valley Railway, or one of them, at or near Norton-bridge, in the parish of Chebsey, and county of Stafford, which said intended branch 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, Stone, Meaford and Oulton, Meaford, Little Meaford, Meaford Oulton and Stone intermixed, Outlanes, Tittensor, Oulton, Kibblestone, Darlaston, Walton, Stone, Aston, Little Aston, Great Aston, Aston Burston and Stoke, Great Aston Burston and Stoke, Burston, Hilderstone, Beech, Swinnerton, Yarnfield, Eccleshall, Chebsey, Shallowford, Cold Norton, Norton-farms, and Norton-bridge, all in the county of Stafford; also another branch railway from and out of the line of the said first-mentioned intended railway, commencing at or near the town of Stoke-upon-Trent, in the parish of Stoke-upon-Trent, in the county of Stafford, and terminating at or near Silverdale, in the parish of Keele and county of Stafford, or at or near the town of Newcastle-under-Lyme, in the parish of Newcastle-under-Lyme, in the county of Stafford, which said last-mentioned intended branch 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, Stoke-upon-Trent, Shelton, Etruria, Penkhull, Boothen, Penkhull with Boothen, Newcastle-under-Lyme, Wolstanton, Knutton, Keele, Silverdale, and Madeley, in the county of Stafford; also another branch railway from and out of the line of the said first-mentioned intended railway, commencing at or near Kildgrove Church, in the parishes of Wolstanton and Audley, or one of them, in the county of Stafford, and terminating at or near and by a junction or junctions with the lines of the Grand Junction Railway and the Chester and Crewe Railway, in the township of Monks Coppenhall, in the parish of Church Coppenhall, in the county of Chester, and also at or near and by a junction with the line of the Shropshire Union Railway and Canal Company, at or near the Crewe station of the said Grand Junction Railway, in the township of Crewe, in the parish of Barthomley, in the said county of Chester, or by some or one of them, which said last-mentioned intended branch 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, Wolstanton, Ranscliffe otherwise Ravenscliffe, Brieryhurst otherwise Brerehurst, Oldcott otherwise Oldcote, Kildgrove, Audley, Talk otherwise

Talk-on-the Hill otherwise Talk-o'-th'-Hill, Eardley-end, Park-end, Knowl-end, and Barthomley, all in the county of Stafford; Church Lawton otherwise Lawton, Sandbach, Barthomley, Alsager, Haslington, Crewe, Wybunbury, Weston, Basford, Gresty otherwise Shavington-cum-Gresty, Wistaston, Coppenthal, Church Coppenthal, and Monks Coppenthal, in the county of Chester; also another railway, commencing from and out of the line of the said first-mentioned intended railway, in the township of North Rode, in the parish of Prestbury and county of Chester, and terminating by a junction with the Birmingham and Derby line of the Midland Railway, in the parish of Willington, in the county of Derby, and also by a junction with the said Birmingham and Derby line of the Midland Railway, at or near the town of Burton-upon-Trent, in the parish of Burton-upon-Trent, in the county of Stafford, which said last-mentioned 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, North Rode, Prestbury, Winele otherwise Winkle, Bosley otherwise Boseley otherwise Bosley and Lea otherwise Lea Bosley, Astbury, Bug Lawton otherwise Lawton, and Big Fenton, in the county of Chester; Lymford, Biddulph, Leek, Saint Euke's Leek, Rushton Speñce, Rushton James, Rushton Marsh, Stanley, Eñdon, Heaton, Onecote otherwise Onecoat, Rudyerd otherwise Rűdyard otherwise Rudyard and Caudery, Longsden otherwise Longsden, Leek Frith, Lowe, Leek Lowe otherwise Leek and Lowe, Bradnop, Titteswòth otherwise Tittisworth, Westwood, Hòrton, Hòrtòn and Hòrtòn Hay, Ashcòmbè, Felthousè, Woodlands, Cheddleton, Ròwnall, Consall otherwise Cunsall, Basford, Ipstones, Bèlmòut, Froghall, Mosslee, Hollins, Kingsley, Whiñton-eaves, Whiñton, Hazles, Hazles-cross, Kingsley Hòft, Bank-top, Foxt, Morridge with Foxt, Leés, Booth, Ipstones-booths, Eaves-ford, Oaksmoor, Cheadle, Cheadle-grange otherwise Hounds Cheadle, Above-park, Huntley, Alton otherwise Alveton, Farley, Cotton, Widnèss, Rakes-dale, Hansley, Thrèap-wood, Crumpwood, Holbrook, Ellastone otherwise Ellaston, Prestwood, Rocèster, Denstone, Denstònè in Rocèster, Denstone in Alton, Quixhill otherwise Quickhill, Quixhill in Rocèster otherwise Quickhill in Rocèster, Stubwood, Rocèster-green, Com-bridge, Croxden, Great Yate, Chèckley, Hòlling-ton, Madeley, Madeley Holme, Fole, Uttoxèter, Uttoxèter-woodlands, Loxley, Loxley and Uttoxèter-woodlands, the rectory of Uttoxeter otherwise the deanery of Uttoxeter, Spath, Crakemarsh, Creighton and Stramshall, Crakemarsh, Strams-hall, Creighton, Marchington, Houndhill, March-ington and Houndhill, Marchington-woodlan's, Hañbury, Hanbury Woodend, Newborough, Stub-ylane, Mòreton, Draycott in the Clay, Stubby-lanè Mòreton and Draycott in the Clay, Coton, Fauld otherwise Fawld, Hanbury Hanbury Wood-end Coton and Fauld, West Broughton, Tutbury, Thistley-piece, Rolleston, Anslow otherwise An-sesley, Burton-upon-Trent, Little Burton, Burton

Extra otherwise Bond-end, Branstone otherwise Branson, Horninglow, Stretton, and Whetmore otherwise Wetmore, in the county of Stafford, parts of which said several last-mentioned parishes, townships, extra-parochial and other places, or some of them, are, or are reputed to be, in the county of Derby; Croxden, Doveridge otherwise Dovebridge, Eaton, Eaton Dovedale, Sedsall, Eaton and Sedsall, Clownholmè, Abbotts of Monk's Clownholme, Somersall otherwise Somers-hall, Somershall Herbert, Church Somershall, Aston, Sudbury, West Broughton, Foston, Scrop-ton, Scropton and Foston, Hatton, Church Broughton, Sapperton, Marston-on-Dove, Hatton-in-Marston, Hatton-in-Church Broughton, Hoon Hay, Hoon, Hoon and Hoon Hay, Hilton, Hargate, Hargate-manor, Egginton, and Wil-lington, or some of them, in the county of Derby, parts of which said several last-mentioned pa-rishes, townships, extra-parochial and other places, or some of them, are, or are reputed to be, in the said county of Stafford; also a branch railway from and out of the line of the said first-mentioned intended railway, commencing at or near Stoke-upon-Trent, in the parish of Stoke-upon-Trent, in the county of Stafford, and termi-nating by a junction with the line of the said last-mentioned intended railway, at or near Uttoxeter, in the parish of Uttoxeter, in the said county of Stafford, which said last-mentioned intended branch 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, Stoke-upon-Trent, Shelton, Botteslow other-wise Botslow, Fenton, Fenton Vivian otherwise Little Fenton, Fenton Culvert otherwise Great Fenton, Lane End otherwise Mear Lane End, Longton, Trentham, Blurton otherwise Blurton and Lightwood Forest, Furnace, Stone, Normicott, Normicott Grange, Stallington, Stallington Grange, Fulford, Hilderstone, Caverswall otherwise Cavers-wall and Mear, Mear, Hulme, Hulme and Weston Coyney, Weston Coyney, Dilhorn, Forsbrook, Mythe Marsh, Draycott in the Moors, Draycott, Crèswell, Fulford and Stallington, Newton Tot-manslow, Cheadle, Leigh, Church Leigh, Lower Leigh, Upper Leigh otherwise Over Leigh, Upper Nobot otherwise Upper Nobot, Lower Nobot other-wise Lower Nobot, Withington, Dodsley otherwise Dodsleigh, Middleton Green, Field, Checkley, Hollington, Madeley, Madeley Holme, Fole, Upper Tean otherwise Over Tean, Lower Tean otherwise Nether Tean, Beamhurst, Bromshall otherwise Bramshall, Great Bromshall otherwise Great Bramshall, Little Bromshall otherwise Little Brams-hall, Uttoxeter, Uttoxeter Woodlands, Loxley, Loxley and Uttoxeter Woodlands, the Rectory of Uttoxeter otherwise the Deanery of Uttoxeter, and Blount's Hall otherwise Blount's Green, all in the county of Stafford; also another railway com-mencing from and out of the said first-mentioned intended railway, at or near Kidsgrove Church, in the parishes of Wolstanton and Audley, or one of them, in the county of Stafford, and terminating either by a junction with the line of the Grand

Junction Railway, at or near Preston-brook, in the parish of Runcorn and county of Chester, or by a junction with the line of the Liverpool and Manchester Railway, at or near Broad Green, in the township of West Derby, in the parish of Walton otherwise Walton-on-the-Hill, in the county of Lancaster, or by a junction with the lines of the intended Liverpool and Bury and West Lancashire Railways, or one of them, at or near Rake Lane, in the township of Kirkdale, in the parish of Walton otherwise Walton-on-the-Hill, or at or near the Exchange, in the borough and parish of Liverpool, in the said county of Lancaster, which said last-mentioned intended main line of 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, Wolstanton, Brieryhurst otherwise Brerehurst, Oldcott otherwise Oldcote, Ranscliffe otherwise Ravenscliffe, Kildgrove, Chatterley, Chell, Audley, Thursfield, New Chapel, Acres Nook, Golden Hill, Talk otherwise Talk-on-the-Hill otherwise Talk-o'-th'-Hill, Harecastle, Bignall Hill otherwise Bagnall End, Eardley End, Park End, and Knowl End, all in the county of Stafford; Barthomley, Alsager, Astbury, Odd Rode, Lawton otherwise Church Lawton, Sandbach, Bechtou, Hassall, Wheelock, Bradwall otherwise Bradwell, Thurlwood, Chelshill, Roughwood, Hassall Green, Malkins Bank, Warmingham, Elton, Moston, Tetton, Middlewich, Sutton, Newton, Kinderton otherwise Kinderton with Hulme, Sproston, Oocleston otherwise Oocleston, Croxton, Byley-cum-Yatchouse otherwise Byley-cum-Yatchouse, Ravenscroft, Cledford Bridge, Knight's Hulme, Curtis Hulme, Davenham, Stanthorn otherwise Stanthorne, Wharton, Bostock, Whatcroft, Moulton, Shipbrook, Rudheath, Shurlach otherwise Upper Shurlach otherwise Higher Shurlach, Lower Shurlach, Leftwich, Eaton, Peck Mill, Billinge Green, Mare Heath, Gread Budworth, Northwich, Hartford, Castle Northwich, Winnington, Witton otherwise Witton-cum-Twambrooke otherwise Witton-cum-Twambrookes, Birches, Lach Dennis, Lostock Gralam, Rudheath, Little Leigh, Anderton, Barn-ton, Bartington, Cogshall, Comberbach, Dutton, Marbury, Marston, Seven Oaks, Lower Whitley, Higher Whitley otherwise Over Whitley, Acton Bridge, Dunkirk, Wincham, Weaverham, Acton, Wallerscote, Weaverham-cum-Milton, Runcorn, Dutton, Aston-by-Sutton, Daresbury, Halton, Acton Grange, Aston Grange, Kekewick otherwise Kekewick, Moore, Newton-by-Daresbury, Norton, Preston-on-the-Hill, Stockham, Sutton, and Preston Brook, in the county of Chester; Prescott, Bold, Cronton, Cuerdley, Ditton, Penketh, Rainhill, Great Sankey, Whiston, Widness-with-Appleton, Farnworth, Upton, Huyton, Knowsley, Roby, Tarbock, Childwall, Halewood, Wavertree, Much Woolton, Little Woolton, Gateacre, Thingwall, Walton otherwise Walton-on-the-Hill, Bootle-cum-Linacre, Everton, Fazakerley, Kirkdale, West Derby, Croxteth, Knotty Ash, and Liverpool, all in the county of Lancaster; also a branch railway within the several parishes, town-

ships, extra-parochial or other places following, or some of them, that is to say, Sandbach, Elton, Moston, Warmingham, Bradwell otherwise Bradwall, all in the county of Chester, for the purpose of connecting the said last-mentioned intended main line of railway with the line of the Manchester and Birmingham Railway; and another branch railway within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Runcorn, Preston-on-the-Hill, Newton-by-Daresbury, Daresbury, Kekewick otherwise Kekewick, Stockham, Norton, Halton, Moore, Acton Grange, and Preston Brook, all in the county of Chester, for the purpose of connecting the said last-mentioned intended main line of railway with the line of the Grand Junction Railway; also another branch railway within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Prescott, Widness with Appleton, Cuerdley, Ditton, Penketh, and Farnworth, all in the county of Lancaster, for the purpose of connecting the said last-mentioned intended main line of railway with the line of the Saint Helens and Runcorn-gap Railway; also another branch railway within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Huyton, Roby, Childwall, Much Woolton, Little Woolton, Thingwall, Walton otherwise Walton-on-the-Hill, West Derby, Broad-green, and Knotty Ash, all in the county of Lancaster, for the purpose of connecting the said last-mentioned intended main line of railway with the line of the Liverpool and Manchester Railway; and another branch railway within the several parishes, townships, and extra-parochial or other places following (that is to say), Walton otherwise Walton-on-the-Hill, West Derby, Kirkdale, Everton, and Fazakerley, all in the county of Lancaster, commencing from and out of the said last-mentioned intended main line of railway, at or near Tue-brook, in the said township of West Derby, and terminating by a junction with the intended line of the Liverpool and Bury Railway, at or near Warbrick-moor, in the said parish of Walton, otherwise Walton-on-the-Hill; also another branch railway, or two branch railways, within the said township of Kirkdale, and parish of Walton, otherwise Walton-on-the-Hill, in the said county of Lancaster, for the purpose of connecting the said last-mentioned main line of railway with the lines of the intended Liverpool and Bury and West Lancashire Railways, or with one of them; also another branch railway, or two branch railways, from and out of the said last-mentioned intended main line of railway, in and passing wholly within the said township of Kirkdale and parish of Walton otherwise Walton-on-the-Hill, to communicate with the docks or intended docks of the Liverpool Dock Trustees.

And it is also intended, by the said Act or Acts, to authorize the construction and maintenance of a ship canal, with all proper works and conveniences connected therewith, commencing at or near Cuerdley-marsh, in the said parish of Prescott, in the county of Lancaster, and terminating at or

Fiddler's-ferry, in the said parish of Prescott; and of a basin in connection with the said canal, in the said parish of Prescott; which said intended ship canal and basin, and the works and conveniences 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, Prescott, Great Sankey, Cuerdley, Ditton, Penketh, Widness with Appleton, and Fiddler's-ferry, all in the county of Lancaster.

And it is further intended, by such Act or Acts, to divert into the said intended canal and basin, water from the river Mersey, and also the waters, or part thereof, which now supply the Sankey Brook or Sankey Canal Navigation.

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 or for the purpose 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 undertaking or undertakings, or some of them, or some part or parts thereof, 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 enable the Trent Valley Railway Company to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways, branch railways, ship canal, basin, and the works connected therewith, respectively, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Trent Valley Railway Company and the company to be thereby incorporated; and for the purposes aforesaid, it is intended to alter, amend, vary, extend, enlarge, or repeal certain provisions of an Act, passed in the last session of Parliament, relating to the said Trent Valley Railway, intituled "An Act for making a railway from Stafford to Rugby."

And it is further intended, by such Acts 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 undertakings, 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, describing the line or situation and levels of the said intended railways, branch railways, and works respectively, and of the said intended ship canal and basin, and 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 Chester, at his office in Chester; with the Clerk of the Peace for the county of Stafford, at his office in Stafford; with the Clerk of the Peace for the county of Derby, at his office in Chesterfield; and with the Clerk of the Peace for the County of Lancaster, at his office in Preston; 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, ship canal, basin, and other works respectively are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively, at their respective residences.

And notice is hereby further given, that it is intended, by the said intended Act or Acts, to authorize and empower the union and consolidation into one company of the company to be thereby incorporated and of the Trent and Mersey Navigation Company, and to vest in such united company all the capital, stock, property, lands, hereditaments, 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 Trent and Mersey Navigation Company, or in the said company to be incorporated as aforesaid, or to enable the company to be incorporated by the said intended Act or Acts to purchase or take on lease, for a term of years or in perpetuity, the said Trent and Mersey Navigation, and all or any part or parts of the aforesaid lands, hereditaments, estate, effects, powers, rights, privileges, and authorities of the said Trent and Mersey Navigation Company in relation thereto; and also to enable the said Trent and Mersey Navigation Company to sell the same navigation, and such last-mentioned property, lands, hereditaments, estate, and effects, or grant a lease thereof, for a term of years or in perpetuity, to such company, by such Act or Acts to be incorporated as aforesaid; and also to enable such united company, or the company to be incorporated by the said Act or Acts as the case may be, to hold, use, exercise, and enjoy all the rights, powers, privileges, and authorities of the said Trent and Mersey Navigation Company, and to stop up and discontinue the use of certain parts of the said Trent and Mersey Navigation, situate within the parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Leek, Endon, Endon Longsdon and Stanley, Edderedge, Cheddleton, Rownall, Shafferslong, Consall otherwise Cunsall, Basford, Ipstones, Belmont, Froghall, Mosslee, Hollins, Kingsley, Whiston-Eaves, Whiston, Hazles, Hazles Cross, Kingsley-Holt, Bank Top, Foxt, Morridge-with-Foxt, Checkley, Lees, Booth, Ipstones Booths, Eaves-Ford, Oakamoor, Cheadle, Cheadle Grange otherwise Hounds Cheadle, Above Park, Huntley,

Alton otherwise Alveton, Farley, Cotton, Widness, Rakes Dale, Hansley, Threapwood, Crumpwood, Holbrook, Ellastone otherwise Ellaston, Prestwood, Rocester, Denstone, Denstone in Rocester, Denstone in Alton, Quixhill otherwise Quickshill, Quixhill in Rocester otherwise Quickshill in Rocester, Stubwood, Rocester Green, Combridge, Croxden, Great Yate, Hollington, Madeley, Madeley Holme, Fole, Uttoxeter, Uttoxeter Woodlands, Loxley, Loxley and Uttoxeter Woodlands, The Rectory of Uttoxeter otherwise the Deanery of Uttoxeter, Crakemarsch Creighton and Stramshall, Crakemarsch, Stramshall, and Creighton, all in the county of Stafford; and to appropriate the same, or parts thereof, to the purposes of the said intended railways, or some of them; and for the purposes aforesaid, or some of them, it is intended to alter, amend, vary, extend, enlarge, or repeal the powers and provisions of the several Acts of Parliament relating to the said Trent and Mersey Navigation, or some of them, passed respectively in the sessions of Parliament held respectively in the sixth year of the reign of His late Majesty King George the Third, the seventh year of the reign of His late Majesty King George the Fourth, and in the first year of the reign of His late Majesty King William the Fourth.

Worthington, Earle, and Berry, Manchester.

Keary and Sheppard, Stoke-upon-Trent.

Berridge and Macaulay, Leicester.

Slater and Heelis, Manchester.

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

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 at or near Burry-Port-Harbour, in the parish of Pembrey, in the county of Carmarthen, and terminating at, or near, or by the junction of an intended line of railway, called the Great North and South Wales and Worcester Railway, at or near the town of Lampeter, in the parish of Lampeter, otherwise Llampeter Pontstephen, in the county of Cardigan; 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, hamlets, or townships, and extra-parochial, or other places following, or some of them, that is to say; Pembrey, Pendryn, Llan, Llandurly, Kidwelly, Lanally, Hengoed, Glyn in Llannelly, Glyn in Llangendeirne otherwise Llangyndeyrn, Llangendeirne, otherwise Llangyndeyrn, Blaine otherwise Blainau, Terracoed otherwise Torycoed, Llanon, Llandarog otherwise Llanddarog, Llanarthney, Llanegwad, Llanfynydd, Brechfa, Llanfihangel, Rhosycom, Abergorlech, Llanybyther, Llansawel otherwise Llansawyl, Talley otherwise Tal-y-llychan, Conwill Gaio otherwise Cynfil Cayo, Llanycrwyg, and Pencarreg, in the county of Carmarthen, and Llanwenog, Llanwnnen,

Llanfair, Clydogan, Cellan, Llampeter borough, and Lampeter otherwise Llampeter Pontstephen, in the county of Cardigan. 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 said parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended works. 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 land, by compulsion or agreement, for the purpose thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exceptions 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 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 Carmarthen, at his offices, either in Carmarthen or Llandovery; and with the Clerk of the Peace for the county of Cardigan at his office in the town of Aberystwith, and also with the Town Clerk of the borough of Cardigan, at his office in Cardigan; and that a copy of so much of the said maps or plans, sections, or books of reference as relates to each of the parishes, in or through which the said intended railway, or 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 fourth of November 1845.

Wire and Child, St. Swithin's-lane, London.

Monmouth and Hereford 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 and empower the Monmouth and Hereford Railway Company to abandon the formation of the portions hereinafter mentioned of the said railway as at present authorized to be made, or some of them, or some part or parts thereof, and to make and maintain other and new lines of railway in lieu of such portions, that is to say, to abandon the formation of that part of the said railway which lies between the terminus thereof at Hereford, and a point near to the seventh mile from Hereford of

the said railway, as marked on the plans and sections thereof deposited as mentioned in the Act relating thereto, and to form a new and substituted railway in lieu thereof from a point in the parish of Saint John the Baptist, in the city of Hereford, at or near the turnpike road leading from Bromyard to Hereford, to, or near to, the seventh mile marked on the said plan and section, which new or substituted line of railway 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, Saint Owen, Saint Peter and Saint John, in the city and county of Hereford; and the Vineyard, Tupsley, Hampton Bishop, Holm Lacy, Bolston, Little Dewchurch, Ballingham, King's Caple, and Fownhope, in the county of Hereford; and also to abandon the formation of that part of the said railway lying between a point near the eighteenth mile thereof from Hereford, as marked on the said plans, and a point near the twentieth mile, as marked on the said plans, and to form a new and substituted line of railway between the said points, and within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the Lea and Aston Ingham, in the county of Hereford; the Lea hamlet, Newland and Longhope, in the county of Gloucester.

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

And it is further 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, maintenance, or use of the said intended works, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said proposed works, and for levying tolls, rates, and duties in respect of the use of the said substituted portions of railway, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is further intended, by such Act or Acts, to amend or enlarge the powers and provisions of the Monmouth and Hereford Railway Act, 1845; and to extend the provisions thereof to the new or substituted portions of railway, and the works connected therewith, proposed to be made as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said proposed new or substituted portions of 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 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 Hereford; at his office in Hereford; and with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; 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 proposed new or substituted portions of 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.—November, 1845.

W. O. and W. Hunt, 10, White-hall,
Charles Lawrence, Cirencester, } Solicitors.

Bedford and Cambridge Extension 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 from Bedford to Cambridge 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 Bedford and London and Birmingham Railway, as at present authorized to be made at or near Saint Leonard's, in the parishes of Saint Mary and Saint John, or one of them, in the town of Bedford and county of Bedford, and terminating in the parish of Saint Andrew the Less otherwise Barnwell, in the county of Cambridge, by a junction with that part of the line of the Brandon and Peterborough Extension of the Eastern Counties Railway which is situate between Newport and Cambridge, and at or near the Cambridge station thereon, and which said intended railway and the 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; Saint Mary, Saint John, Fenlake, Eastcotts, Cardington, Cople, Willington, Moggerhanger, Charlton, South Mills, Blunham, Girtford, Sandy and Everton otherwise called Everdon, in the county of Bedford; Everton otherwise called Everdon, Everton cum Tetworth otherwise called Everdon cum Tetworth, Tetworth, and Waresley, in the county of Huntingdon; and Everton otherwise called Everdon, Gamlingay, Woodbury, Little Gransden, Long Stow, Bourn, Kingston, Toft, Great Eversden, Comberton, Barton, Granchester, Trumpington, Saint Mary the Less and Saint Andrew the Less otherwise Barnwell, in the county of Cambridge; 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 Bedford Railway Company, incorporated by an Act passed in the last session of Parliament, to carry into effect the said intended undertaking, and to raise such capital as may be necessary for the purpose, or otherwise to incorporate a company for 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 and 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 particularly to vary or repeal all powers and provisions, contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled, "An Act for better paving, cleansing, and lighting the town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town," and another Act, passed in the thirty-fourth year of the reign of King George the Third, intituled, "An Act to amend and enlarge the powers of an Act, passed in the twenty-eighth year of the reign of His present Majesty, intituled, "An Act for the better paving, cleansing, and lighting the town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town," whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Act in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandize passing or conveyed upon the said intended railway, or any part thereof, or upon any railway with which the same may be connected : And it is also further intended by such Act or Acts, in the event of the Bedford Railway Company being thereby enabled to carry the said undertaking into effect, to authorize and empower the said company to let, sell, or transfer the said intended railway and works, or any part thereof, and all of any powers of such company in connexion therewith, or in relation thereto, to the Eastern Counties Railway Company, and in the event of a separate company being incorporated for carrying the said intended undertaking into effect, to enable such company to let, sell, or transfer the same, or any part thereof, and all or any of the powers of such company in connexion therewith, or in relation thereto, to the said Eastern Counties Railway Company, or to the said Bedford Railway Company, and to enable the said last-mentioned companies respectively, or either of them, 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 enable the said several companies to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them : And it is also proposed by the said intended Act or Acts to alter, amend, and enlarge some of the powers and provisions of the said Act incorporating the Bedford Railway Company, passed in the last session of Parliament 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 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 Bedford, at his office in Bedford ; with the Clerk of the Peace for the county of Huntingdon, at his office in St. Ives ; and with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge ; 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 31st day of October 1845.

Theed Pearse, Jun.,
Parker, Hayes, Barnwell, and } Solicitors for
Twisden, } the Bill.

Midland Railway.

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 construction of the following branch railways, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith respectively, that is to say; first, a branch railway to commence by a junction with the Midland Railway, in the parish of Darfield, and townships of Darfield and Billingley, or one of them, in the west riding of the county of York, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Darfield, Bolton-upon-Dearne, Billingley, Little Houghton, Wombwell, Ardsley, Worsbrough, Wath-upon-Dearne, Brampton Bierlow, Silkstone, Barnsley, and Stainborough, or some of them, all in the said west riding, and to terminate in the township of Worsbrough and parish of Darfield aforesaid; second, another branch railway, to commence by a junction with the Midland Railway, in the parish of Darfield and townships of Darfield and Billingley aforesaid, or one of them, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of

Darfield, Bolton-upon-Dearne, Billingley, Little Houghton, Wombwell, Hemingfield, Wath-upon-Dearne, Brampton Bierlow, Wentworth, Nether Hoyland, and Elsecar, or some of them, all in the said west riding, and to terminate in the parish of Wath-upon-Dearne, and townships of Brampton Bierlow and Nether Hoyland aforesaid, or one of them; together with another branch from, or extension of the said first and second mentioned intended branch railways, or one of them, and to commence by a junction therewith at at near Marlsbridge, in the parish of Darfield aforesaid, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Darfield, Billingley, Wombwell, Bolton-upon-Dearne, and Wath-upon-Dearne aforesaid, or some of them, and to terminate by a junction with the proposed Swinton and Lincoln Railway, in the township and parish of Wath-upon-Dearne aforesaid, near the Wath station of the Midland Railway there; third, another branch railway, to commence by a junction with the said Midland Railway, in the township of Walton and parish of Sandal Magna, in the said west riding, passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places of Royston, Chevet, Sandal Magna, Walton, Sandal, Chapelthorpe, Crigglestone, Woodthorpe, Milnthorpe, Standbridge, Pledwick, Painthorpe, Dircar, Thornhill, Nether Shitlington otherwise Netherton, Wakefield, and Horbury, or some of them, all in the said west riding, and to terminate in the township of Horbury and parish of Wakefield aforesaid, there to unite with the Manchester and Leeds Railway.

And it is also proposed to obtain powers, in and by the said intended Act or Acts, for the construction of an additional or enlarged station adjoining to the said Midland Railway, within the parishes, townships, extra-parochial and other places of Rotherham, Kimberworth, and Masbro, or some of them, all in the said west riding.

And it is also proposed to take powers, by the said intended Act or Acts, to authorize the Midland Railway Company to execute the said intended branch railways and other works, and to levy tolls in respect of the use thereof respectively, and to purchase, by compulsion or agreement, lands and houses necessary for the completion of the same respectively; and also to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes aforesaid respectively, or 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 plans and sections, describing the lines and levels of the said intended branch railways respectively, and the lands required to be taken for the purposes thereof, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the west

riding of the county of York, at his office in Wakefield; and that copies of so much of the said plans, sections, and books of reference as relate to the several parishes through or in which the said branch railways are intended to pass or be situate, will be deposited, for public inspection, with the parish clerks of those parishes respectively, on or before the thirty-first day of December next, at their respective places of abode.

Dated this fourth day of November 1845.

*Parker, Hayes, Barnwell, and
Twisden, 1, Lincoln's-inn-
fields, London,
Berridge & Macaulay, Leicester,
Samuel Carter, Birmingham,* } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for constructing a pier or landing place, and other works connected therewith, in the parish of Weston-super-mare, in the county of Somerset, for the embarking and disembarking passengers, goods, and merchandize on and from steam packets and other vessels and boats resorting thereto and using the same pier or landing place, and for forming necessary approaches to such pier or landing place, in the said parish, by means of a bridge and other works; and also that it is intended, by the said Bill, to obtain authority to levy and collect tolls, rates, and duties on passengers using the said pier or landing place, and on goods and merchandize landed or embarked thereat or therefrom.

And in the said Bill, it is intended to apply for power to deviate from the lines laid down on the plans hereinafter mentioned to the extent thereon defined, 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 further notice is hereby given, that duplicate plans thereof, describing the line or situation of the said pier or landing place, approaches, bridge, and other works, and the land 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 said county of Somerset, at Taunton; and, on or before the thirty-first day of December next, a copy of such plans and books of reference will be deposited with the parish clerk of the said parish of Weston-super-mare.—Dated this 24th day of October 1845.

*Joseph Edgar, Henry Davies,
Weston-super-mare,
Edwards, Mason, and Edwards,
Moorgate-street, London,* } Solicitors
for the
Bill.

Glasgow Harbour Grand Junction Railway
Terminus.

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, and all proper works and conveniences connected therewith, to commence at or near a point on the Polloc and Govan Railway, to the west of, and at or near to the cavalry barracks, in the parish of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, and to terminate at or near to Springfield, Windmillcroft, and Parkholm, on the south side of the river Clyde, in said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, with a branch railway, and all proper works and conveniences connected therewith, from the said intended railway to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, in the said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them; and another branch railway, and all proper works and conveniences connected therewith, from the said intended railway to the Glasgow, Barrhead, and Neilston Direct Railway, in the said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, and which railway or railways, and the works and conveniences connected therewith, and branch railways, and the works and conveniences connected therewith, will be situate in, and will pass from, through, or into the parishes of Govan and Gorbals, or one of them, in the counties of Lanark and Renfrew, or one of them.

And notice is farther 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 thirtieth day of November next, be deposited, for public inspection, in the office, in the city of Glasgow, of the principal Sheriff Clerk of the county of Lanark; and in the office in Paisley of the principal Sheriff Clerk of the county of Renfrew; and that a copy of as much of the said plans and sections, and books of reference, 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 of such parishes respectively, at the place of abode of such schoolmaster or session clerk.

And notice is also given, that it is intended, by the said Bill or Bills, to take powers to deviate in the construction of the said railway or railways, and branches and works, from the lines delineated on the aforesaid plans, to such an extent as will be defined on the said plans, and also to alter and divert such highways, turnpike or other roads, tramroads, 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 for more conveniently making, maintaining, and using the said railway or railway and branches, or any of the works and conveniences connected therewith.

And notice is also given, that it is intended, by the said Bill or Bills, to incorporate a company for the purpose of making, maintaining, working, and using the said railway or railways and works, and for other purposes connected therewith, with powers, to such 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 railway or railways, and branches, and works, and to confer other rights and privileges; as also, with powers to the company to be so incorporated, to levy tolls, rates, and duties on and for the use of the said railway or railways, and branches, 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; as also, with powers to the said company to enter into, and carry into execution, with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making, maintaining, or using the said intended railway or railways, and branches, and works; and it is intended by the said Bill to take powers to alter, amend, and explain the following Acts, or some of them, the Acts relating to and concerning the navigation of the river Clyde and harbour of Glasgow, passed in the thirty-second year of the reign of His Majesty King George the Second, and in the tenth and forty-ninth years of the reign of His Majesty King George the Third, and in the sixth year of the reign of His Majesty King George the Fourth, and in the fourth year of Her present Majesty; the Acts relating to and concerning the Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, third, fifth, and eighth years of the reign of Her present Majesty; the Acts relating to and concerning the Glasgow, Paisley, and Greenock Railway, passed in the first, fourth, and seventh years of the reign of Her present Majesty; the Acts relating to and concerning the 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 Acts relating to and concerning the following Acts, passed in the eighth year of the reign of Her present Majesty, viz. the Caledonian Railway Act, 1845, the Clydesdale Junction Railway Act, 1845, and the Glasgow, Barrhead, and Neilston Direct Railway Act, 1845; the Acts relating to and concerning the 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; and an Act relating to and concerning the road leading from the west side of the new or Jamaica-street-bridge of Glasgow, by or near Parkhouse, to the east end of the bridge at Renfew, passed in the third year of the reign of Her present Majesty; and the 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.

George Bowman Leech, Glasgow, Solicitor.
Glasgow, 15th October 1845.

Vale of Neath Railway.

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 the railway or railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper piers, basins, breakwaters, landing places, approaches, and other works and conveniences connected therewith, that is to say, a railway commencing by a junction with the South Wales Railway, at or near the town or port of Neath, in the county of Glamorgan, and terminating at or near the town or borough of Merthyr Tydfil, in the same county; 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), Baglan, Baglan Higher, Baglan Lower, Britonferry, Lantwit juxta Neath, Lantwit Lower, Clyue, Resolven, Neath, Cadoxton juxta Neath, Blaenhonddan, Coedfrank, Duffryn Clydach, Dylais Lower, Dylais Higher, Neath Lower, Neath Middle, Neath Higher, Glyncoerwg, Blaengwrach, Ystrad-y-fodwg, Home and Clydach, Penrees, Rhygos, Ystrad-y-fodwg Middle, Aberdare, Cefn Pennar, Cwmdare, Fforchaman, Llwydcoad, Merthyr Tydfil, Heoly Wormwood, Garth, Gelligdeg, Taff and Cynon, and Forest, in the county of Glamorgan, and Ystradfellte, Ystradfellte Higher, Ystradfellte Lower, Penderyn, Penderyn Higher, Penderyn Lower, Coed y Cummar, Duffryn, Gelli, and Vaynor, in the county of Brecon.

Also a branch railway and works, diverging from and out of the said intended main line of railway, at or near to a place called Blaengwrach, situate in the said parish of Glyncoerwg, and terminating near to the wharfs or yards of the collieries of Aberpergwm, Pwllfaron, and Maesmarchog, in the said parish of Cadoxton juxta Neath, in the said county of Glamorgan, and passing from, in, through, or into, or being situate within the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Glyncoerwg, Blaengwrach, Cadoxton juxta Neath, Neath Middle, and Neath Higher, in the said county of Glamorgan.

Also another branch railway and works,

diverging from and out of the said intended main line of railway, at or near to a place called Abernant, in the said parish of Cadoxton juxta Neath, and terminating at or near a place called the Dynas-rock, in the said parishes of Ystradfellte and Penderyn, or one of them, and passing from in, through, or into, or being situate within the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say, Cadoxton juxta Neath and Neath Higher, in the said county of Glamorgan, and Ystradfellte, Ystradfellte Higher, Ystradfellte Lower, Penderyn, Penderyn Higher, and Penderyn Lower, in the said county of Brecon.

Also another branch railway and works, diverging from and out of the said intended main line of railway, at or near to a place called Hirwain, in the said parishes of Aberdare and Penderyn, or one of them, and terminating at or near the Lime Stone Rocks, to the north of a place called Penderyn, in the said parish of Penderyn, and passing from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Aberdare, Cefn Pennar, Cwmdare, Fforchaman, and Llwyd-Coad, in the county of Glamorgan, and Penderyn, Penderyn Higher, and Penderyn Lower, in the county of Brecon.

Also another branch railway and works, diverging from and out of the said intended main line of railway, at or near to a place called Gellytarw, in the said parishes of Aberdare and Penderyn, or one of them, and terminating at or near the terminus or intended station of the Aberdare Railway, as at present authorized to be made, near the village of Aberdare, in the said parish of Aberdare, in the said county of Glamorgan, and passing from, in, through, or into, or being situate within the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say, Penderyn, Penderyn Higher, and Penderyn Lower, in the said county of Brecon, and Aberdare, Cefn Pennar, Cwmdare, Fforchaman, and Llwyd-Coad, in the said county of Glamorgan.

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, canals, aqueducts, pipes, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the works hereinbefore referred to.

And it is further 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, maintenance, or use of the said intended railways and works, 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 into effect the said intended

railways and works, or any of them, 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 of the said intended railways and works, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet.

And it is further intended, by such Act or Acts, to enable the company thereby to be incorporated to sell, and transfer, or let the said intended railways and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the South Wales Railway Company, and to enable such last-mentioned company to purchase, or rent, or construct the said intended railways 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 railways and works, and generally to enter into, and carry into effect, such arrangements in reference thereto, as may be mutually agreed on between them and the company intended to be incorporated as aforesaid.

And it is also intended, by such Act or Acts, to enable the company thereby to be incorporated to purchase or lease all or any private railways and tramroads which may be interfered with by the said intended railway or railways.

And it is further intended, by such Act or Acts, to alter, repeal, or amend so much of the provisions of an Act, passed in the thirty-eighth year of the reign of King George the Third, intituled "An Act for extending the Neath Canal Navigation, and for amending an Act, passed in the thirty-first year of the reign of His present Majesty, for making the said canal," as prohibits the erection or building of houses or buildings on certain farms or lands therein mentioned of the Right Honourable Lord Vernon, on the east side of the river Neath, called the Demesne Lands of Britton-ferry.

And notice is hereby further given, that maps or 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 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 in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and with the Clerk of the Peace for the county of Brecon, at his office in Brecon; 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 and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his residence.—Dated this fourth day of November 1845.

W. O. and W. Hunt, }
Whitehall, London, } Solicitors for the Bill.
H. S. Coke, Neath, }

H 2

Glasgow Harbour Mineral Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway or railways, with all proper works and conveniences connected therewith, to be called "The Glasgow Harbour Mineral Railway," to commence at a point on the south bank of the river Clyde, at or near the lands of Heatheryhall and pertinents adjoining, or near to the east of the village of Govan, and proceeding thence southward and eastward till it joins the joint line of railway of the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and the Glasgow, Paisley, and Greenock Railway Company, at a point thereon, at or near the bridge now or lately known by the name of Cinder-bridge or Coal-bridge, or one or either or both names, with a branch proceeding from said intended line, running southward and westward till it joins the said joint line of railway, at a point thereon, at or near the bridge known by the name of Bellahouston-bridge.

And it is also intended, by the said Act or Acts, to enable the company thereby to be incorporated for the purposes herein-mentioned, to take power also to form, make, and maintain a dock or basin, or tidal harbour, in connection with the said intended railway, at or near the said lands of Heatheryhall, and pertinents on the south bank of the said river of Clyde, with a cut or canal from the said river of Clyde, on the south bank thereof, to join the said intended dock or basin, or tidal harbour, at or near the said lands of Heatheryhall and pertinents, together with power, in said Act or Acts, for the compulsory purchase of lands and houses, and other heritages, to make and maintain turn-bridges, bridges, quays, piers, wharfs, locks, sluices, floodgates, drains, sewers, embankments, cuts, channels, feeders, warehouses, sheds, storehouses, houses, roads, avenues, approaches, lighthouses, slips, graving docks, or any of them, and other works and conveniences for the purposes of the trade, traffic, or navigation connected therewith or with the premises in any way, which said railway or railways, dock or basin, or tidal harbour, cut, and said several works, houses, and others, and all or any of them, are all situated and comprehended within the parish of Govan and counties of Lanark and Renfrew, or in one or both of them.

And it is also intended, by the said Act or Acts, to incorporate a company for making and maintaining the said railway or railways, and said dock or basin, or tidal harbour, or cut, and several works, houses, and others, or any of them herein mentioned, and to take power to levy tolls, rates, and duties on and for the use of the said railway or railways, said dock or basin, or tidal harbour, or cut, and several works, houses, and others, 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 or alter, within the parish and places aforesaid, the turnpike and other roads, streets, railways, tramways, canals,

rivers, ferries, streams, pools, and water courses, which it may be necessary to interfere with in the construction of the said intended railway or railways, dock or basin, or tidal harbour or cut, and said several works, houses, and others, or any of them.

And it is further proposed, by the said intended Act or Acts, to enable the company thereby to be incorporated to sell, fen, convey, or dispose of the said several lands, houses, and other hereditaments, and other works, in whole or in part, to any person or persons, company or companies, or others with whom they may agree therefor; as also to enable the said company thereby to be incorporated to sell and transfer, or lease the said intended railway or railways, dock or basin, or tidal harbour, cut, and said several lands, works, houses, and others, and all or any of them, and all or any of the powers of the said company to be thereby incorporated in connection therewith, or in relation thereto, either to the Edinburgh and Glasgow Railway Company, the Glasgow, Barrhead, and Neilston Direct Railway Company, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley, and Greenock Railway Company, or to the Caledonian Railway Company, or any or either of them, and to enable such last-mentioned companies, or any or either of them, to purchase or take in lease the said intended railway or railways, dock or basin, or tidal harbour, cut, and said several lands, works, houses, and other 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 towards the making, maintaining, working, and using of such intended railway or railways, branch railways, said dock or basin, or tidal harbour, cut, and said several works, houses, and other works respectively, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said company, to be incorporated by the said Act or Acts, such interest or profit on their outlay or capital as may be agreed upon; and generally to enter into and carry into effect such further and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last-mentioned companies, or either of them, and the company to be incorporated as aforesaid; and with such objects, or otherwise, to alter and amend, extend, and enlarge the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, and the third and fourth, the fifth, the seventh, eighth, and the eighth and ninth years of the reign of Her present Majesty, the Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of Her present Majesty, the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth and sixth years of the reign of Her present Majesty, and the Acts relating to the said Glasgow, Barrhead, and Neilston Direct Railway, and to the Caledonian Railway, passed in the

eighth and ninth year of the reign of Her present Majesty, or one, or all, or either of them.

And notice is hereby given, that plans, sections, and duplicates thereof, describing the line or situation and levels of the said intended railway or railways, dock or basin, or tidal harbour, cut, and said several works, houses, and other works, and the lands to be taken and used for the purposes thereof, together with a book or books of reference to such plans, containing the name 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 of the county of Lanark, at Glasgow; and of the county of Renfrew, at Paisley and Greenock; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish in or through which the said railway or railways, dock or basin, or tidal harbour, cut, and said several other works 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, at the respective dwelling places of each such schoolmaster or session clerk.

James F. Galbraith, W. S., 48, Queen-street, Glasgow.

Law and Anton, Parliamentary Agents, 18, Fludyer-street, Westminster.

Glasgow, 16th October, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill or Bills for making and maintaining a railway or railways, with all proper works, stations, erections, bridges, communications, approaches, and conveniences connected therewith, commencing by a junction with a proposed line of railway from Ipswich to Yarmouth at or near a certain meadow or field, being the northernmost of two meadows called or known by the name of the coal bin-meadows, situate in the parish of Halesworth, in the county of Suffolk, now in the occupation of Allingham Carman, and lying on the south side of and adjoining to a turnpike road leading from Halesworth to Beccles, called the Little Yarmouth turnpike road, and being also near to or adjoining the river Blyth navigation, and terminating by a junction with the Norfolk Railway at or adjoining to a certain meadow or field in the parish of Arminghall otherwise Armeringhall, in the county of Norfolk, at a point about one hundred and eighty yards westward of the one hundred and twenty-fourth mile post on the said Norfolk Railway; and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say; Halesworth, Holton, Chediston, Wissett Spexhall, Rumburgh, otherwise Rumborough, All Saints, Southelmham Saint Michael's Southelmham Saint Margaret's, Ilkeshall, Saint Lawrence Ilkeshall, Saint Andrew's Ilkeshall, Saint John's

Ilketshall, Flixton, Bungay Saint Mary, and Bungay Holy Trinity, and certain extra-parochial places on Bungay-common abutting on the parishes of Bungay Saint Mary and Bungay Holy Trinity otherwise the common of Outney, or some of them, all in the county of Suffolk; and the parishes, townships, and extra-parochial and other places following, that is to say; Bungay Saint Mary, and Bungay Holy Trinity, certain extra-parochial places on Bungay-common otherwise the common of Outney, abutting on the parishes of Bungay Saint Mary and Bungay Holy Trinity, Evesham, Ditchingham, Ellingham, Broome, Thwaite, Kirby Cane, Hadenham, Bedingham, Topcroft, Woodton Loddon, Loddon Inglis, Chedgrave Rockland otherwise Rockland Saint Mary and Saint Margaret, Claxton, Langley, Seetling, Mundham otherwise Mundham Saint Peter, and Mundham Saint Ethelbert, Kirstead otherwise Kirstead with Langhall, Sizeland otherwise Sizeland, Berg Apton, Holverston, Thurton, Ashby, Hillington, otherwise Hillington Brooke, Shottesham All saints; Shottesham Saint Mary, Saxlingham Nethergate, Saxlingham Thorpe, Howe, Alington, Yelverton otherwise Alington with Yelverton, Great Poringland otherwise East Poringland, Little Poringland otherwise West Poringland, Stoke Holy Cross Framingham, Pigot Framingham Earl, Bramerton, Arminghall otherwise Armeringhall Caister cum Markshall, Caister Saint Edmund otherwise Caister next Norwich, Swainsthorpe, Dunston, Kirby Bedon otherwise Kirby Saint Mary and Kirby Saint Andrew, Bixley, Wittingham and Trowse Newton otherwise Trowse with Newton, or some of them, all in the county of Norfolk; and the parishes, townships, and extra-parochial and other places following, that is to say; Lakenham, Trowse otherwise Trowse Mill-gate, Trowse Carron, and Bracondale, all in the county of the city of Norwich; 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, streets, and other highways, streams, sewers, canals, navigations, railways, or tramroads within the said parishes, townships, and extra-parochial and 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 railways and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the said county of Suffolk, at his office at Bury Saint Edmunds; and with the Clerk of the Peace for the said county of Norfolk, at his office of Aylsham, in the said county; and with the Town Clerk and Clerk of the Peace for the said county of the city of Norwich, at his office in the city of Norwich, on or before the thirtieth day of this present month of November; 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 railways 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 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, and duties upon or in respect of the said railways and works, and to alter existing tolls, rates, and 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 company for making a railway from Ipswich to Yarmouth aforesaid, or any other railway company or companies, with whose line the said intended railway from Ipswich to Yarmouth may be leased, sold, or transferred, and to delegate to the said company, or such other company or companies, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said 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, or 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, or to guarantee to the company or companies proposed to be incorporated by the said Bill or Bills, such interest or profit upon their outlay as may be agreed upon.

And it is further proposed, by the said Bill or Bills, to authorize the union and amalgamation of the said company or companies, proposed to be incorporated by the said Bill or Bills, with the said company for making a railway from Ipswich to Yarmouth, or such other company or companies, or any of them, 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.—Dated this first day of November 1845.

<p><i>Maltby, Beachcroft, and Robinson,</i> 34, Old Broad-street, London, <i>Reynolds and Palmer,</i> Great Yarmouth.</p>	}	<p>Solicitors for the Bill.</p>
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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 or junctions with the Midland Railway, at or near Wath-upon-Dearne, in the parish of Wath-upon-Dearne, or at or near Bolton-upon-Dearne, in the parish of Bolton-upon-Dearne, or at such other place or places as may be deemed advisable, in the parish of Wath-upon-Dearne, and township of Wath-upon-Dearne, the parish of Bolton-upon-Dearne and township of Bolton-upon-Dearne, the township of Brampton Bierlow in the parish of Wath-upon-Dearne, the parish of Adwick-upon-Dearne, or some or one of them, in the west riding of the county of York; passing thence from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial and other places of Adwick-upon-Dearne, Swinton, Wath-upon-Dearne, Brampton Bierlow, Bolton-upon-Dearne, Wentworth, Nether Hoyland, High Hoyland, Low Hoyland, Wombwell, Darfield, Worsborough otherwise Worsbrough, Silkstone, Ardsley, Barnsley, Hoyle-mill, Monk Bretton otherwise Burton, Burton-grange, Cliffe-bridge, Little Wath, Old-mill, Smithies, Roystone, Carlton, Barugh otherwise Bargh, Darton, Upper Carr-green, Lower Carr-green, Swallow-hill, Cawthorne, Kexborough, Upper Swithen, Lower Swithen, Haigh, Haigh-bridge, Woolley, Bretton West, Silkstone, Sandal Magna, Crigglestone, Nether Shitlington otherwise Netherton, Shitlington-over, Shitlington otherwise Overton, Middle Shitlington, Middlestown, Thornhill, Millbank, Thornhill-edge, Thornhill-lees, Mirfield, Dewsbury, some or one of them, all in the west riding of the county of York; and which said intended railway is to form a junction with the Manchester and Leeds Railway, at or near Thornhill-lees aforesaid, and also to terminate by a junction with a certain other railway, called the Leeds, Dewsbury, and Manchester junction Railway, at or near Thornhill-lees aforesaid, in the townships and parishes of Thornhill and Dewsbury aforesaid, or one of them, or at or near Dewsbury aforesaid, all in the said west riding of the said county of York.

Also a railway from and out of the said intended railway, commencing by a junction with the same, at or near to a place called Gawber-coliery, in the township of Barugh otherwise Bargh, and parish of Darton, in the said west riding; and thence to pass from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial and other places of Barugh otherwise Bargh, Barnby-bason, Barnby-furnace, Cawthorne, Silkstone, Darton, and terminating at or near the high road leading from Cawthorne to Barnsley, in the parish of Cawthorne or parish of Silkstone, some or one of them, all in the said west riding of the said county of York.

Also a railway from and out of the said first-mentioned intended railway, commencing by a junction with the same, at or near to a place called Gorse-pits-bridge, or Broomhill, in the

township or chapelry of Wombwell, and parish of Darfield, in the said west riding; and thence to pass from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial and other places of Wombwell, Darfield, Nether Hoyland, High Hoyland, Low Hoyland, Brampton Bierlow, Wentworth, Wath-upon-Dearne, and terminating at or near Elsecar, in the township of Brampton Bierlow, and chapelry of Nether Hoyland, in the parish of Wath-upon-Dearne, some or one of them, all in the said west riding of the said county of York.

Also a railway from and out of the said first-mentioned intended railway, commencing by a junction with the same, at or near to a place called Oldham-mill, in the chapelry of Worsborough, the townships of Wombwell, and Ardsley, and parish of Darfield, some or one of them, all in the said west riding of the said county of York, and thence to pass from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial and other places of Worsborough, Wombwell, Darfield, Wath-upon-Dearne, and terminating at or near a place called Worsborough-bridge, in the chapelry of Worsborough, and parish of Darfield aforesaid, in the said west riding of the said county of York.

Also a railway from and out of the said first mentioned intended railway, commencing by a junction or junctions, with the same, at or near to a place called Stairfoot, and the Dearne and Dove Canal, and the boundaries of the chapelry of Worsborough, and township of Ardsley, both in the parish of Darfield, in the said west riding of the said county of York, and thence to pass from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial and other places of Ardsley, Worsborough, Wombwell, Darfield, Nether Hoyland, Wath-upon-Dearne, Pille, Tankersley, Ecclesfield, Mortomley, Chapelton, Cowley, Butterthwaite, Nethershire, Hartley-brook, Wincobank, Grimesthorpe, Kimberworth, Rotherham, Brightside otherwise Brightside Bierlow, Sheffield, and terminating by a junction, with two forks, with the Sheffield and Rotherham Railway, at or near Jordan-dam, in the township of Kimberworth and parish of Rotherham, and at a point where the said Sheffield and Rotherham Railway crosses Jenkin-lane, in the township of Brightside otherwise Brightside Bierlow, in the parish of Sheffield, all in the said west riding of the said county of York.

Also a railway to commence at or near Thornhill-lees aforesaid, in the townships and parishes of Thornhill and Dewsbury, or one of them, in the said west riding of the said county of York, and thence to pass from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial and other places of Thornhill, Thornhill-lees, Dewsbury, Mirfield, Birstall, Liversedge, Heckmondwike, Millbridge, Roberttown, Hightown, Littletown, Liversedge, Great Gomersall, Little Gomersall, Gomersall, Scholes, Oakenshaw, Cleckheaton, Wike, East Bierley, North Bierley, Bowling, Hunsworth, Birstall,

Bradford, Manningham, Low-moor, Whibsey Low-moor, Odsal, Wibsey, North Bierley, and terminate by a junction with the Leeds and Bradford Railway, at or near the town of Bradford, in the township and parish of Bradford, or at or near Bolton-lane, in the township of Manningham, in the said parish of Bradford, all in the said west riding of the said county of York.

And, in the said Bill or Bills, power will be taken to deviate from the line or lines laid down on the plan or plans hereinafter mentioned, to the extent thereon defined, and to cross, vary, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, railways and tramways within the parishes, townships, townlands, chapelries, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, vary, divert, alter, or stop up for the purposes of such railways or any of them, or the works, stations, and conveniences connected therewith, respectively; and also to authorise junctions with any railways or railway at the commencement or termination, or in the line or course of such railways or any of them, respectively, in the several parishes, townships, townlands, chapelries, and extra-parochial and other places before mentioned, or some or any of them.

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, and to apply for powers for the compulsory purchase of 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 railways and works, and to confer, vary, or extinguish any exemptions from the payment of such tolls, rates, and duties, and 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 or railways, to any railway company now or hereafter existing, 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 or Bills in connection therewith, and to enter into all such other arrangements as may be deemed advisable.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway or railways, with books of reference to such plans, containing the names of the owner or owners, or reputed owner or owners, lessee or lessees, or reputed lessee or lessees, and occupier or occupiers of such lands will, on or before the thirtieth day of November one thousand eight hundred and forty-five, be deposited, for public inspection, with the Clerk of the Peace of the said west riding of the said county of York, at his office, in Wakefield, in the said west riding; and that, on or before the thirty-first day of December one thousand eight hundred and forty-five, a copy of so much of the said plans and sections, and books of reference, as relates to each of the said parishes, in or through

which the said several railways and works are intended to pass or be made, will be deposited with the parish clerk of each and every such parish.—Dated this twenty-seventh day of October 1845.

Charles Robert Scholes and Henry Brodribb,
Solicitors, Dewsbury.

Bradford, Manchester, and Liverpool Direct.

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, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, commencing in a certain field or close of land situate on the east side of the Bradford Court-house, in the township of Bradford, in the parish of Bradford, in the west riding of the county of York, or at such other place or places as may be deemed advisable, in the township and parish of Bradford aforesaid, and terminating at a certain point on the Manchester and Leeds Railway, in the township of Sowerby, in the parish of Halifax, in the said riding, near to the bridge there, which crosses the river Calder, and connects the said township of Sowerby with the township of Wadsworth, in the said parish of Halifax, near to a village or place there called Mytholmroyd, situate in the said township of Wadsworth, and parish of Halifax, in the said 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, chapelries, and extra-parochial or other places following, or some of them, that is to say, Bradford, Horton, Manningham, Bolton, Allerton, Clayton, Thornton, Northowram, Ovenden, Warley, Luddenden, Midgley, Wadsworth, Mytholmroyd, Sowerby, Erringden, parish of Bradford, and parish of Halifax, some or one of them, all in the said west riding of the county of York, and there form a junction with the Manchester and Leeds railway, at or near to the bridge near Mytholmroyd aforesaid, in the township of Sowerby, in the parish of Halifax aforesaid.

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, bridges, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, 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 further 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, maintenance, or use of the said intended railway or railways and works, 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 into effect the said intended railway or railways and works, 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 of the said railway or railways and other works, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet, and also to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined.

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 powers of such company in connection therewith, or in relation thereto, to any other company, and to enable such last-mentioned company to purchase, or rent, or construct the said intended railway or railways 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 or railways and works, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on.

And notice is hereby further given, that maps or plans and sections of the said intended 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 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 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 railway or 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 clerk of those parishes respectively, at their respective residences.—Dated this fourth day of November 1845.

John R. Wagstaff, } Solicitors, Bradford.
Thos. Ashworth, }

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, and to obtain an Act, for paving, lighting, watching, cleansing, and otherwise improving the town of Wath-upon-Deerne, in the west riding of the county of York.

And it is intended to obtain powers in the said Bill for the compulsory purchase of lands, houses, and hereditaments within the said town; and also powers to levy certain tolls, rates, and assessments within the said town, and to confer certain

exemptions from payment of such tolls, rates, and assessments, and all necessary and effectual powers, rights, and privileges for carrying the said intended Act into execution.

And notice is also hereby given, that in the said Bill powers will be contained for the sale of certain lands now belonging to or vested in the surveyors of the highways for the time being of the township of Wath-upon-Deerne aforesaid, and to apply the money which may arise from such sale towards carrying into effect the powers, directions, and purposes of the said intended Act, and also to raise such further and additional sums of money as may be requisite for the same purpose.

Dated this thirtieth day of October 1845.

Geo. P. Nicholson, Solicitor, Wath-upon-Deerne.

Wiglesworth, Ridsdale, and Craddock, Agents for the above-named George P. Nicholson.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter and amend an Act, passed in the last session of Parliament, intituled "An Act for making a railway from the Brighton and Chichester Railway to Portsmouth, with a branch to Fareham;" or to make provision in any Bill brought into Parliament in the next session, relating to the projected Direct London and Portsmouth Railway, or to the Brighton and Chichester Railway, for the revival or continuance in force of the provisions contained in the said Act, relating to the purchase of lands, and to the joint construction and use of the Direct London and Portsmouth Railway, and the extension of the Brighton and Chichester Railway, on the part between Havant and Portsmouth, where the two lines are laid down contiguous to each other, and of the intended stations of such railways, respectively, in or near the towns of Portsmouth and Havant.—Dated this 1st day of November 1845.

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

Royal Asylum of the Saint Ann's Society.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the purpose of incorporating the governors of the institution, called "The Royal Asylum of the Saint Ann's Society," to enable the same society to sue and be sued in the name of the chairman or secretary or some other officer for the time being, of the said Society, and to purchase, hold, sell and exchange lands and hereditaments, and otherwise to empower the same society the better to carry on their charitable designs, and to grant other powers and privileges to the said society.—Dated this 1st day of November 1845.

Dean, Lecks, Dixon, and Redpath, 13, Swithins-lane, London, Solicitors.
Parratt, and Walmisley, } Parliamentary House of Lords, } 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, for making and maintaining the following railways and branch railways, with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say;

A railway, to commence at or near the Exeter City Gaol, in the parish of Saint David, in the county of the city of Exeter, and to terminate at or near Cakebridge, in the parish of Yeovil, in the county of Somerset, either by an independent terminus, or by a junction with the Wilts, Somerset, and Weymouth Railway there, both or either of them.

Also to make and maintain a branch railway from, or extension of, the said first described line of railway, commencing at or near a certain row of houses called or commonly known by the name of Eldon-place, situate in Hill's-court, or Longbrook-street, in the parish of Saint David, or Saint Sidwell, or one of them, in the said county of the city of Exeter, and terminating by a junction with the Bristol and Exeter Railway, at or near a certain house and buildings, commonly called the Halfway-house Inn, in the said parish of Saint David, in the said county of the city of Exeter.

Also to make and maintain another branch railway commencing from the said first described main line of railway, in, at, or near the village or hamlet of Whitford otherwise Whiteford, in the parish of Shute, in the county of Devon, and terminating at or near the mouth of the river Axe, in the parish of Seaton and Beer, in the same county.

Also to make and maintain another branch railway commencing from the said first described main line of railway, at or near West Ford-mills, in the parish of Thorncombe, in the county of Dorset, (the said parish of Thorncombe being also for certain purposes in the county of Devon) or commencing at or near to the said West Ford-mills, at a point in the parish of Chard, in the county of Somerset, and terminating at or near the East Gate turnpike gate, in the Borough of Chard, or at or near a meadow called Page's Meadow, in the parish of Chard, in the county of Somerset.

Also to make and maintain another railway commencing from the said first described main line of railway, at or near the village or hamlet of Wayford, in the parish of Wayford, in the county of Somerset, and terminating either by an independent terminus, or by a junction with the Bridport branch of the Wilts, Somerset, and Weymouth Railway, in or near the hamlet or village of West Milton, in the parish of Poorstock otherwise Powerstock, in the county of Dorset.

Which said firstly described railway and works are intended to be made and to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say; Saint Paul, in the city

of Exeter; Saint David and Saint Sidwell, in the county of the city of Exeter; Saint David, Heavitree, Piahoe, Broadclist, Honitons Clist, Whimble, Street Raleigh, Tallaton, Payhembury, Feniton, Ottery Saint Mary, Alplington, Gosford, Gittisham, Buckerell, Awlescombe otherwise Awliscombe, Honiton, Honiton Borough, Werringston, Monkton, Coombe Rawleigh otherwise Comb Rawleigh, Offwell, Widworthy, Wilmington, Cotleigh, Shute, Whitford otherwise Whiteford, Musbury, Kilmington, Axminster, Trill, Abbey, Wyke, Axminster Town, West Water, Uphay, Weycroft, Smalridge, Beerhall, Thorncombe, Holditch, Thorncombe-tithing, Ford Abbey, Colyton, Colyford, Dalwood, and Stockland, in the county of Devon; Thorncombe, Holditch, Thorncombe-tithing, Ford Abbey, Axminster, Beerhall, Smalridge, Dalwood, Stockland, Chardstock, All Saints, Hawkchurch, Phillihome, Wild Court, Clifton Maybank otherwise Clifton Maubank, Ryne In trinseca, Bradford Abbas, Broadwinsor, Childhay, Broadwinsor tithing, Broadwinsor liberty, Drimpton, Burstock, Dibberford, Blackdown, Little Winsor, South Perrott, in the county of Dorset; and Closesworth otherwise Closures, Sutton Bingham, East Coker, Pendemer, Hardington Mandeville, Hardington Mandeville tithing, Hardington-marsh, Haselbury Plucknett, North Perrott, Misterton, Crewkerne, Crewkerne-tithing, East Hams, Coombe, Hewish, Woolminstone, Clapton, Greenham, Seaborough, Cricket Saint Thomas, Wayford, Wayford-tithing, Coombe, Gathill, Winsham, Chard, Chard parish, Chard borough, Tatworth, South Chard, Crim Chard, Old Town, Forton, Yeovil, Kingston Juxta, Yeovil, alias Pitney, Wigdon and Huntley, Hendford, Yeovil Marsh, Yeovil borough, Barwick otherwise Berwick otherwise Barwick and Stoford, Chaffcombe, Street and Leigh, in the county of Somerset.

Which said secondly described railway is intended to be made and to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, the said parish of Saint Paul, in the city of Exeter, Saint David, and Saint Sidwell, in the county of the city of Exeter, Saint David, and Saint Thomas the Apostle, in the county of Devon.

Which said thirdly described railway is intended to be made and to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Shute, Whitford otherwise Whiteford, Colyford, Colyton, Axmouth, Rousden otherwise Rousden Saint Pancras, Kilmington, Musbury and Seaton and Beer, in the county of Devon.

Which said fourthly described railway is intended to be made and to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say Thorncombe, Holditch, Thorncombe-tithing, Ford Abbey, in the counties of

Dorset and Devon, or one of them, and Chard, Chard parish, Chard borough, Tatworth, South Chard, Crim Chard, Old Town, Forton, Chaffcombe, Street and Leigh, in the county of Somerset, and Chardstock, and All Saints, in the county of Dorset.

Which said fifthly described railway is intended to be made and to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Wayford, Wayford tithing, Coombe, Oathill, Seaborough, and Crewkerne, Crewkerne-tithing, East Hams, Coombe, Hewish, Woolminstone, Clapton, Greenham, Seaborough, Misterton, in the county of Somerset; Burstock, Broadwonsor, Childhay, Broadwonsor tithing, Broadwonsor liberty, Drimpton, Dibberford, Blackdown, Little Windsor, Stoke Abbots, Beaminster, Beaminster tithing, Langdon, Netherbury, Netherbury tithing, Melpash, Bowood, Ash, Poorstock otherwise Powerstock, Porstock, West Milton, South Por-ton, Nettlecombe, Loders, Higher Loders, Lower Loders, and Mosterton, in the county of Dorset.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed railways and 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, footways, streets, and other highways, 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 on or before the thirtieth day of November, one thousand eight hundred and forty-five, duplicate plans and sections of the said railways and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the city and county of the city of Exeter, at his office in the said city; also with the Clerk of the Peace for the county of Devon, at his office at the Castle of Exeter, in the same county of Devon; also with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county of Dorset; also with the Clerk of the Peace for the county of Somerset, at his office at Taunton, in the said county of Somerset; 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 railways 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 constructing and carrying into effect the proposed railways and works, or some part thereof; and also for powers for the compulsory purchase of lands and houses; and for compelling the sale of lands and houses to the said company or companies, 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, and duties upon, or in respect of the said railways and works, and to alter existing tolls, rates, and 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 railways, branches, and works, or any part of the same, or the tolls thereof, to the Cornwall and Devon Central Railway Company, the London Salisbury and Yeovil Junction Railway Company, and the London and South Western Railway Company, any or either of them, and to delegate to such company or companies as aforesaid, any or either of them, the execution of all, or any of the powers of the said intended Bill or Bills; and to authorize such company or companies as aforesaid, any or either of them, either jointly or severally, to take shares in, and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, or to purchase, rent, work, use, or, if necessary, construct the same, 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 also to enter into such mutual arrangements with such company or companies as aforesaid, any or either of them, as may be necessary or expedient for carrying out the purposes and objects of the said railways and works, or the company or companies to be incorporated by the said Bill or Bills: and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with such company or companies, any or either of them, in any manner relating to, or affecting the interests of the company or companies to be incorporated by the said Bill or Bills, or the said railways and works.

And it is further proposed, by the said Bill or Bills, to authorize the union and amalgamation of the company, or companies to be thereby incorporated, with such company or companies, any or either of them, 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 intended railways and works, and to take tolls in respect thereof.

And for the purposes aforesaid it is also intended to apply for powers to alter, amend, and enlarge the provisions of the several Acts relating to the said London and South Western Railway, passed in the fifth year of the reign of His late Majesty King William the Fourth, in the first, in the fourth, in the fifth, two Acts passed in the eighth and two Acts passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, or some of them.—Dated this third day of November 1845.

H. M. and J. B. Ellicombe; } Solicitors,
John Dav; } Exeter.

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 in the parishes of Hailsham and Folkington, or one of them, in the county of Sussex, by a junction with the Brighton, Lewes, and Hastings Railway, at or near the intended Eastbourne and Hailsham station of the said railway, and terminating in the parish of Hailsham, in the said county of Sussex, at or near the School House, lying on the south side of the town of Hailsham, in the said county of Sussex, 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; Hailsham, Folkington, Willingdon, and Westham, all in the said county of Sussex.

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 railway and works, or any of them.

And it is also intended, by such Act or Acts, either to enable the London and Brighton Railway Company, and the Brighton, Lewes, and Hastings Railway Company, or one of them, 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, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Brighton Railway Company, and to the Brighton, Lewes, and Hastings Railway Company, or either of them, and to enable the said last-mentioned companies respectively, or either of them, to purchase or rent the said intended railway, 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 generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them.

And for the purposes aforesaid, it is intended to alter, vary, or extend, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway Company, passed respectively in the sessions of Parliament held in the first, and in the sixth and seventh, and in the eighth and ninth years of the reign of Her present Majesty, and also the powers and provisions of the several Acts relating to the Brighton, Lewes, and Hastings Railway, passed respectively in the sessions of Parliament held in the seventh and eighth, and in the eighth and ninth years of the reign of Her said Majesty.

And notice is hereby further given, that duplicates 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, 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 Sussex, at his office in Lewes; 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 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 first day of November 1845.

Arthur R. Briggs, Solicitor, Lewes.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to make and maintain a bridge across the river Thames, from or from near Church-street, in the parish of Saint Mary Lambeth, in the county of Surrey, to the opposite bank of the said river, at or near to Market-street, Horseferry-road, in the parish of Saint John the Evangelist, within the city and liberty of Westminster, in the county of Middlesex, together with all necessary or convenient piers, stairs, landing places, roads, avenues, approaches, works, and conveniences in the said parishes, or one of them.

And notice is hereby further given, that duplicate plans of the said bridge and works, with books of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office at 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 same county; and that, on or before the thirty-first day of December next, a copy of the said plans, with a book of reference thereto, will be deposited with the parish clerk of each of the said parishes, at his place of abode.

And notice is hereby further given, that it is intended to incorporate a company for the purposes aforesaid, and to take powers for the com-

compulsory purchase of lands and houses, and for levying tolls, rates, or duties upon or in respect of the said bridge and works; and for altering existing tolls, rates, or duties, and for conferring, varying, or extinguishing exemptions from payment of tolls, rates, or duties, and other rights and privileges.—Dated this third day of November 1845.

Bircham and Dalrymple, 15, Bedford-row, London, Solicitors for the said undertaking.

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 extend the term, and to alter, amend, and enlarge the powers of an Act of Parliament, passed in the ninth year of the reign of King George the Fourth, intituled "An Act for more effectually repairing and improving the several roads called the Cannon-street-roads, the Commercial-road, the Horseferry Branch of Road, the East India Dock-road, the Barking-road, and the Shadwell and Mile-end Branch of Road, in the counties of Middlesex and Essex; and for laying down a stoneway on the said Commercial, East India-dock, and Barking Roads;" and also to empower the trustees acting under the said Act, to alter, vary, or diminish the tolls, rates, and duties authorized to be collected by the said Act, and to apply a portion of the funds, rates, tolls, and duties arising under the said Act, for the purpose of opening a new and improving the present thoroughfare between the western terminus of the said road, called the Commercial-road, and the north-eastern extremity of Red Lion-street, in the parish of Saint Mary Matfellow otherwise White-chapel, in the said county of Middlesex, and for consolidating the said roads, or any two or more of them, into one or more trust or trusts.

Dated this first day of November, in the year of our Lord, 1845.

William Baker, Clerk to the said Trust, 3, Crosby-square, Bishopsgate-street, London.

Lancashire and Yorkshire North Eastern Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in one or more Bill or Bills for making and maintaining a railway, to commence by a junction with the extension of the Leeds and Bradford Railway, at or near to the town of Skipton, in the parish of Skipton, in the west riding of the county of York, passing from thence in, through, or into the several parishes, townships, extra-parochial and other places following, that is to say; Stirton otherwise Sturton Thorlby, Stirton otherwise Sturton with Thorlby, Skipton, Near Skibeden, Far Skibeden, Embsay otherwise Embsey, Eastby, Embsay otherwise Embsey with Eastby, Draughton otherwise Draughton, Berwick, Draughton otherwise Draughton with Berwick Halton, Halton on the Hill, Halton East, Halton East with Eastby, Halton with Bolton, Bolton, Bolton-abbey, Bolton-

bridge, Beamsley otherwise Bethemsley, Beamsley in Skipton, Beamsley in Addingham, Farfield, Addingham, Ilkley, Langbar otherwise Langbar, Nesfield with Langbar, otherwise Langbar, Nesfield, Middleton, Middleton and Stockhill, Wheatley, Denton, Scaleber, Askwith, Clifton, Weston, Newhall otherwise Newall with Clifton, Byerley, Burley, Burley-wood-head, Menston, Otley, Poole, Poole Crooks, Carlton, Bramhope, Breary, West Breary, Breary Grange, Lineholme, Adde cum Eccup, Kers Kilns otherwise Kirs Kilns, Farnley, Leathley, Stainburn, Wescoe-hill, Newby, Castle, Arthington, Weardley, Harewood, Stockton, Weeton, Dunkeswick, Swindon, Barrowby Grange, Morcar-hill, Netherby Kirkby, Kirkby with Netherby, Kirkby Overblows, Addlethorpe, Sicklinghall, Woodhall, Linton, Linton Spring, Spoforth, Stockeld, Stockeld-park, Stockhill, Kirk Deighton, North Deighton, Colthorpe otherwise Cowthorpe, Keswick East, Ingmanthorpe, Swinnow, East Rigton, Compton otherwise Cumpston, Collingham, Howcroft-wood, Clifford, Clifford cum Boston, Boston, Micklethwaite and Micklethwaite Grange otherwise Beilby Grange or Wetherby Grange, Wetherby, all in the said west riding of the county of York; Wetherby, Thorpe Arch, Walton, Synningthwaite, Bickerton, Wharton-lodge, Tockwith, Thornythwaites, Wighill, Wighill-park, Abbey-flat, Bilton, Healaugh, Marston, Long Marston, Church Field, Hutton, Hutton Wansley, Bradleyfield, Angram, Askham Richard, Askham Bryan, Rufforth, Napton, Acomb, Hobmoor, Dringhouses, Holdgate otherwise Hologate, Poppleton Nether or Water Poppleton, Poppleton, Upper or Land Poppleton, Holy Trinity, Mickle-gate, Saint Mary Bishophill 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 Bishop Hill senior or the elder, Saint Mary Bishophill junior or the younger, Saint Martin cum Gregory (otherwise Saint Martin Mickle-gate) with Saint Gregory, Saint John the Evangelist otherwise Saint John's Mickle-gate, All Saints' in North-street, Knavesmire, and Holy Trinity Mickle-gate, all in the city of York, or the county of the same city, and terminating in the parish of Holy Trinity Mickle-gate aforesaid.

And notice is hereby given, that it is intended to apply for powers to make lateral deviations from the lines of the proposed railway and works, to the extent and within the limits defined upon the plans hereinafter mentioned or referred to; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, sewers, canals, navigations, railways, and tramroads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as may be necessary to cross, divert, alter, or stop up, for the purpose of the said railway and works.

And notice is hereby further given, that duplicate plans and sections of the said proposed railway and works, together with books of reference thereto, will 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 riding and county; also with the Clerk of the Peace for the city of York and the county of the same city, at his office at York, in the said city; also with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the said west riding of the said county of York, at Otley, in the said west riding, 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 following, a copy of so much of the said plans and sections as relate 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 railway and works, or some part thereof; and to apply for powers for the compulsory purchase of messuages, lands, tenements, and hereditaments, and any rights and interests therein, 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 also to levy tolls, rates, or duties upon or in respect of the said railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby given, that it is further intended, by the said Bill or Bills, to enable the 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 Leeds and Bradford Railway Company, the Great North of England Railway Company, the Leeds and Thirsk Railway Company, the East Lancashire Railway Company, or to any other now existing or proposed railway company or companies, with whose line the said intended railway and works may unite; and also to enter into such mutual arrangements with any such company or companies as may be necessary or expedient for carrying out the purposes and objects of the said railway and works; and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with all or any of such companies, for or in respect of the traffic passing, or which may pass, on the line or works of the railway of such companies respectively, or any of them; and also to delegate to any 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 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 same, 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 or companies to be thereby incorporated with any now existing or proposed railway company or 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 alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament passed in the following sessions of Parliament, that is to say, an Act relating to the Leeds and Bradford Railway Company, passed in the seventh and eighth years of the reign of Her Majesty Queen Victoria, intituled "An Act for making a railway from Leeds to Bradford, with a branch to the North Midland Railway;" also another act, passed in the session of the eighth and ninth years of the reign of Queen Victoria, chapter 38, intituled "An Act for enabling the Leeds and Bradford Railway Company to make a railway from Shipley to Colne, with a branch to Haworth;" also an Act of Parliament relating to the Leeds and Thirsk Railway, passed in the session of the eighth and ninth years of the reign of Queen Victoria, chapter 104, intituled "An Act for making a railway from Leeds to Thirsk, with branches therefrom;" also an Act of Parliament relating to the Church Fenton and Harrogate Railway, passed in the eighth and ninth years of the reign of Queen Victoria, chapter 84, intituled "An Act for enabling the York and North Midland Railway Company to make a railway from the line of the York and North Midland Railway to Harrogate;" also "the East Lancashire Railway Act, 1845;" and to alter the tolls, rates, and duties at present authorized to be collected and received upon the said several last-mentioned railways, under or by virtue of such several and respective Acts; and to confer certain exemptions from the payment of such several tolls, rates, and duties.

Dated the thirtieth day of October, one thousand eight hundred and forty-five.

Henry Alcock, Skipton,
Edward and R. Wm. Bennett, } Solicitors to
Manchester, } the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for rating the landlords, owners, and proprietors of all houses, tenements, buildings, and hereditaments, under the annual rent or value of ten pounds, in the foreign of the parish of Kidderminster in the county of Worcester, to the relief of the poor [within the said foreign.]

Dated this thirtieth day of October 1845.

Foycot and Lucy, of Kidderminster, Solicitors.

Boston, Grantham, Leicester, and Midland
Counties Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to incorporate a company, and to give to such company all the necessary powers for making and maintaining a railway, with all proper bridges, roads, stations, works, and conveniences connected therewith, and approaches thereto, commencing by a line of junction with or from and out of the Syston and Peterborough Railway, at or near the town of Melton Mowbray, of the last-mentioned railway, in the parish of Melton Mowbray, in the county of Leicester, and terminating at or near to a certain quay on the river Witham, situate in the High-street, in the parish of Boston, in the part of Holland, in the county of Lincoln, called Doughty-quay, and at or upon lands and premises in the occupation of the representatives of the late Henry Gee, Esquire, and Messrs. Gee and Company, bankers, situate near to and opposite the said quay; and which said intended railway and other works are intended to pass from, or through, or into the several parishes, hamlets, townships, extra-parochial and other places following, that is to say; Boston, Skirbeck, Skirbeck-quarter, Wyberton, Frampton, Kirton, Sutterton, Wigtoft, Swineshead, Bicker, Quadring, and Donington, all in the said part of Holland, in the said county of Lincoln; and Horbling, Billingborough, Sempringham, Birtorpe, Oseby, Laughton, Falkingham, Walcot, Lenton, Pickworth, Sapperton, Newton, Haceby, Braceby, Ropsley, Haydor, Welby, Londonthorpe, Harrowby, Somerby, Spittlegate, Halton and Walton, Grantham, Barrowby, Little Ponton, Harlaxton, Denton, Stroxton, and Hungerton-cum-Wyvill, all in the parts of Kesteven, in the said county of Lincoln; and Harston, Croxton Kerrial, Saltby, Bescoby, Stonesby, Waltham on the Wold, Freeby, Brentingby-cum-Wyfordby, Thorpe Arnold, Caldwell, Scalford, and Melton Mowbray, all in the county of Leicester.

And it is intended to apply for and obtain powers, in the said Act or Acts, to deviate in the construction of the said railway from the lines of situation thereof, respectively, as laid down on the plans thereof, deposited as hereinafter mentioned, to the extent shown or defined on the said plans; and to stop up, alter, or divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike roads, highways, canals, rivers, streams, sewers, drains, pipes, bridges, aqueducts, and railways as it may be necessary to stop up, alter, or divert for the purpose of constructing, maintaining, and using the said intended railway or railways and works respectively.

And it is also intended, by the said Act or Acts, to take powers for the purchase, by compulsion or by agreement, of any lands and houses for the purposes aforesaid; and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway and works; and to vary or extinguish all existing rights and privi-

leges connected with the lands and other property to be purchased as aforesaid, or which would in any manner impede or interfere with the objects aforesaid, or contemplated by the said Act or Acts, or any of them, and to confer other rights and privileges.

And it is further proposed, in and by the said intended Act, to empower the said company, to be incorporated therewith as aforesaid, to raise money for the several purposes aforesaid, and other the several purposes of the said Act or Acts authorized and provided for, and to empower the said company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, and with powers to sell or lease the same; and also with powers to any other company or parties to purchase or rent, and to use and work the same, or any part thereof; and, for all or any of the purposes aforesaid, it is intended to apply for powers, in the said Act or Acts, to authorize the said company so to be incorporated as aforesaid, or any other company, party or parties united or amalgamated therewith as aforesaid, or any other company or companies as aforesaid, or any or either of them, to increase their present capital by the creation of new shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And notice is hereby given, that plans and sections, describing the line, levels, and situation of the said intended railway, and the lands to be taken for the purposes thereof, and of the works connected therewith, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands respectively, will be deposited, on or before the thirtieth day of November, in this present year, 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 parts and county; and also with the Clerk of the Peace for the said parts of Kesteven, in the said county of Lincoln, at his office at Sleaford, in the said lastly mentioned parts and county; and also with the Clerk of the Peace for the said parts of Holland, in the said county of Lincoln, at his office in Spalding, in the said lastly-mentioned parts and county; and also with the Clerk of the Peace for the town or borough of Grantham, in the said parts of Kesteven, in the said county of Lincoln; and also with the Clerk of the Peace for the county of Leicester, at his office in Leicester aforesaid.

And a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, or through which the said intended railway and works will pass, or be made, will be deposited, on or before the thirty-first day of December, in this present year, with the parish clerks of such parishes respectively, at their respective places of abode.—Dated the first day of November 1845.

J. A. J. MacGregor, Suffolk-street, Pall Mall, Solicitor to the Company.

C. F. Waddy, Parliamentary Agent, Fludyer-street, Westminster.

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, and to obtain an Act or Acts, to alter, amend, and enlarge the powers and provisions of two Acts of Parliament, the one passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for better supplying with water the town of Wakefield, and the neighbourhood thereof, in the west riding of the county of York;" the other Act, passed in the fourth and fifth year of the reign of Her Majesty Queen Victoria, intituled "An Act to enable the Wakefield Water Works Company to raise a further sum of money."

And it is intended, by such Act or Acts, to give to the Wakefield Water Works Company all necessary powers to construct and maintain a reservoir or reservoirs, with all proper aqueducts, culverts, pipes, conduits, tunnels, engines, erections, buildings, conveniences, and other works connected therewith, in the townships of Horbury, Alverthorpe with Thornes, Stanley-cum-Wrenthorpe and Wakefield, or some of them, all in the parish of Wakefield, in the west riding of the county of York, and for such purposes to take, by compulsion or otherwise, and use lands and hereditaments in the said townships and parish; and also to authorize the said company to supply the said works 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 parish of Wakefield aforesaid, and from or near to a certain place at or upon the river Calder, in the said township of Alverthorpe with Thornes, in the parish of Wakefield aforesaid, opposite to a house and field called Porto Bello, in the said township of Wakefield, in the parish of Wakefield aforesaid, and from or near to the Thorne's Lock, in the township of Alverthorpe with Thornes, in the parish of Wakefield aforesaid, and from or near to the Dirtcar-dam, in the township of Horbury, in the said parish of Wakefield, in the said west riding, and from the cut, canal, or navigation belonging to the company of proprietors of the Calder and Hebble Navigation, from or near to the Thorne's Lock, in the township of Alverthorpe with Thornes, in the parish of Wakefield, in the said west riding, or from some or one of the above-mentioned places, and for that purpose to divert and take away from the said river Calder such part of the stream thereof as may be necessary for the purposes aforesaid, or any of them; 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 the said Wakefield Waterworks 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 the township of Wakefield aforesaid, or at some other part of the river Calder, in the said township of Alverthorpe with Thornes, in the parish of Wakefield aforesaid, and above the said Soke Mill-dam; and also to stop up, alter, or divert all such highways or roads within the said parish as it may be necessary to stop up, 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 provision 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, or to determine any exemptions from any existing rates or rents as may be deemed expedient.

And it is also intended to authorize the said Wakefield Water Works Company to raise or borrow, on the credit of the works and rates or water rents, or to raise by the creation of new shares in the undertaking or otherwise, a sum of money not exceeding ten thousand pounds in addition to the several sums of money they are now authorized by the said Acts, or either of them, to raise or borrow for better enabling them to supply the said town and neighbourhood and places aforesaid with water.

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 and hereditaments, will be deposited with the Clerk of the Peace for the west riding of the said 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 twenty-ninth day of October 1845.

Signed,
Henry Lumb and Sons, } Solicitors,
Taylor and Westmorland, } Wakefield.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for the more effectual constitution and regulation of the Court of Her Majesty the Queen for her hundred or wapentake of Salford, within the said hundred of Salford, in the county palatine of Lancaster; and for constituting the same a Court of Record, and extending the jurisdiction of the said court within the said hundred with respect to the amount of debts and damages to be recovered therein; and for altering, improving, and simplifying the practice thereof, and for settling and regulating the fees, costs, and other sums of money payable in respect of proceedings therein.

Dated the fourth day of November 1845.

James Hilton Hulme, Deputy Steward of the said hundred of Salford.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an act for lighting with gas the town and parish of Radcliffe, and the township of Pilkington, in the parish of Prestwich-cum-Oldham, both in the county palatine of Lancaster, or such parts thereof, respectively, as are situate within the distance of three miles from Radcliffe Bridge, in Radcliffe aforesaid; and for the incorporation of a company, with powers of levying rates or rents for the supply of such gas, and with power to purchase lands, by compulsion or agreement, and such other powers as may be necessary for fully carrying into effect the purposes aforesaid. And it is also intended to vary or extinguish all existing rights and privileges which would impede or interfere with the execution of such purposes, and to confer other rights and privileges.

Dated this first day of November 1845.

Slater and Heelis, Solicitors, Manchester.

NOTICE is hereby given that application is intended to be made in the next session of Parliament, for leave to bring in a Bill for regulating legal proceedings by or against a certain company called "Claridge's Patent Asphalte Company," and called or known also by the name of "The Seyssel Asphalte Company," "Claridge's Patent," and for granting certain powers thereto.

Dated the third day of November 1845.

Hodgson and Burton, 10, Salisbury-street, Strand, Solicitors to the said Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter and amend the mode or principle of assessment to church rates upon property situate within the several townships of Warrington, Burtonwood, Rixton with Glazebrook or Hollinfare, and Woolston and Poulton or Woolston with Martinscroft, and Poulton with Fearnhead, all in the parish of Warrington, in the county palatine of Lancaster,

with a view to the equalization of such assessments, in proportion to the value of the property situate within the said townships and parish respectively; and with such object it is proposed by the said intended Act to provide for the alteration and reduction, or increase, as the case may require, of the church rates heretofore made within the said townships and parish respectively; and to vary or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid.

Dated this third day of November 1845.

Wagstaff, Marsh, and Barratt, Solicitors.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill to confer on the Scottish Equitable Life Assurance Society certain privileges of a corporate body, and to enable the said Society to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in the name of the said society, or in the name of the manager or other officer of the said society, with three or more of the directors thereof; to alter and to amend the deed of constitution, and the laws, bye-laws, rules and regulations of the said society, and so far as necessary to confirm the same; to enlarge and amend the powers given to the said society by royal charter, dated twenty-seventh January one thousand eight hundred and thirty-eight, and to confer further and other powers and privileges upon the society and the directors thereof.

Dated this thirty-first day of October, 1845.

Charles Lever, King's road, Bedford-row, London.

NOTICE is hereby given, that the Caledonian Insurance Company, carrying on the business of Fire and Life Assurance, intend to apply to Parliament in the ensuing session, for leave to bring in a Bill to incorporate the said company, and to enable the said company to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in name of the said company, or in the name of the manager or other officer of the said company, with three or more of the directors; to alter and to amend the contracts of co-partnership or deeds of constitution, and the rules and regulations, laws and bye-laws of the said company, and so far as necessary to confirm the same; to increase the capital of the said company, to confer farther and other powers and privileges upon the company, and the directors thereof; and to enlarge and amend the powers given to the Caledonian Insurance Company by royal charter, dated seventeenth April one thousand eight hundred and ten.

Dated this thirty-first day of October 1845.

Herbert Sturmy, Wellington-street, London-bridge, London.

Grand Junction 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, enlarge, or repeal the powers and provisions of the following Acts relating to the Grand Junction Railway, or some of them, that is to say, An Act passed in the 3rd year of the reign of His late Majesty King William the Fourth, another Act passed in the 4th year of the reign of His said late Majesty King William the Fourth, another Act passed in the 5th year of the reign of His said late Majesty King William the Fourth, another Act passed in the 5th year of the reign of His said late Majesty King William the Fourth, another Act passed in the 1st and 2nd years of the reign of Her present Majesty, another Act passed in the 3rd year of the reign of Her said present Majesty, and another Act passed in the last session of Parliament.

And it is intended by the said Act or Acts, to authorize the Grand Junction Railway Company to construct, maintain, work, and use the following branch from, extension of, or addition to the said Grand Junction Railway, or some part or parts thereof, with all proper works and conveniences connected therewith, or approaches thereto, that is to say, a railway, or branch railway, commencing at and by a junction with the Grand Junction Railway, on that portion thereof heretofore called the Liverpool and Manchester Railway, in the township of Huyton, in the parish of Huyton, in the county of Lancaster, and terminating at, and by a junction with the said Grand Junction Railway, in the township of Warrington, in the parish of Warrington, in the county of Lancaster, and 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, that is to say, Huyton, Prescot, Warrington, St Paul Warrington, Cuerdley, Doe Green, Widnes Upton within Widnes, Upton, Widnes-cum-Appleton, Widnes within Appleton, Appleton, Speke, Childwall, Penketh, Graystone Heath, Great Sankey, Little Sankey, Farnworth, Farnworth within Widnes Ditton, Little Tarbock, Tarbock, Sutton, Hale, Halebank, Halewood, Little Woolton, Much Woolton, Gars-ton, Allerton, Walton on the Hill, Halsnead, Cronton, Rainhill, Bold, Whiston, and Roby, or some of them, all in the 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, tramroads, railways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, waters, and water-courses 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 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 railway, or any of the works connected therewith, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, or of any part thereof, and to confer other rights and privileges.

And it is also intended by such Act or Acts, to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said intended works, or of any part thereof, and for levying tolls, rates, and duties on, and for the use of the same, or any part thereof, and otherwise, and to grant certain exemptions from such tolls, rates, and duties.

And it is also proposed by the said intended Act or Acts, to authorize the said Grand Junction Railway Company to raise a further sum of money for the purposes aforesaid, and for the general purposes of the undertaking.

And further notice is hereby given, that plans and sections of the said intended new 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 that a copy of so much of the said 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 and 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 clerks of those parishes respectively, at their respective residences.

Dated this first day of November, 1845.

Clay, Swift, and Wagstaff,
Solicitors, Liverpool

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill or Bills for establishing, constituting, and maintaining a Court or Courts for the recovery of small debts within and for the several boroughs, parishes, townships, hamlets, or places within the county of Dorset, following, that is to say, Abbotsbury, Abbas Winterborne otherwise Winterbourne Abbas, Abbott Stock otherwise Stoke Abbas otherwise Stoke Abbot, Abbots Fee, Admiston otherwise Athelhampstone, Affington, Affpiddle otherwise Affpindle otherwise Affpuddie, Alcester or Alyncester, Aller, Allington, Almer West otherwise Almer, Ansty, Alton Pancras, All Saints' Wimborne, Alveston, Anderstone Winterbourne, Arne, Ash, Ashe, Ashdon and Clendon, Askerswell, Atram Stoke, Athelhampstone otherwise Admiston, Aylewood, Axnoller, Bagber otherwise Bagberrie, Bampton otherwise Bothenhampton, Bardolleston, Batcombe, Beaminster, Bedcister, Beer Regis otherwise Bere Regis, Beer otherwise Beer Marsh, Beer Hackett otherwise Beer Hackett otherwise Hackwood, Beer Hackwood, Benville, Bettiscombe, Bexington, Binnegar, Billett

Froome, Bishop's Caundle otherwise Bishop Caundle, Bincombe, Bingham's Melcombe, Blackdown, Blackley, Blandford Forum, Blandford Saint Mary, Blatchenwell, Bloxworth, Bockhampton, Bocomb otherwise Buckham, Bothenhampton otherwise Bampton, Bourton, Bowood North, Bowood South, Bradford Abbas, Bradford Peverell, Bradpole, Bradle, Bredy Long, Briantspiddle, Bridport, Broadmaine otherwise Broadmayne, Brockhampton, Broadway, Broadwindsor, Brownshall, Bryanstone otherwise Bryanston, Bryanscomb, Buckland Newton, Buckland Ripers, Buckham otherwise Bocomb, Buckhorn Weston otherwise Weston Buckhorn, Bugbarrow, Burton Bradstock, Burton Long, Burlston otherwise Burleston, Burstock, Burton Higher, Burton East, Burton Lower, Butterwick, Camesworth, Came Winterborne otherwise Winterborne Carne, Cann otherwise Shafton Saint Rumbold otherwise Saint Rumbald, Castleton, Cattistock, Catherston Lewston otherwise Chatherston Lewston, Caundle Bishop otherwise Caundle Bishops, Caundle Marsh otherwise Down and Marsh, Caundle Wake, Caundle Purse, Caundle Stourton, Cerne Abbas, Cerne Nether, Cerne Up otherwise Cerne Upper, Chaldon Herring otherwise East Chaldon, Chaldon East, Chaldon Boys otherwise West Chaldon, Charborough, Charlton Marshall, Charminster, Charmouth, Chardstock, Chardstock North, Chardstock South, Cheddington, Chelborough East otherwise Luccombe otherwise Lucam, Chelborough West, Chetnole, Cheselborne, Cheselborne Little, Chickereil West otherwise Chickereil West, Chickereil East, Chideock, Chilfrone, Child Okeford otherwise Okeford Child, Childhay, Chilcombe, Chissell otherwise Chiswell, Church Knowle, Churchstone Milborne, Clapcotts and Herringstone, Clendon and Ashdon, Clenston Winterborne otherwise Winterbourne Clenstone, Cliff, Clifton Maubank otherwise Clifton Maubank, Colliton Row, Coomb, Coombe Keynes, Colway, Compton Over otherwise Compton Hawey, Compton Nether, Compton Abbas East otherwise Hargrove, Compton Abbas, Compton Abbas otherwise West Compton, Compton Vallance otherwise East Compton, Corfe Castle, Corscombe otherwise Corsecombe, Corton, Cosmore, Crawford Tarrant otherwise Crawford Parva otherwise Tarrant Antioch, Crawford Magna, Crawford cum Spettisbury, Creech East, Creech West, Creech Grange, Critchell Long otherwise Long Critchell, Critchell Govis, Critchell Lucy, Cripton, Crockway, Crupton Higher, Crupton Lower, Dean of Exeter Eightholds, Dewlish, Dibberford, Dorchester, All Saints, The Holy Trinity, and Saint Peters, Down Thorney, Drempton, Duntish, Durweston, Erles Mead, Eagle Wonford otherwise Winford Eagle, Eastbury, East Chickereil, Easton, East Stafford and Lewell, East Chaldon otherwise Chaldon Herring, East Chaldon, Egglestone North, Elworth East, Elworth West, Elwell, Elmore otherwise Enmore Green, Encombe, Evershot otherwise Evershott, East Compton otherwise Compton Vallance, East Holworth, East Melbury, East Melplais, East Pulham, East Pulham in Bindon, East Ringstead or Up Ringstead, East Stoke, East Stower, East Lulworth, Eggerton North, Enmore Green otherwise Elmore,

Exeter Dean of Eightholds, Farrington Winterborne, Farrington, Fiddleford otherwise Fittleford, Fifehead Neville, Fifehead Magdalen, Fifehead Sydling, Fittleford otherwise Fiddleford, Fleet, Folke, Fontmell Magna otherwise Fontmell Great, Fordington, Fordington Mill Street, Forston, Forcell, Fortuneswell, Frampton, Frenchs, Friarmayne, Friar Waddon, Frome Billett, Froome Vauchurch otherwise Frome Vauchurch, Frome Whitfield, Frome Saint Quintin otherwise Frome Saint Quintin, Furlleigh, Galton, Gerrards or West Waddon, Gillingham, Glanvilles Wootton, Godmanstone, Gomershay, Govis Critchell, Grange Creech, Griddleshay, Grimstone, Gussage All Saints, Gussage Saint Andrew, Gussage and Minchington, Hackwood otherwise Beer Hackett otherwise Beer Hackett, Halstock, Hammohun or Hammoon, Handley otherwise Sixpenny Handley, Hanford, Harefoots Lane otherwise Harpers Lane, Harpston, Hargrove otherwise Bedcister, Hargrove, Hartgrove, Hargrove otherwise Compton Abbas East, Harpers Lane otherwise Harefoots Lane, Hartley, Haselbury Bryan otherwise Hasilbury Bryan otherwise Hazilbury Bryan, Hawkchurch, Haydon, Haymoor, Hay, Henley, Hermitage, Herringston Winterborne, Herringston and Clapcotts, Herston, Higher Loders otherwise Up Loders, Higher Melbury otherwise Melbury Sampford, Higher Burton, Higher Sturthill, Higher Crupton, Hill Monkwood, Hillfield, Hilton, Hinton Saint Mary, Hinton Tarrant, Holme East, Holme West, Holnest, Holwell, Holworth, Holworth North part, Holworth South, Holworth East, Hooke, Houghton Winterborne otherwise Winterbourne Houghton, Houndstreet, Husey otherwise Hursey, Hurst, Ibberton, Ilington, Iwerne Minster, Hinton Saint Mary, Hyde, Hyde otherwise Stoke Hyde, Iwerne Courtney otherwise Iwerne Courtney otherwise Shroton, Keinton Magna otherwise Kington Great, Kingsland, Kingston Russell, Kingston, Kingshold, Kingston Winterborne otherwise Winterbourne Kingston, Keinton Tarrant otherwise Tarrant Keynston, Kingcombe Nether, Kingcombe Over, Kimmeridge, Knighton, Knighton West, Knight Street, Knowle, Knowle Church otherwise Church Knowle, Knowlhill, Lake Morcombes, Langdon, Langton Matravers, Langton Herring, Langton Long Blandford otherwise Langton Long, Langton Wallis, Launceston Tarrant, Law Lee, Lazerston, Lewston, Leigh, Little Bredy, Little Cheselborne, Lillington, Litton Cheney, Little Mayne, Little Piddle, Little Windsor, Loders Up, Loford otherwise Lovard, Longbredy, Longburton, Longcotts, Loders, Loders Lower, Loders Up or Higher Loders, Long Critchell otherwise Critchell Long, Loscombe, Lovard or Loford, Lower Burton, Lower Crupton, Lower Melbury otherwise Melbury Osmond, Lower Sturthill, Luccombe otherwise East Chelborough otherwise Lucam, Lucy Critchell, Luckford, Lulworth East, Lulworth West, Lydinch, Lyme Regis, Magna Crawford, Maiden Newton, Mangerton, Manston, Margaret Marsh, Mappowder, Mapperton South otherwise Mapperton, Mapperton, Marnhull, Marshwood, Marshallshay, Martins Town otherwise Winterborne Saint Martin, Matravers North, Matravers South, Mayne Friar,

Mayne Little, Meerhay, Melbury Abbas, Melbury, Bubb, Melbury East, Melbury West, Melcombe Bingham, Melcombe Regis, Melplais East, Melplais West, Middle Ringstead, Woolcomb Matravers otherwise Woolcombe, Melbury Osmond otherwise Lower Melbury, Melbury Sampford otherwise Higher Melbury, Melcombe Horsey, Middlemarsh, Middle Street, Middle Sturthill, Milborne Saint Andrew otherwise Milbourn Saint Andrew, Mill Street Fordington, Milborne Stileham, Milborne Churchstone, Milton Abbas otherwise Milton Abbey otherwise Abbey Milton, Milton and Preston, Milton and Pierston, Milton West, Minchington, Minchington and Gussage, Minterne Magna otherwise Minterne Great, Minterne Parva, Modbury, Monkwood Hill, Moreton, Morcombes Lake, Morden otherwise Morden East otherwise Morden Matravers, Morden West, Motcombe, Launceston Tarrant, Monkton Winterborne otherwise Monkton Winterbourne, Mosterton, Muckleford, Muston, Muston Winterborne, Nettlecombe, Netherbury, Nether Stoke, Nethercombe, Nether Kingcombe, Netherhay, Newland, Newland Borough, Newland Wootton, Norbrooke, North Bowood, North Chardstock, North Egglestone, North part of Holworth, North Matravers, North Symondsbury, Nottingham, Notton, Nutford, Osborne, Okeford Child otherwise Child Okeford, Okeford Fitzpaine, Orchard West, Orchard East, Osmington, Okeford Shilling, Overcombe, Over Kingcombe, Owermoigne otherwise Ower-Moyne, Ower, Pallington, Parva Minterne, Peason otherwise Preston, Perrot South otherwise South Perrott, Phillyholme, Pilsdon, Pinford, Phillipston, Piddle Little, Pimperne, Pimperne Warnership, Poorton North, Poorton South, Poofstock otherwise Powerstock, Portland Island of, Portisham, Poxwell, Preston, Preston cum Crawford, Preston and Milton, Piddletown, Pierston and Milton, Piddletrénhide otherwise Piddle Treinthyde, Piddlehinton, Phillipson, Plush, Povington, Preston Tarrant, Preston otherwise Peason, Pulham, Pulham East, Pulham East in Bindon, Pulham West, Puncnole otherwise Puncnoll, Putton, Quarrleston, Radipole otherwise Raddipole, Rampisham, Rushon, Rawson Tarrant otherwise Tarrant Rawston otherwise Tarrant Antioch, Redhone or Redhove, Redlands, Red Lane, Rempston, Reforme otherwise Rayton, Ringstead East or Up Ringstead, Ringstead Middle, Ringstead West, Ringstead Upton, Rodden, Rollington, Roboldshay, Ryne Intrinseca, Ryehill, Ryle, Sandford, Sarum, Sharnhull, Shaston otherwise Shaftesbury, with the Holy Trinity, Saint Peter, Saint Martin, Saint Lawrence, and Saint James, Shafton Saint Rumbold otherwise Saint Rumbald otherwise Cann, Shatcombe, Sherborne, Sherford, Shilling Okeford, Shilvinghampton, Shipton Gorge otherwise Shepton George, Shitterton, Shroton otherwise Iwerne Courtney otherwise Iwerne Courtney, Silton, Smedmore, South Chardstock, South Holworth, Southover, South Perrott otherwise Perrot South, Southwell, South Bowood, South Matravers, South Poorton, South Symondsbury, Sixpenny Handley otherwise Handley, Slepe, Slape, Spettisbury, Spettisbury cum Crawford, Stafford West, Stafford East and

Lewell, Stalbridge, Stalbridge Weston, Stanton Saint Gabriel, Stapleford, Steeple, Steepleton Preston otherwise Steepleton Iwerne otherwise Steepleton, Steepleton Winterborne otherwise Winterbourne Stapleton, Stickland Winterborne otherwise Winterbourne Strickland, Stinsford, Street Knight, Stoborough, Stockwood otherwise Stoke wood, Stoke Abbas otherwise Abbot Stock otherwise Stoke Abbot, Stoke Atram, Stoke East, Stoke Hyde otherwise Hyde, Stokeford, Stoke Gaylard otherwise Stock Gaylard, Stoke Wake, Stotingway, Stower East, Stower West, Stoke Wyld, Stower Provost, Stower Pain otherwise Stour Payne, Stratton, Studland, Sturminster Newton otherwise Sturminster Newton Castle, Sturthill Higher, Sturthill Middle, Sturthill Lower, Sutton Waldron, Sutton Pointz, Swanwich otherwise Swanwick otherwise Swanage, Swyre, Sydling Saint Nicholas, Sydling Fifehead, Sydling Up, Symondsbury North, Symondsbury South, Tarrant Antioch otherwise Crawford Tarrant otherwise Crawford Parva, Tarrant Hinton, Tarrant Keinston otherwise Tarrant Keynton, Tarrant Launceston, Tarrant Preston, Tarrant Rawston otherwise Rawston Tarrant otherwise Tarrant Antioch, Thompson Winterborne otherwise Winterbourne Thompson, Thompson, Thorney Down, Thornford, Thorncombe otherwise Thorncombe, Thornhill, Thorton, Throop, Thurnet, Tiley, Tincleton, Todbere otherwise Todber, Tollpiddle otherwise Tolpuddle, Tollerfratum, Tollerporcorum, Troytown, Totnell, Turnerspiddle otherwise Tonerspiddle otherwise Turnerspondell otherwise Turnerspiddle, Twyford, Tyneham, Tyneham West, Ulwell, Up Loders, Upton Ringstead, Up Ringstead or East Ringstead, Up Sydling, Upway otherwise Waybayhouse otherwise Wabyhouse, Vernicroft, Waddon West or Gerrards Waddon, Waddon Friars, Wake Caundle, Walditch, Wallis Langton, Wambrooke otherwise Wambrook, Wambroke, Warmwell, Wareham, with the Holy Trinity, Saint Mary, Saint Martin, Saint Michael, and Saint Peter, Stoke Nether, Street Middle, Walterston otherwise Waterson, Warnership Pimperne, Waybayhouse otherwise Wabyhouse otherwise Upway, Wakeham, Weeke otherwise Wyke, Wells, Westbury, Weston, West Tyneham, West Orchard, West Chelborough, West Chickereel otherwise West Chickereel, West Creech, West Holme, West Knighton, West Lulworth, West Morden, West Stafford, West Stower, Weston Buckhorn otherwise Buckhorne Weston, West Compton otherwise Compton Abbas, Weston, West Melbury, West Melplais, West Pulham, West Ringstead, Weston Stalbridge, Weymouth, Whatcombe, Whitechurch Canonicorum otherwise Whitechurch Canonicorum, Whitechurch Winterborne otherwise Winterbourne Whitechurch, Whitcombe otherwise Whitcomb, Whitfield Frome, Whitecliff, Wild, Wimborne Saint Giles, Wimborne All Saints, Winfrith Newburgh, Windsor Little, Winterborne Abbas otherwise Winterbourne Abbas, Winterborne Anderstone, Winterborne Carne otherwise Winterborne Came, Winterbourne Clenston otherwise Winterborne Clenston, Winterborne Farthingdon, Winterborne Herringston, Winterborne Muston, Winterborne Saint Martin otherwise Martinstown, Winterborne Houghton otherwise Win-

terbourne Houghton, Winterborne Kingston otherwise Winterbourne Kingston, Winterborne Monkton otherwise Winterbourne Monckton, Winterborne Steepleton otherwise Winterbourne Stapleton, Winterborne Stickland otherwise Winterbourne Strickland, Winterborne Thompson, Winterborne Whitechurch otherwise Winterbourne Whitechurch, Winterborne Zelstone otherwise Winterbourne Yelstone, Witherston, Woodrow, Woodcotes, Wonson, Woodsford, Woodlands, Woodyates West, Wool-Woolland, Woolcombe otherwise Woolcomb Matravers, Wolcombe otherwise Woolcomb, Woolcombe, Wootton Abbas, Wootton Glanvilles, Wootton Newland, Wootton Fitzpaine, Wootton North, Worgrett, Worth Matravers, Wraxall, Wyke Regis, Wyke, Wyke otherwise Weeke, Wyld Court, Wyld Stoke, Wynford Eagle otherwise Winford Eagle otherwise Wonford Eagle, Yandover, Yetminster, Zelstone Winterborne otherwise Winterbourne Yelstone, and all other the several parishes, townships, villages, hamlets, places, and extra-parochial places within the said county of Dorset, not comprised within the jurisdiction of a court for the recovery of small debts, constituted by an Act passed in the fourth and fifth years of Her present Majesty, intituled "An Act for the more easy and speedy recovery of small debts, within the city and borough of New Sarum and other places in the counties of Wilts, Hants, and Dorset," in which Bill or Bills provision will be made for limiting, fixing, and regulating the fees, rates, and charges to be taken and made by the officers of the said court or courts.

Dated this third day of November, 1845.

Jno. Frampton,

Solicitor for the intended Bill.

Hull, Sheffield, and Midland Direct 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, commencing by a junction with the line of the Hull and Selby Railway, in the township of Blacktoft, in the parish of Blacktoft, or in the township of Gilberdyke otherwise Gilberdike, in the parish of Easttrington, or one of them, in the East Riding of the county of York, at or near a point where the turnpike-road, highway, parish, or township road from Blacktoft to Gilberdyke otherwise Gilberdike, crosses over the said Hull and Selby Railway, and terminating by a junction with the North Midland otherwise the Midland Railway, at or near a point or place where the highway, township, or parish road, leading from Hooton Roberts and Kilnhurst to Wentworth, crosses over the said North Midland or Midland Railway, in the parish of Rawmarsh, the parish of Wath-upon-Dearne, or the parish of Mexborough otherwise Mexbrough, or some or one of them, in the West Riding of the county of York; and a so to make and maintain a branch line of railway from the said main line to or near to Goole, in the said West Riding of the county of York, commencing at or near to the township of Goole, in the

parish of Snaith, in the said West Riding of the county of York, and to terminate at or near to the docks at Goole, in the said township of Goole, in the parish of Snaith aforesaid, or some or one of them, and passing over or near to a certain bridge called the Old Goole Bridge at the township of Goole aforesaid, across a certain river called or known by the name of the Dutch River otherwise the Don River otherwise the Dun River, in the township of Goole aforesaid; together with all proper and convenient stations, wharfs, piers, staiths, landing-places, jetties, sidings, tunnels, shafts, drifts, air-gates, pipes, flues, weirs, drains, culverts, sewers, reservoirs, dams, cloughs, water-banks, syphons, steam-engines, locomotive-engines, pumps, sluices, gates, cuttings, excavations, embankments, bridges, viaducts, aqueducts, land-drainages, warping-drains, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and other works connected with the said railway or railways and branch railway, on the aforesaid works; which said railway or railways and branch railway will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, that is to say, Blacktoft parish, Blacktoft township, Easttrington parish, Easttrington township, Howden parish, Howden township, Gilberdyke otherwise Gilberdike, Bellasize, East Linton, West Linton, Balkholme, Metham, North Metham, Kilpin, Saltmarsh, Laxton, and Skelton, or some or one of them, in the East Riding of the county of York; and from thence by a tunnel under the river Ouse, at or near the township of Goole aforesaid, and passing from in, through, or into the several parishes, townships, townlands, extra-parochial and other places following, that is to say, Goole, Hook otherwise Hooke, Adlingfleet parish, Adlingfleet township, Fockerby, Haldenby with Eastof, Whitgift parish, Whitgift township, Reedness, Swinefleet, Ousefleet, Crowle parish, Crowle township, Eastoft, Armin otherwise Airmin or Airmyr, Little Armin, Rawcliffe otherwise Rawcliff otherwise Rowcliff otherwise Rochliff, Snaith parish, Snaith township, Snaith with Cowick, Carleton otherwise Carlton, Cowick, East Cowick, West Cowick, Fishlake parish, Fishlake township, Skyehouse, Sykehouse otherwise Sykehouses, South Common, Goole Moor, Thorne Moor, Thorne Common, Greenland, Thorne parish, Thorne township, Thorne Quay, Dunscroft, Hatfield parish, Hatfield township, Hatfield Woodhouse, Hatfield Moor, Hatfield Chase, Thorninghurst, Kirk-Bramwith parish, Kirk-Bramwith township, Bramwith-Woodhouse, Braithwaite, Hawk-house Green, Kirk-house Green, South Bramwith otherwise called Sand Bramwith, Lings, Bearswood Green, Gate Wood, Thorpe-in-Balne, Stainforth otherwise Stainford otherwise Stainforth-cum-Bramwith, Tudworth, Barnby Dunn otherwise called Barnby upon Don parish, Barnby upon Don township, Park Lane, Streetthorpe, Cantley parish, Cantley township, Nether Cantley, Armthorpe parish, Armthorpe township, Holm Wood, Water-ton, Kirk Sandall or Sandall Parva, Trumfleet otherwise Kirk Sandall with Trumfleet, Almholme, Owston, Haywood, Bentley, Arksey, Tilts other-

wise Langthwaite-with Tilts, Long Sandal-cum-Wheatley, Bentley-with-Arksey, Near Sandall, Long Sandall, Wheatley, Doncaster borough, Doncaster parish, Doncaster township, Doncaster Soke, Christ Church and Hall Cross in Doncaster, Balby, Hexthorpe, Balby-with-Hexthorpe, Loversall, Warmsworth, Levett Hag, Sprotborough otherwise Sprotborough, Cusworth, Cadeby, Newton, Edlington, Clifton, Conisborough otherwise Conisbrough, Crookhill, Wadworth, Stancil-with-Wellingley and Wilsick, Alverley, Braithwell, Micklebring, Mexborough otherwise Mexbrough, Dennaby otherwise Denaby, Hooton Roberts, Firsby, Ravenfield, Melton on the Hill, Barnbrough, Harlington, Bolton upon Dearne, Darfield, Wombwell, Wath upon Dearne, Wentworth, Brampton Bierley otherwise Brampton Bierlow, Swinton, Kilnhurst, Thrybergh otherwise Thribergh, Aldwarke, Ecclesfield parish, Ecclesfield township, Rawmarsh, Greasborough otherwise Greasbrough, Rotherham, Masbrough, Kimberworth, Dalton Parva, Dalton Magna, or some of them, in the West Riding of the county of York, and Crowle parish and Crowle township, in the parts of Lindsey, in the county of Lincoln, and in the counties of York and Lincoln, or one of them.

And it is intended by the said Bill or Bills to apply for powers to incorporate a company for executing and carrying into effect the said proposed undertaking.

And in the said Bill or Bills powers will be taken to deviate in the construction of the said railway or railways and branch railway from the lines or situations thereof respectively as laid down on the plans to be deposited as hereinafter mentioned to the extent shown or defined on the said plans, and to alter or divert, stop up, cut off or cross all such turnpike roads, parish roads and other highways, bridges, canals, navigations and railways, tram roads, rivers and drains, brooks, warping drains, streams and watercourses within the parishes, townships, hamlets, townlands or extra-parochial and other places aforesaid, as may be required to be diverted or altered for the purposes of such railway or railways and branch railway and works.

And also to cross the line of the proposed London and York Railway in or near the townfield in the township and borough of Doncaster aforesaid, or one of them.

And it is also intended by the said Bill or Bills to apply for powers to purchase lands and houses by compulsion or otherwise for the purposes aforesaid, and to levy tolls, rates and duties in respect of the use of such proposed railway or railways and branch railway and other works, and to alter, vary or extinguish all existing rights and privileges in any manner connected with the lands and houses intended to be taken, and to confer other rights and privileges.

And it is further intended to apply for powers by the said Bill or Bills, to enable the said North Midland or Midland Railway Company, the Hull and Selby Railway Company, the Wakefield Pontefract and Goole Railway Company, or any other company or companies, to raise funds for and

take shares in and subscribe for and towards the making, maintaining, working, and using of the said intended railway or railways and branch railway and other works.

And it is further intended to apply for powers by the said Bill or Bills to enable the company to be incorporated by the said intended Bill or Bills as aforesaid, to let on lease or sell the said intended railway or railways and branch railway and other works, or any part or parts thereof, and to enable the said North Midland or Midland Railway Company, the said Hull and Selby Railway Company, the said Wakefield, Pontefract, and Goole Railway Company, or any other company or companies, to purchase or rent the said intended railway or railways and branch railway and works, or any part or parts thereof, and to use and work the same or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof, and to purchase and hold lands by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Bill or Bills, on the said company thereby intended to be incorporated in connexion therewith.

And also to authorize the company to be incorporated by the said Bill or Bills to unite or amalgamate with any other existing or proposed company or companies, and to enter into such mutual engagements as may be necessary or expedient for the carrying out the purposes and objects of the said intended railway or railways, branch railway and works.

And also to carry into effect and confirm any agreement or arrangement made or hereafter to be made for or in respect of the traffic passing or which may pass on the line of the said railway or railways and branch railway and on the line or works of such proposed united or amalgamated company or companies or any of them, and for all or any of them; and for all or any of the purposes aforesaid, it is intended to apply for powers by the said Bill or Bills, to authorize the proposed united and amalgamated companies or any other company or companies to increase their capital by the creation of new or additional shares, or by mortgage, or by such other ways and means as Parliament shall think fit.

And notice is hereby further given, that duplicate maps or plans and sections of the said intended railway or railways, branch railway 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 respectively, will be deposited, on or before the thirtieth day of November, in this present year, with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley; and with the Clerk of the Peace for the West Riding of the said county of York, at his office in Wakefield; and with the Clerk of the Peace for the parts of Lindsey in the county of Lincoln; at his office in Spilsby, in the said county of Lincoln; and with the Clerk of the Peace for the borough of Doncaster, at his office in Doncaster; 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 or railways and branch; or either of them; will pass or be situate; will be deposited with the parish clerk of each such parish.

Dated this first day of November, 1845:

<i>John Thorney;</i>	} Hull,	} Solicitors.
<i>Edward Sidebottom;</i>		
<i>W. R. Bakewell;</i>		
<i>G. D. Barker, Jun.,</i>	} Wakefield,	

Shropshire Union Railway and Canal; Shrewsbury to Stafford (Canal 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 the following railways; or one of them; or some part or parts thereof; with all proper works, approaches; and conveniences connected therewith; that is to say, a railway commencing at or near the present Canal Wharf of the Shrewsbury Canal Navigation; in the parish of Saint Mary, in the county of Salop; and terminating by a junction with the Grand Junction Railway, near the Stafford Station of such railway; in the townships of Forebridge and Rickerscote; or one of them, in the parish of Castlechurch, in the county of Stafford; 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, Holy Cross and Saint Giles, Holy Cross and Saint Giles, the Abbey Foregate, Saint Mary Shrewsbury, Castle Ward Within, Castle Ward Without, Castle Foregate, Saint Alkmund, Saint Julian, Coleham, Stone Ward Without, Stone Ward Within, Preston, Preston Boats, Haughmond Demesne, Upton Magna, Upton, Downton, Aitcham, Saint Chad, Betton and Alkimer, Lotinger, Attingham, Berwick, Berwick Maviston, Duncot, Uckington, Rodington, Stigden, Wroxeter, Norton, Wroxeter, Charlton, Allscott, Leaton, Admaston, Longlane, Rushmoor, Burcott, Bratton, Oakfen Gates, Rodington, Aitcham, Withington, Uppington, Uffington, Wellington, Dawley, Dawley Magna, Dawley Parva, Walcott, Lawley, Atleston, Dothill Demesne, Dothill, Aston, Watling Street Demesne, Watling Street, Ketley, Wothbridge, Hadley, Leegomery and Wappershall with Apley Demesne, Apley Demesne, Leegomery, Arlestone, Trench Lane, Trench, Wappershall, Eyton, Eyton upon the Wildmoors, Bratton, Allscott, Admaston, Leaton, Burcott and Cliddley, Horton Wood, Horton, Hadley Wellington, Wellington, Preston upon the Wildmoors, Wrockwardine Wood, Wrockwardine, Wrockwardine Bank, Little Aston, Field Aston, Ho Hall, Hoo, Preston, Kinnersley, Honington, Donnington, Donnington Wood, Muxton, Lilleshall, Chetwynd, Büttery, Church Aston, Chetwynd Aston, Edmond, Edmond, Adensy, Adney, Tibberton, Newport, Norbrunes, Newport Marsl, Longford, Cheswell, Brockton Leasows, Brockton,

Stockton, Sheriff Hales, and Woodcote, all in the county of Salop; Norbury, Oulton, Sheriff Hales and Wharton, Wharton, Sutton, Meer and Forton, Forton Woodcote, the Guild, the Guild of Monks, Lindove, Broadhill, Meer Town, Meer Aqualate, Forton, Chatwall, Outwoods, Bromstead, Little Chatwell, Chatwell Magna, Great Chatwell, Chatwell, Walton Grange, Wilbroughton, Wilbroughton Moreton, and Great Chatwell Moreton, Knightley, Beffcote, Coton End, Coton, Cowley and Coton, Cowley, Gnosall Heath, Plardiwick and Little Onn, Plardiwick and High Onn, Plardiwick, Gnosall, Cowley, Apeton and Allston, Andmore, Aldmore, Aldmoor, Gnosall and Bradley, Gnosall, Ellenhall, Little Onn and Plardiwick, High Onn and Plardiwick, Cowley and Plardiwick, Wood Eaton, Marston, Little Onn, High Onn, Church Eaton, Haughton, Ranton Monastery, Ranton, Bradley, Wollaston and Shredicote, Shredicote, Wollaston, Billington and Littywood, Billington cum Littywood, Billington, Alston, Brough and Rule, Rule, Brough Hall, Brough, Allstone, Alstone Apeton and Barton, Barton, Apeton, Bradley Derington, Coton Clanford, Coton Aston and Doxey, Doxey Aston, Little Bridgeford, Great Bridgeford, Selghford, High Lea, Burton and Rickerscote, Burton, Rickerscote, Forebridge and Castle Church, all in the county of Stafford; and also a railway diverging from and out of the said intended railway, in the parish of Lilleshall aforesaid, and terminating in the same parish; and passing in or through the several parishes; townships; and extra-parochial or other places following; or some of them, that is to say, Lilleshall, Lilleshall, Donnington, Donnington Wood, and Muxton; in the county of Salop:

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 enable the united company of proprietors of the Ellesmere and Chester Canal; in conjunction with other persons to be incorporated with them, to carry into effect the said intended railways; or either of them; 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 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 railways, 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 proposed by the said intended Act or Acts to enable the company who may be thereby authorized to carry the said intended un-

dertaking, or any part thereof, into effect, to purchase or take on lease the canal known as the Shrewsbury Canal Navigation, or some part or parts thereof, together with all or any of the lands, buildings, rights and powers of the Shrewsbury Canal Navigation Company, and of other persons or corporations, if any, interested therein, and to enable the said last-mentioned company, and such persons or corporations, to sell, or let, and to transfer the same, and to dissolve the said last-mentioned company, and to incorporate and unite the proprietors therein, or some of them, with the company who may be so authorized to carry the said intended undertaking, or any part thereof, into effect: and it is further proposed by such intended Act or Acts to authorize the appropriation of all or any part of the canals, cuts, works, lands, and buildings of the said united company of proprietors of the Ellesmere and Chester Canal, and of the company of proprietors of the Shrewsbury Canal Navigation, which may be situate in the line of the said intended railways, or either of them, to the purposes thereof, and to authorize the disuse of the said canal or canals, and the conversion thereof, or of any part or parts thereof respectively, into such intended railways, or either of them, and the sale of such parts of the said canals, cuts, works, lands, and buildings, as shall not be required for the purposes of such intended railways, or either of them, and to vary or extinguish all rights and privileges whatsoever connected with the said canals or either of them, or the use thereof, which would impede or interfere with the objects aforesaid.

And it is further intended by such Act or Acts, or by some other Act to be applied for in the next session of Parliament, to authorize an increase of the capital of the said united company of proprietors of the Ellesmere and Chester Canal, and the admission and incorporation of new subscribers in the said company for the objects aforesaid, and to amend, enlarge, and repeal all or some of the powers and provisions of the several Acts relating to the Ellesmere and Chester Canal passed respectively in the 8th year of the reign of His late Majesty King George the Fourth; in the 11th year of the reign of His said Majesty King George the Fourth; in the first year of the reign of Her present Majesty Queen Victoria; in the 5th year of the reign of Her said present Majesty; and in the 8th year of the reign of Her said present Majesty Queen Victoria; and also all or some of the provisions of the several Acts relating to the late Birmingham and Liverpool Junction Canal Navigation, now belonging to the said united company of proprietors of the said Ellesmere and Chester Canal, and passed respectively in the 7th year of the reign of His late Majesty King George the Fourth; in the 8th year of the reign of His said late Majesty King George the Fourth; in the 1st year of the reign of His late Majesty King William the Fourth; in the 4th year of the reign of His late Majesty King William the Fourth; and in the 5th year of the reign of Her present Majesty Queen Victoria; and also all or some of the provisions of the Act relating to the said Shrewsbury Canal Navigation passed in the 33rd

year of the reign of His late Majesty King George the Third; and it is further intended by such Act or Acts, to alter, vary, extinguish, or repeal the tolls, rates, and duties authorized to be taken on the said united Ellesmere and Chester and Birmingham and Liverpool Junction Canals, and on the said Shrewsbury Canal.

And notice is hereby further given, that maps or 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 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 Salop, at his office in Shrewsbury, and with the clerk of the peace for the county of Stafford, at his office at Stafford; 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 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, 1845.

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

Potts and Brown,
Chester.

Slater and Heels,
Manchester.

James Wheeler,
Manchester.

Loxdale and Peele,
Shrewsbury.

Henry Heane,
Newport.

Eastern Counties, Barking, and Thames Junction Railway, and Coal and Coasting Dock.

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 either by a junction with the Eastern Counties Railway, or the Northern and Eastern Railway, both or one of them at or near Stratford, in the parish of West Ham, in the county of Essex, or from a distinct terminus in the said parish of West Ham, and terminating at or near the River Thames at Galleons, in the parishes of Woolwich, in the county of Kent, and East Ham, in the county of Essex, or one of them.

And also to authorize the construction and maintenance of one or more wet dock or wet docks, with all necessary and proper basins, canals, piers, wharfs, shipping, and landing-places, bridges, sluices, and works convenient and adjoining thereto, or connected therewith, at or near a certain place called Galleons, in the parishes of Woolwich in the county of Kent, and East Ham, in the county of Essex, or one of them.

And also to authorize the erection, construction, and maintenance of a sea-wall or embankment, and a wharf or pier, or wharfs or piers, at the termination of the said intended railway in or adjoining the River Thames, and which said intended railway, sea-wall, or embankment, dock or docks, basin or basins, wharf or pier, or wharfs or piers, and other works, will be situated within, or pass from, through, or into, the several parishes, townships, town lands, and extra-parochial places hereinafter mentioned, or some of them, that is to say, West Ham, Plaistow, Barking, and East Ham, or some of them, in the county of Essex; and Woolwich, in the county of Kent.

And notice is hereby further given, that duplicate maps or plans, and sections, describing the line or situation and levels of the said intended railway, sea-wall, or embankment, dock or docks, basin or basins, wharf or pier, or wharfs or piers, and other works, and describing also the lands 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 the said lands, will on or before the thirtieth day of November instant, be deposited with the clerk of the peace for the county of Essex, at his office at Chelmsford, in the said county, and with the clerk of the peace for the county of Kent, at his office at Maidstone, in the said county, and that a copy of so much of the said maps or plans, and sections and books of reference, as relates to each of the parishes in or through which the said railway, sea-wall, or embankment, dock or docks, basin or basins, wharf or wharfs, pier or piers, and other works, are intended to pass or be made, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each such parish at his place of abode.

And it is also intended in the said Act or Acts so to be applied for to take powers to deviate in the construction of the said intended railway, sea wall or embankment, dock or docks, basin or basins, wharf or wharfs, pier or piers, and other works from the line or lines laid down on the plans hereinbefore mentioned, to such extent as will be defined on the said plans, and to vary, alter, divert, or stop up, whether temporarily or permanently, the lines, levels, or inclinations of all such turnpike roads, parish roads, and other highways, streams, rivers, watercourses, navigations, canals, and railways within the several parishes, townships, and extra-parochial places before mentioned, or some of them, as it may be necessary to vary, alter, divert, or stop up, for the purpose of constructing or maintaining such railway, sea wall or embankment, dock or docks, basin or basins, wharf or pier, or wharfs or piers, and other works, or any of them; and also to authorize a junction with any railway or railways in the several parishes, townships, or extra-parochial places aforesaid, or any of them.

And it is also intended by such Act or Acts to incorporate a company or companies for carrying into effect the objects aforesaid, or some of them, and to empower the same company or companies to purchase lands by compulsion or agreement for the purposes thereof.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties in respect of the use of the said railway, sea wall or embankment, dock or docks, basin or basins, wharf or wharfs, pier or piers, and other works, or such of them as may be constructed, and to grant certain exemptions from such tolls, rates, and duties.

And it is also intended in the said Act or Acts to take powers to enable the said company or companies to be incorporated as aforesaid to enter into arrangements and agreements with the Eastern Counties Railway Company, and with any other railway company or companies for and connected with the carrying on and conducting the traffic upon the respective railways of the said companies respectively, and upon other railways connected therewith, and the fixing and apportioning the tolls, rates, duties, freight, fares, profits, and advantages thereof, upon such terms and conditions as shall be mutually agreed upon between them.

And it is also intended by the said Act or Acts to vary or extinguish all existing rights or privileges connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or any of them, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, sea wall or embankment, dock or docks, basin or basins, wharf or pier, or wharfs or piers, or other works, or any of them, and to confer other rights and privileges.

And it is further proposed by the said intended Act or Acts, to take powers to enable the company or companies thereby to be incorporated, to sell, or let, or transfer the said intended railway, sea wall or embankment dock or docks, basin or basins, wharf or wharfs, pier or piers, and other works, or any of them, or any part thereof respectively, and all or any powers to be conferred upon the said company or companies by the said intended Act or Acts, to any other company or companies, and to enable such other company or companies to purchase, or rent, or to construct the said intended railway, sea wall or embankment, dock or docks, basin or basins, wharf or wharfs, pier or piers, and other works, or any of them, or any part thereof respectively, and to use, exercise, and enjoy all or any of the powers which may be so transferred to them as aforesaid, or to guarantee to the company or companies to be incorporated by the said intended Act or Acts, a fixed rate of interest or profit upon their outlay, and also to raise and contribute funds towards the construction, maintenance, and use of the said intended railway, sea wall or embankment, dock or docks, basin or basins, wharf or wharfs, pier or piers, and other works, or any of them, or any part thereof respectively, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon.

Dated this fourth day of November, 1845.

Reed and Robinson,
31, Moorgate-street.

Shropshire Union Railway and Canal Company.—
(Newtown to Crewe).

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 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 commencing at or near the town of Newtown, in the township of Gwestydd, in the parish of Llanllwchaiarn otherwise Llanllwchhaiarn otherwise Llanllwchairn, in the county of Montgomery, and terminating in the township of Crewe, in the parish of Barthomley, in the county of Chester, by a junction there with the Grand Junction Railway, at or near the station thereof, which said intended railway, and the 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, Gwestydd, Aberbechan, Hendidley, Llanllwchaiarn otherwise Llanllwchhaiarn otherwise Llanwchairn, Dolforwyn, Bettws otherwise Bettws Kedewen otherwise Bettws Caedewen otherwise Bettws Cedewen, Bryntalch, Balbro' otherwise Bolbro', Rhandir, Llandyssil, Trwstewelín otherwise Trustllewelín, Garthmill, Vaenor Issa, Berriew, Upper Allt, Lower Allt, Brithdir, Berriew, Stredalfedan, Dysserth, Tyddin Prydd, Trallwmgollen, Welsh Town, Gungrog Fawr, Pool otherwise Welshpool, the Upper Division of the parish of Pool otherwise Welshpool, the Lower Division of the parish of Pool otherwise Welshpool, the Middle Division of the parish of Pool otherwise Welshpool, Buttington, Buttington, Trehelig, Castle Caereinion, Gungrog Fechan, Tirymynech, Varchoel, Burgeddin, Guilsfield, Trederwen Fibion Gwnwas, Penthren Fawr, Llandrinio, Rhysnant, Rhanderynwen, and Llandysilio, in the county of Montgomery; Llwyn-tidman, Treprenalt otherwise Treprenall, Llanymynech, Crickheath, Morton, Maesbury, Aston, Wootton, Oswestry, West Felton, Twyford, Sutton, Rednal, West Felton, Whittington, Berghill, Welsh Frankton, Whittington, Hordley, Hordley, Tetchill, Birch and Lyth, Ellesmere, Oteley, Newton and Spoonhill, Colemere, Lineal otherwise Lyneal, Ellesmere, Welch-Hampton, and Welch-Hampton, in the county of Salop; Bettisfield, Bronnington, and Hanmer, in the county of Flint; Dodington, Whitchurch, Hinton, Wirswall otherwise Wriswall, Alkington, Tilstock, and Whitchurch, in the county of Salop; Tushingham-cum-Grindley, Agden, Bickley, Malpas, Wirswall, Whitchurch, Marbury-cum-Quoisley, Norbury, Marbury, Dodcote-cum-Wilkesley, Audlem, Newhall, Wrenbury-cum-Frith, Woodcote, Sound otherwise Soond, Wrenbury, Edleston otherwise Edlaston, Burland, Acton, Baddiley, Baddiley Nantwich, Nantwich, Stapeley, Willaston, Rope, Shavington-cum-Gresty, Wybunbury, Wistaston, Wistaston, Crewe, and Barthomley, in the county of Chester.

Also a railway diverging from and out of the said intended railway, in the township of Birch and Lyth, in the parish of Ellesmere aforesaid, passing

in, or through the said township and parish, and terminating in the township of Ellesmere, in the same parish, near the present canal wharf on the Ellesmere and Chester Canal.

Also another railway, commencing by a junction with the said first-mentioned intended railway, in the township of Dodington, in the parish of Whitchurch, in the county of Salop, and terminating in the township of Wem, in the parish of Wem, in the same county, which said last-mentioned intended railway is 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, Dodington, Alkington, Tilstock, Whitchurch, Whixall, Prees, Lowe and Ditches, Edstaston, Wem, and Wem, in the county of Salop; and Bronnington and Hanmer in the county of Flint; also another railway commencing by a junction with the said first-mentioned intended railway, in the township of Dodington, in the parish of Whitchurch, in the county of Salop, and terminating in the same township and parish, at or near the present canal wharf of the Ellesmere and Chester Canal; and which said last-mentioned intended railway is 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, Dodington, Whitchurch, and Whitchurch, in the county of Salop; and also another railway commencing by a junction with the said first-mentioned intended railway, in the township of Shavington cum Gresty, in the parish of Wybunbury, in the said county of Chester, passing in or through the said parish and township, and the township of Crewe, and parish of Barthomley, in the same county, and terminating in the township of Crewe, in the parish of Barthomley, in the same county, by a junction with the line of an intended railway, called the North Staffordshire Railway otherwise called the North Staffordshire or Churnet Potteries and Trent Junction Railway, an Act for authorizing the making whereof is intended to be applied for in the ensuing session of Parliament.

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 enable the United Company of Proprietors of the Ellesmere and Chester Canal, in conjunction with other persons to be incorporated with them, to carry into effect the said intended railways, or any of them, 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 railways, 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 proposed by the said intended Act or Acts, to enable the company who may be thereby authorized to carry the said intended undertaking, or any part thereof, into effect, to purchase or take on lease the canals known as the Montgomeryshire Canal otherwise called the Eastern Branch of the Montgomeryshire Canal, and the Western Branch of the Montgomeryshire Canal, or one of them, or some part or parts thereof, together with all or any of the lands, buildings, rights, and powers of the companies to whom the same respectively belong, and of other persons or corporations, if any, interested therein, and to enable the same companies respectively, and such persons and corporations, to sell or let, and to transfer the same, and to dissolve the said companies, or one of them, and to incorporate and unite the proprietors therein, or some of them, with the company who may be authorized to carry the said intended undertaking, or any part thereof, into effect as aforesaid.

And it is further proposed by such intended Act or Acts, to authorize the appropriation of all or any part of the canals, cuts, works, lands, and buildings of the said United Company of Proprietors of the Ellesmere and Chester Canal, and of the respective Companies of Proprietors of the Montgomeryshire Canal otherwise called the Eastern Branch of the Montgomeryshire Canal, and of the Western Branch of the Montgomeryshire Canal, which may be situate in the lines of the said intended railways, or any or either of them, to the purposes thereof; and to authorize the disuse of the said canals, or any or either of them, or any part or parts thereof respectively, as a canal or canals, and the conversion thereof, or of any part or parts thereof respectively, into such intended railways, or any or either of them, and the sale of such parts of the said canals, cuts, works, lands, and buildings as shall not be required for the purposes of such intended railways, or any or either of them, and to vary or extinguish all rights and privileges whatsoever connected with the said canals, or any or either of them, or the use thereof, which would impede or interfere with the objects aforesaid.

And it is further intended by such Act or Acts, or by some other Act to be applied for in the next session of Parliament, to authorize an increase of the capital of the said United Company of Proprietors of the Ellesmere and Chester Canal, and the admission and incorporation of new subscribers in the said company for the objects aforesaid, and to amend, enlarge, and repeal all or some of the powers or provisions of the several Acts relating to the Ellesmere and Chester Canal, passed respectively in the eighth year of the reign of His late Majesty King George the Fourth; in the eleventh year of the reign of His said Majesty King George the Fourth; in the first year of the reign of Her present Majesty Queen Victoria; in the fifth year of the reign of Her said present Majesty; and in the eighth year of the reign of Her said pre-

sent Majesty Queen Victoria; and also all or some of the provisions of the several Acts relating to the said Montgomeryshire Canal, or eastern branch of the Montgomeryshire Canal, and the western branch of the Montgomeryshire Canal, passed respectively in the thirty-fourth and fifty-fifth years of the reign of His late Majesty King George the Third; in the second year of the reign of His late Majesty King George the Fourth; and in the fourth year of the reign of His late Majesty King William the Fourth.

And it is further intended by such Act or Acts, to alter, vary, extinguish, or repeal the tolls, rates, and duties authorized to be taken on the said Ellesmere and Chester Canal and the Montgomeryshire Canal, or eastern branch thereof, and the western branch of the Montgomeryshire Canal.

And notice is hereby further given, that maps or 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 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 Montgomery, at his office in Welsh Pool; with the clerk of the peace for the county of Flint, at his office in Mold; with the clerk of the peace for the county of Salop, at his office in Shrewsbury; with the clerk of the peace for the county of Chester; at his office in the city of Chester; 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 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, 1845.

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

Potts and Brown,
Chester.

Slater and Heelis,
Manchester.

James Wheeler,
Manchester.

Loxdale and Peels,
Shrewsbury.

Henry Heane,
Newport.

North Gravesend Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction of a railway, with all proper stations, wharfs, works and conveniences connected therewith, commencing from the Eastern Counties and Thames Junction Railway, near where the same crosses the Barking road, in the parish of West Ham, in the county of Essex, near the River Thames, to and terminating at the River Thames near Til-

bury Fort, on the west side thereof, in the said county of Essex, and also to authorize the erection, construction and maintenance of a pier or jetty in the said River Thames, at the termination of the said intended railway, and the establishment and maintenance of a steam ferry at the said termination of the said intended railway, and which intended railway, pier or jetty, and the stations, ferry, wharfs, works and conveniences connected therewith, will be situated in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places hereinafter mentioned, some or all of them, that is to say, Westham, Eastham, Barking, Dagenham, Hornchurch, Rainham, Wennington, Aveley, South Ockendon, Purfleet, West Thurrock, Stifford, Gray's Thurrock, Little Thurrock, Chadwell Saint Mary, West Tilbury and East Tilbury, or some of them, all in the county of Essex.

And notice is hereby further given, that plans and sections, describing the line or situation and levels of the said intended railway, and pier or jetty, and works, and describing also the lands proposed 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 the said lands, will be deposited on or before the thirtieth day of November instant, with the clerk of the peace for the county of Essex, at his office at Chelmsford, in the said county; and that a copy of so much of the said plans and sections and books of reference as relates to each of the parishes in or through which the said railway, and pier or jetty, and works, are intended to pass, or to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those last-mentioned parishes, respectively.

And it is also intended to take powers in the said Act, to deviate in the construction of the said intended railway and jetty, or pier, stations, wharfs, works and conveniences, to such extent as will be defined on the said plans, and to alter or divert such turnpike roads and other highways, streams, rivers, watercourses, navigations, canals, and railways within the several parishes, townships, and extra-parochial places before mentioned, or some of them, as it may be necessary to alter or divert, and to the extent which will be shown on the said plans.

And it is also proposed by the said intended Act to incorporate a company for constructing and carrying into effect the said railway and pier or jetty, stations, ferry, wharfs, works and conveniences, with powers to purchase lands and houses, by compulsion or agreement, for the purposes thereof, and with powers to levy tolls, rates, and duties in respect of the said railway and pier, or jetty, stations, ferry, wharfs, works and conveniences, and to grant such exemption from such tolls, rates, and duties, as to such company shall seem meet.

And it is also intended to vary or extinguish all existing rights or privileges connected with the lands and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and pier, or jetty, stations, ferry, wharfs,

works and conveniences, and to confer other rights and privileges.

And it is further proposed by the said intended Act to enable the company, thereby to be incorporated, to sell or let, or transfer, the said intended railway and pier or jetty, stations, ferry, wharfs, works, and conveniences, or any part thereof, and all or any powers of the said company to be granted by the said intended Act, to any other company, and to enable such other company to purchase, or rent, or to construct the said railway and pier or jetty, stations, ferry, wharfs, works, and conveniences, or any part thereof, and to exercise the powers hereinbefore mentioned, or any of them, or to guarantee to the company to be incorporated by the said intended Act, a fixed rate of interest and profit upon their outlay, and also to raise and contribute funds towards the construction, maintenance, and use, of the said intended railway and pier or jetty, stations, ferry, wharfs, works, and conveniences, or any part thereof; and generally to enter into, and carry into effect such arrangements, in reference thereto, as may be mutually agreed upon.

Dated this second day of November, 1845.

Meggison, Pringle, and Co.,
3, King's Road, Bedford Row.

John Duncan,
72, Lombard Street.

Solicitors for the Bill.

Louth and Gainsborough Direct Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in one or more Bill or Bills to incorporate a company, and to give to such company power to make and maintain a railway, with all proper stations, bridges, wharfs, works, communications, and other conveniences connected therewith, commencing at or near to a certain street called Eastgate, in the town of Louth, in the parish of Louth, in the parts of Lindsey, in the county of Lincoln, passing thence from, in, through, or into, the several parishes, townships, extra-parochial and other places of Raithby on the Wolds, Raithby cum Maltby, Maltby on the Wolds, Raithby, Maltby, Hallington, Withcall, Welton le Wold, Welton, Donnington upon Bain, Donnington, Biscathorpe, Gayton le Wold, Gayton, Brough upon Bain cum Girsby otherwise Burgh upon Bane cum Girsby, Brough upon Bane otherwise Burgh upon Bane, Brough, Burgh, Girsby, Grimblethorpe, South Willingham, Hainton, Wykeham, East Wykeham, West Wykeham, Towes, Ludford, Ludford Magna, Ludford Parva, Ludford, Sixhills, North Willingham, Tealby otherwise Tevilby, Tealby, Torrington, East Torrington, West Torrington, Legsby, Bleasby, Collow, Lissington, Linwood, Town of Market Rasen in the parish of Market Rasen otherwise East Rasen, Market Rasen, East Rasen, Rasen, Middle Rasen Topholme, Middle Rasen Drax, Middle Rasen, Rasen, West Rasen, Rasen, Buslingthorpe, Faldingworth, Toft, Toft next Newton, Newton, Newton next Toft, Spridlington, Saxby, Owmbly, Normanby, Normanby by Spittal, Caenby, Glen-

tham, Glentham with Caenby, Spittal otherwise Spittal in the Street otherwise Spital, Firsby, East Firsby, West Firsby, Fillingham, Ingham, Glentworth, Harpswell, Springthorpe, Heapam, Upton, Kexby, Corringham, Great Corringham, Little Corringham, Somerby, Knaith Lea, Lea with Leawood, and Gainsborough, or some of them, all in the said parts of Lindsey, in the said county of Lincoln, and terminating at or near the township of Gainsborough, in the parish of Gainsborough, in the said parts of Lindsey, in the said county of Lincoln, either by a junction with the proposed Midland Railway Extension from Swinton to Lincoln, or by an independent terminus at or near the public highway leading from Gainsborough aforesaid to Lea, in the said parts of Lindsey, in the said county of Lincoln.

And in the said Bill it is intended to apply for power to deviate from the line or lines as laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter, cross, divert or stop up, whether temporarily or permanently, the course or line of all turnpike roads, highways, streams, canals, navigations, tramroads, and railways in the several parishes, townships, and extra-parochial places before mentioned, or some of them, as it may be necessary to alter, cross, divert or stop up, for the purposes of the said works; and also for powers to levy tolls, rates and duties for the use of the said railway and other works aforesaid, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties, and other rights and privileges.

And it is also intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses and other property described upon the said plans, and also for powers 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 to confer other rights and privileges.

And notice is hereby further given, that, on or before the thirtieth day of November next, duplicate plans and sections, describing the line and levels of the said intended railway, and the situation of the 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 the said lands respectively, will be deposited for public inspection with the clerk of the peace for the said parts of Lindsey, in the said county of Lincoln, at his office at Spilsby; and that copies of so much of the said plans, sections and books of reference as relate to each of the parishes in or through which the said intended railway and works are proposed to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes, at their respective residences.

Dated this twenty-eighth day of October, 1845.

Coverdale and Lee,

Solicitors, 4, Bedford Row, Gray's Inn, London.

Ingoldby and Son, and Henry Fred. Lucas,

Solicitors, Louth,

Tho: Rhodes, Solicitor, Market Rasen,

Thos. Oldman, Solicitor, Gainsborough.

Midland Railway.

(Leicester and Swannington Railway Purchase and Branches.)

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 Midland Railway Company of the Leicester and Swannington Railway, authorized to be made by the several Acts following:—one thereof passed in the eleventh year of the reign of his late Majesty King George the Fourth, and intituled "An Act for making and maintaining a railway or tramroad from the river Soar, near the West Bridge, in or near the borough of Leicester, to Swannington, in the county of Leicester, and four branches therefrom;" another thereof passed in the third year at the reign of his late Majesty King William the Fourth, and intituled "An Act to enable the company of proprietors of the Leicester and Swannington Railway, to execute additional works and branches, and for altering and amending the powers of the Act relating to the said railway;" and the other thereof passed in the seventh year of the reign of his said late Majesty King William the Fourth, and the first year of the reign of Her present Majesty Queen Victoria, and intituled "An Act to enable the Leicester and Swannington Railway Company, to raise a further sum of money;" together with all powers, rights, privileges, lands, buildings, property, and effects of the Leicester and Swannington Railway Company, incorporated by the said first-mentioned Act, and to enable the said Midland Railway Company to effect such purchase, 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 intended Act or Acts to dissolve the said Leicester and Swannington Railway Company, and to alter or repeal the said Acts relating to the said railway, and to amalgamate the same with the Midland 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 Act relating thereto passed in the seventh and eighth years of the reign of Her present Majesty Queen Victoria, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways."

And it is further proposed by such intended Act or Acts to enable the said Midland Railway Company to levy and raise tolls, rates, and duties in respect of the said Leicester and Swannington 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 objects aforesaid, and to confer other rights and privileges.

And it is further intended by the said Act or Acts to enable the said Midland Railway Company to alter, widen, and enlarge a certain portion of the line of the said Leicester and Swannington Railway, in the several parishes and townships of Thornton and Bagworth, or one of them, in the

county of Leicester; and also to make the several branch railways hereinafter particularly described, or some of them, or some part or parts thereof respectively, with all proper works and conveniences connected therewith respectively, from and out of the line of the said Leicester and Swannington Railway; that is to say, one of such branch railways, commencing by a junction with the line of the said Leicester and Swannington Railway, in the parish of Thornton, in the county of Leicester, and terminating by a junction or junctions with the line of the Midland Railway, in the parish of Leir, in the said county of Leicester; 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, Thornton, Bagworth, Stanton under Bardon, Ibstock, Battleflat, Nailstone, Market Bosworth, Barlestone, Cadeby, Osbaston, Newbold Verdon, Brascote, Naneby, Desford, Kirkby Malory, Peckleton, Tooley, Earl Shilton, Normanton otherwise Normanton Turville, Thurlaston, Elmes Thorpe, Potters Marston, Barwell, Croft, Stoney Stanton, Sapcote, Broughton Astley, Sutton in the Elms, Primethorpe, Frowlesworth, and Leir, all in the said county of Leicester; another of such intended branch railways, commencing by a junction with the line of the said Leicester and Swannington Railway, in the extra-parochial place called New Parks, in the said county of Leicester, and terminating by a junction or junctions with the line of the said Midland Railway, in the parish of Saint Mary Leicester in the said county of Leicester, which said last-mentioned 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, New Parks, Freakes' Grounds, Newfound Pool, Saint Mary Leicester, West Cotes, Bromkinthorpe and the South fields, all in the said county of Leicester; and another of such intended branch railways, commencing by a junction with the line of the said Leicester and Swannington Railway, in the parish of Whitwick, in the county of Leicester aforesaid, and terminating by a junction or junctions with the line of the Midland Railway, at or near the town of Burton-upon-Trent, in the parish of Burton-upon-Trent, in the county of Stafford, which said last-mentioned 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 of Whitwick, Thringstone, Coalville, Swannington, Snibston, Packington, Ravenstone, Coleorton, Overtown Saucey otherwise Orton Saucey, Nethertown Quartremarsh otherwise Orton Quartremarsh, Ashby-de-la-Zouch, Ashby Woulds, Blackfordby, Boothorpe, Seals, Netherseal, Overseal, and Donisthorpe, or some of them, in the county of Leicester; Ravenstone, Snibston, Packington, Willesley, Donisthorpe, Swadlincote, Linton, Gresley, Church Gresley, Castle Gresley, Cauldwell, Stanton, Newhall, Stanton and Newhall, Drakelow, and Stapenhill, or some of them, in the

county of Derby; and Burton-upon-Trent, Burton Extra otherwise Bond End, and Branstone, or some of them, in the county of Stafford.

And also a branch railway from and out of the said last-mentioned intended branch railway, commencing by a junction therewith, in the parish of Stapenhill and county of Derby aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Stapenhill, Drakelow, Cauldwell, Stanton, Newhall, Stanton and Newhall, Gresley, Church Gresley, Castle Gresley, and Swadlincote, or some of them, in the county of Derby; and terminating at or near certain collieries known as the Swadlincote Collieries, in the parish of Church Gresley, and county of Derby 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 enable the Midland Railway Company to take powers for the purchase of lands by compulsion or agreement, for the purposes of the said intended works respectively; and for levying tolls, rates, and duties in respect of the use thereof respectively, 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 for the purposes of the said intended works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof respectively, and to confer other rights and privileges.

And notice is hereby further given, that maps, or plans, and sections of the said intended alteration, widening and enlargement of the line of the said Leicester and Swannington Railway and of the said intended branch railways respectively and other works, 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, 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 Leicester, at his office in Leicester; with the Clerk of the Peace for the county of Derby, at his office in Chesterfield; and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; 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 alteration, widening, and enlargement, and branch

railways and works 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, 1845.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's Inn Fields, London.
Berridge and Macaulay, Leicester.
Saml. Carter, Birmingham. } Solicitors.

Midland Railway, Erewash Valley Branches.

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 Midland Railway Company to make and maintain the several lines of railway, or some of them, or some part or parts thereof, in extension of the Midland Railway, together with all proper stations, works, and other conveniences connected therewith, that is to say, a railway commencing from and out of the Erewash Valley Railway, in the extra-parochial liberty of Codnor Park, in the county of Derby, passing from thence through or into the several parishes, townships, and extra-parochial or other places of Swanwick, Swanwick and Greenhill Lane, Alfreton, Butterley Park, Butterley Pentrich, Ripley, Heage, Duffield, and Crich, or some of them, all in the said county of Derby, and terminating by a junction with the main line of the Midland Railway, at or near the Amber Gate Station thereon, in the said parish of Crich.

Another railway, commencing at the termination of the said Erewash Valley Railway, at or near Pye Bridge, in the parish of Selston, in the county of Nottingham, passing from thence through or into the several parishes, townships, and extra-parochial or other places of Alfreton, Summercoates, Birchwood, Upper Birchwood, Pinxton, South Normanton, Alfreton, Shirland, Hilcote, Blackwell, Morton, Tibsheef, Sreeton, Clay Lane, Woodthorpe, Tup-ton, Pilsley, and North Wingfield, or some of them, all in the said county of Derby, and terminating by a junction with the main line of the said Midland Railway, at or near the Clay Cross Station thereon, in the said parish of North Wingfield.

And also to make and maintain the following branch railways, that is to say, a branch railway commencing from and out of the said Midland Railway, in the parish of Crich aforesaid, to and to be wholly situate in the said parish of Crich. Another branch railway, commencing from and out of the said first-mentioned intended railway, commencing in the townships of Swanwick or Swanwick and Greenhill Lane, in the said parish of Alfreton, in the said county of Derby, and passing in or through the said parish and townships, and the parishes, townships, and places of Pentrich and Butterley Park, or some or one of them, in the said county of Derby, and terminating in Butterley Park aforesaid, in the said parish of Pentrich.

And it is intended by such Act or Acts to take powers to stop up, vary, or alter all such turnpike roads, parish 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 stop up, vary, or alter, for the purposes of the said intended works.

And it is also intended in such Act or Acts to take power to levy tolls, rates, or duties, for the use of the said proposed works, and to grant certain exemptions from such tolls, rates, or duties; and also for powers for the compulsory purchase of lands and houses, and also 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 plans and sections, describing the lines and levels of the said intended lines of 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 in the office of the clerk of the peace for the said county of Derby, at Chesterfield, in the said county, and at the office of the clerk of the peace for the said county of Nottingham, at Newark-upon-Trent, 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 each of the said parishes in or through which the said proposed lines of railway and branch railway will pass or be situate, will be deposited with the parish clerk of each such parish at his residence. And it is also intended by such Act or Acts to alter, amend, and enlarge some of the powers and provisions of the Erewash Valley Railway Act, 1845.

Dated the sixth day of November, 1845.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's Inn Fields.
Berridge and Macaulay,
Leicester.
Samuel Carter,
Birmingham, Solicitors.

Nottingham and Erewash Valley 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 hereinafter mentioned, or some part or parts thereof, together with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, that is to say, a railway diverging from and out of the Midland Railway, in the parishes of Lenton and Beeston, or one of them, in the county of Nottingham, passing thence from, in, through, or into, the several parishes, townships, extra-parochial, and other places of Lenton, Beeston, Attenborough, Chilwell, Bramcote, Wollaton, Stapleford and Trowell, or some of them, in the county of Nottingham; and Ilkeston, Stanton by Dale, and Little Hallam, or some of them, in the county of Derby; and terminating by a junction with the line of the Erewash Valley Railway, as at present

authorized to be made; in the said parishes of Trowell and Little Hallam; or one of them.

And it is proposed in and by the said intended Act or Acts to empower the Midland Railway Company to execute the said intended railway, and to levy tolls, rates, and duties, for and in respect of the use thereof, and to purchase; by compulsion or agreement, all such lands, houses, and other property, as may be necessary for the purposes aforesaid, or otherwise to incorporate a company for the purposes aforesaid, and with the powers aforesaid, and with power also to let on lease or sell the said intended railway to the Midland Railway Company, and to enable the said last-mentioned company to purchase or rent the same, or any part thereof; and it is further intended by the said Act or Acts, to alter, vary, or extinguish, all existing rights and privileges connected with the houses, lands, buildings, and other property proposed to be taken for the purposes of the said intended railway; and other works, or which would in any manner impede or interfere with the objects aforesaid; and to confer other rights and privileges.

And it is intended to apply for powers, in the said Act or Acts, to stop up, alter, or divert, all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, railways, tramroads, rivers, drains, brooks; and watercourses within the parishes, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary to stop up, alter, or divert; for the purposes of such intended railway, or the works, stations, and conveniences connected therewith; or approaches thereto.

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 the situation of the 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 the said lands; will be deposited for public inspection with the clerk of the peace for the county of Nottingham, at his office in Newark upon Trent; and with the clerk of the peace for the county of Derby, at his office in Chesterfield; and that copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended railway and works are proposed to pass or be made, will be deposited; on or before the thirty-first day of December next; with the parish clerks of each such parish, at their respective residences.

Dated this sixth day of November, 1845.

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

Berridge and Macaulay,
Leicester.

Samuel Carter,
Birmingham, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills for making and maintaining the railway and branches following; or some of them; or some part or parts thereof respectively, that is to say, a railway to commence by a junction or junctions with the intended extension of the London and Blackwall Railway; from Stepney to the Eastern Counties Railway, in the Parish of Saint Mary Stratford le Bow; commencing in the parish of Saint Dunstan Stebonheath otherwise Stepney; in the county of Middlesex; to pass thence from, in, through; or into the several parishes, townships, and extra-parochial places of St. Dunstan Stebonheath otherwise Stepney; Saint Anne otherwise Saint Anne Limehouse, Mile End Old Town, Mile End New Town, Old Ford, Stratford le Bow, Saint Mary le Bow, and Bromley Saint Leonards, or some of them, in the said county of Middlesex; and West Ham, East Ham, Plaistow, Little Ilford, Great Ilford, Chadwell; Barking, Barking Town, Ripple-side, Dagenham, Rainham; Hornchurch, Upminster, Havering Atté Bower; North Ockendon, Crahall; Great Warley, Little Warley, Childerditch, Bulpham, West Horndon, East Horndon, Dunton, Little Burstead, Great Burstead, Laindon, Billericay, Ramsden Cray, Ramsden Belhouse, Downham, Nevendon, Wickford, Runwell, South Hanningfield, Rettendon, Rawreth, Rayleigh, Hockley, Ashingdon, South Fambridge, Canewdon, Paglesham, East Grapnel, Little Wakering, and Eastwood, or some of them, in the county of Essex; and to terminate at or near the River Crouch; in the said parishes of Eastwood; and Canewdon, or one of them in the said county of Essex.

And also a branch railway to commence by a junction or junctions with the main line of railway, in the parishes of Rainham and Upminster, of one of them; in the said county of Essex, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Rainham; Upminster, North Ockendon; South Ockendon, Wennington, Aveley, Stifford otherwise Saint Mary Stifford, Orsett, West Thurrock, Grays Thurrock; Little Thurrock, and Chadwell, of some of them; in the county of Essex; and terminating at or near the River Thames, in the said parish of Chadwell. Also a branch railway to commence by a junction or junctions with the main line of railway, in the parishes of Ashingdon and South Fambridge, or one of them; in the said county of Essex; and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of South Fambridge; Ashingdon, Hockley; Hawkwell; Little Stainbridge, Great Stainbridge, Rochford, Eastwood, Sutton; Shopland, Prittlewell, Milton otherwise Middleton, Southchurch and Southend, or some of them, in the county of Essex, and terminating at or near Southend or Lower Southend; in the said parish of Prittlewell.

And it is intended to take power by such Bill or Bills to construct a pier or jetty in the River Thames, in and adjoining to the said parish of Chadwell; and also 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 railways, and also to authorize junctions with any railway or railways at the commencement or termination, or on the line or course of the said railway or branch railways 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, aqueducts, canals, navigations; and railways within the parishes, townships, and extra-parochial places aforesaid, or such of them as it may be necessary to vary or alter for the purposes of such railway and branch railways, or either of them.

And it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railways, and of the said pier, 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 plans hereinafter mentioned; 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 intended by such Bill or Bills to incorporate a company or companies for the purpose of carrying into effect the said railway, branch railways, and other works, and to give to such company or companies power to sell or lease the said intended railway and branch railways, or either of them, or any part thereof respectively, to the London and Blackwall Railway Company, or to any other company, and to enable the London and Blackwall Railway Company, or any other company, to purchase or rent the same, or otherwise to enter into such other arrangements, whether for the contribution of funds or otherwise towards the construction of the said railway and branch railways, or either of them, and the works connected therewith, as may be mutually agreed upon; and for the purpose of enabling any such arrangements as aforesaid being entered into with the London and Blackwall Railway Company, it is intended to extend and enlarge some of the powers and provisions of the several Acts relating to the said London and Blackwall Railway.

And it is also intended to authorize the purchase of the ferry between Tilbury and Gravesend, and to enable the company to be incorporated, to acquire the rights and privileges connected with such ferry.

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, 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 county of Middlesex, at Clerkenwell Green, and for the county of Essex, at Chelmsford, and that 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 of the parishes aforesaid, in or through which the said railway or branch railways and other works aforesaid, will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this fourth day of November, 1845.

Stokes, Hollingsworth, Tyerman, & Johnston,
24, Gresham Street.

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 make and maintain a burial ground or cemetery, in the hamlet of Heigham, in the county of the city of Norwich, on certain freehold land belonging to the Right Reverend Father in God, Edward, Lord Bishop of Norwich (in right of his See), bounded by the turnpike road leading from the said city of Norwich to Hingham in the county of Norfolk, in part, and by land belonging to William Dalrymple and John Green Crosse in remaining part towards the north; by land belonging to the Reverend John Humfrey in part, by land belonging to the said William Dalrymple and John Green Crosse in other part, and by a garden and premises lately belonging to William Cork, deceased, and now to his executors and trustees, in remaining part towards the east; by land belonging to Charles Robert Freeman in part, by land of Clement William Unthank in other part, and by glebe land belonging to the Reverend George Day, vicar of Eaton, in the county of the city of Norwich, in remaining part towards the south; and by land of James Smith Rump (leasehold of the said Lord Bishop,) towards the west; and which said freehold land contains twenty-six acres or thereabouts, and is now held by the said James Smith Rump under a lease from the said Lord Bishop of Norwich for a term of twenty-one years, of which fifteen years or thereabouts are unexpired, and is now in the occupation of Allen Beckham Webster: and to obtain powers for the compulsory purchase of the said land, and to extinguish any rights or privileges which may exist thereon or appertain thereto.

And notice is hereby given, that it is intended to take powers to levy tolls, rates, or duties, and all sufficient, necessary, and effectual powers for the purposes of the said Act, and for carrying the same into execution.

Dated this fifth day of November, 1845.

Blake, Keith, and Blake,
Solicitors, Norwich.
Wood and Blake,
8, Falcon Street, London, Agents.

Rochdale, Heywood, 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 thereof, with all proper works, approaches, and conveniences connected therewith, commencing in the town of Rochdale, and in the township of Castleton, and parish of Rochdale, in the county of Lancaster, and terminating either in the township of Manchester, in the parish of Manchester, in the said county of Lancaster, or by a junction with the proposed Manchester and Bury Atmospheric Railway, in the township of Prestwich, in the parish of Prestwich-cum-Oldham, in the said county of Lancaster, 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, Rochdale, Castleton, Buerdsill, Marland, Wardleworth, Spotland, Chadwick, Clay Lane, Bury, Heap, Bamford, Whittle, Middleton, Pilsforth, Hopwood, Prestwich-cum-Oldham, Great Heaton, Little Heaton, Pilkington, Whitefield, Outwood, Unsworth, Prestwich, Broughton, Crumsall, Cheetham Hill, Cheetham, and Manchester, all in the county of Lancaster.

And it is also intended by such Act or Acts, to take powers 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 carrying the said undertaking into effect, and to take powers for the purchase of lands and houses by compulsion of 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 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 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 Lancaster, at his office in Preston; 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 6th day of November, 1845.

Woods and Jackson,
Solicitors, Rochdale.

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, or extension railway or railways, following, with all proper and necessary works and conveniences in connexion therewith respectively, that is to say—

First, a railway or railways commencing by a junction with a certain railway already made, called the Hull and Selby Railway, at a point thereon in the township of Eastrington, in the parish of Eastrington, in the east riding of the county of York, and terminating at or near to the town of Barnsley, in the parish of Silkstone, in the west riding of the county of York, and with the works and conveniences connected therewith, to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, the several parishes of Eastrington, Howden, and Wressel, in the east riding of the county of York; and the several parishes of Drax, Snaith, Womersley, Kirk Smeaton, Campsall, South Kirkby, otherwise called South Kirby, Badsworth, Hemsworth, Felkirk, Royston, and Silkstone, in the west riding of the county of York; and the several townships, and extra-parochial and other places of Eastrington, Portington, Burland, Cavil, Portington and Cavil, otherwise called Portington-cum-Cavil, Saltmarsh, Skelton, Belby, Thorpe, Thorpe-Lidget, Howden, Knedlington, Asselby, Barmby-upon-the-Marsh, and Newsham otherwise called Newsholme, in the said east riding of the county of York; and the several townships and extra-parochial and other places of Drax, Long Drax, Newland, Camblesforth, Carleton or Carlton, (in the parish of Snaith,) Snaith, Cowick, Snaith and Cowick, Gowdall, Heck, Pollington, Balne, Womersley, Walden Stubbs otherwise called Stubbs Walden, Little Smeaton, Norton, Campsall, Skelbrook, North Elmsall, Wrangbrook, South Kirkby otherwise called South Kirby, South Elmsall, Badsworth; Thorpe Audlin, Upton, Brierly, otherwise called Brierley, Shafton, Cudworth, Carlton, (in the parish of Royston,) Royston, Monk Bretton otherwise called Burton, and Barnsley, all in the said west riding of the county of York.

And secondly, a branch, or an extension of the said intended railway or railways, to commence at, upon, or near to the said before-mentioned point of junction of the same intended railway or railways with the said Hull and Selby Railway, in the said township of Eastrington, in the east riding of the county of York, and to terminate at, in, or near to the town of Great Driffield, in the township and

parish of Great Driffeld, in the said east riding of the said county of York, and with the works and conveniences connected therewith, to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, the several parishes of Eastrington, Howden, Holme-upon-Spaldingmoor, Sancton, Market-Weighton, Goodmanham, Londesborough otherwise called Lonsborough, South Dalton, Lund, Holme-on-the-Wolds, Middleton otherwise called Middleton-on-the-Wolds, North Dalton, Kilnwick, Bainton, Hutton-Cranswick, otherwise called Hutton-cum-Cranswick, Kirkburn, Little Driffeld, and Great Driffeld, all in the east riding of the county of York; and the several townships, and extra-parochial and other places of Eastrington, Portington-cum-Cavil otherwise called Portington and Cavil, Ousehorpe, Gilberdike, Knedlington, Asselby, Barmby-upon-the-Marsh, Yokefleet, Met-ham, Portington, Newland, Bellasize otherwise called Bellasides, Bursea, Hasholme, North Cliffe, Holme-upon-Spaldingmoor, Shipton, Market-Weighton, Market Weighton and Arras, Easthorpe, Middlethorpe, Enthorpe, Brackens otherwise called Bracken, Bainton, Hutton-Cranswick otherwise called Hutton-cum-Cranswick, Neswick, Kirkburn, Southburn; Eastburn, Sunderlandwick, Kellethorpe otherwise Killingthorpe, Emswell-with-Kelleythorpe otherwise called Emswell-with-Killingthorpe, Little Driffeld, and Great Driffeld, all in the east riding of the county of York.

And it is intended by the said Act or Acts to take powers to cross, alter, vary, divert, or stop up all such streets, highways, roads, tramroads or railroads, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, waters and water courses, within the said several parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, alter, vary, divert, or stop up, for the purposes of the said works, or any part thereof; and in particular to take powers to alter and vary the course of a part of the river Ouse, in the parish of Drax, in the west riding of the county of York, and in the parish of Howden, in the east riding of the county of York, and to make and maintain in lieu thereof a navigable cut (into which it is intended to divert directly the waters of the said river Ouse,) from a point on the north bank of the said river, in the township of Barmby-upon-the-Marsh, in the said parish of Howden, to another point on the same bank of the said river, in the said township of Barmby-upon-the-Marsh, which cut is intended to be made and maintained from, in, through, or into the said township of Barmby-upon-the-Marsh, and the said parish of Howden, and the townships of Drax, Long Drax, and Newland, and the said parish of Drax, or some or one of them.

And it is proposed to take powers by the said Act or Acts to make and maintain certain embanking and other works from, in, through, or into the said parishes of Howden and Drax and the said townships of Barmby-upon-the-Marsh, Drax, Long Drax, and Newland, or some or one of them, for the purpose of shutting and stopping up, and to

shut and stop up that part of the ancient bed or channel of the said river situated between and adjoining to the points or termini of the said cut above mentioned, (and which part will be rendered unnecessary for the purposes of navigation by the formation of the said cut,) so that the water of the said river may no longer flow into or over such part as aforesaid; and to vest the same part in the company to be incorporated by the said Act or Acts, with full power to use so much of the aforesaid part of the said bed or channel so to be stopped and shut up as aforesaid as may be necessary for the purposes of the said railway or railways, and to sell or transfer the remainder thereof to any person or persons, or body or bodies corporate who may be willing to purchase the same.

And it is intended by the said Act or Acts to incorporate a company for executing and carrying into effect the said proposed undertaking, and the several 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 or railways, and branch or extension, works and conveniences, and to confer exemptions from payment of tolls, rates, and duties; and to obtain powers for the compulsory purchase of lands, houses, and buildings, or other property required for the construction, use, and maintenance of the said intended railway or railways, and branch or extension, cut, 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 the due execution of the several purposes aforesaid, and to confer other rights and privileges; and to deviate in the construction of the said intended railway or railways, and branch or extension, cut and works, to such an extent as will be shown on the plans thereof, to be deposited as after mentioned.

And notice is also given, that it is intended by the said Act or Acts to enable the company to be thereby incorporated, to sell or lease the said intended railway or railways, and branch or extension, works and conveniences, or any part or parts thereof; and all the powers to be granted in relation thereto to any existing railway company, or to any company to be incorporated by Parliament who may be so minded, and who shall be named in the said Act or Acts, and to enable such last-mentioned companies, or any of them, to purchase or lease, and to work and use the same, or any part or parts thereof; and to exercise such powers, whether with relation to the levying of tolls, rates and duties, or otherwise, and generally to enable such company so to be incorporated by the said Act or Acts, and such other railway company or companies, or any of them, to enter into and complete such arrangements and agreements, either jointly or severally, and either mutually or with any other parties in relation to the said undertaking as may be expedient and proper.

And notice is also given, that duplicate plans and sections describing the line, levels, and situation of the said intended railway or railways, and branch or extension, cut, works, and conveniences,

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 respectively, will be deposited for public inspection, on or before the thirtieth day of November, 1845, with the clerk of the peace of the east riding of the county of York, at his office at Beverley, in the said east riding of the county of York; and with the clerk of the peace of the west riding of the county of York, at his office at Wakefield, in the said west riding of the county of York; and that a copy of so much of the said plans and sections and books of reference as relates to each of the several parishes from, in, through or into which the said intended railway or railways, and branch or extension, cut, works and conveniences, are proposed to be made and maintained, will be deposited also for public inspection, on or before the thirty-first day of December, 1845, with the parish clerk of each of such several parishes, at the respective residences of such parish clerks.

Dated this fourth day of November, 1845.

<i>Thomas Thompson, Hull,</i>	} Solicitors for the said Act.
<i>Robert Wells, Hull,</i>	
<i>John Stevenson, Manchester,</i>	

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 following, with all proper and necessary works and conveniences in connection therewith respectively, that is to say, a railway or railways commencing by a junction with a certain railway already made, called the Hull and Selby Railway, at a point thereon in the township of Eastrington, in the parish of Eastrington, in the east riding of the county of York, and terminating at or near to the town of Barnsley, in the parish of Silkstone, in the west riding of the county of York, and with the works and conveniences connected therewith, to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, the several parishes of Eastrington, Howden, and Wressel, in the east riding of the county of York; and the several parishes of Drax, Snaith, Womersley, Kirk Smeaton, Campsall, South Kirkby otherwise called South Kirby, Badsworth, Hemsworth, Felkirk, Royston, and Silkstone, in the west riding of the county of York; and the several townships and extra-parochial and other places of Eastrington, Portington, Burland, Cavil, Portington and Cavil otherwise called Pottington-cum-Cavil, Saltmarshe, Skelton, Belby, Thorpe, Thorpe-Lidget, Howden, Kuedlington, Asselby, Barmby-upon-the Marsh, and Newsham otherwise called Newsholme, in the said east riding of the county of York; and the several townships and extra-parochial and other places of Drax, Long Drax, Newland, Camblesforth, Carleton or Carlton (in the parish of Snaith,) Snaith, Cowick, Snaith and Cowick, Gowdall, Heck, Pollington, Balne, Womersley, Walden Stubbs otherwise called

Stubbs Walden, Little Smeaton, Norton, Campsall, Skelbrook, North Elmsall, Wrangbrook, South Kirkby otherwise called South Kirby, South Elmsall, Badsworth, Thorpe Audlin, Upton, Brierly otherwise called Brierley, Shafton, Cudworth, Carlton (in the parish of Royston) Royston, Monk Bretton otherwise called Burton and Barnsley, all in the said west riding of the county of York.

And it is intended by the said Act or Acts to take powers to cross, alter, vary, divert, or stop up all such streets, highways, roads, tram roads, or railroads, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, waters, and watercourses within the said several parishes, townships, and extra parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, alter, vary, divert, or stop up for the purposes of the said works, or any part thereof; and in particular to take powers to alter and vary the course of a part of the river Ouse, in the parish of Drax, in the west riding of the county of York, and in the parish of Howden, in the east riding of the county of York, and to make and maintain in lieu thereof a navigable cut (into which it is intended to divert directly the waters of the said river Ouse), from a point on the north bank of the said river, in the township of Barmby-upon-the-Marsh, in the said parish of Howden, to another point on the same bank of the said river, in the said township of Barmby-upon-the-Marsh, which cut is intended to be made and maintained from, in, through or into the said township of Barmby-upon-the-Marsh, and the said parish of Howden, and the townships of Drax, Long Drax, and Newland, and the said parish of Drax, or some or one of them.

And it is proposed to take powers by the said Act or Acts to make and maintain certain embanking and other works, from, in, through, or into the said parishes of Howden and Drax, and the said townships of Barmby-upon-the-Marsh, Drax, Long Drax, and Newland, or some or one of them, for the purpose of shutting and stopping up, and to shut and stop up that part of the ancient bed or channel of the said river, situated between and adjoining to the points or termini of the said cut above mentioned, (and which part will be rendered unnecessary for the purposes of navigation by the formation of the said cut,) so that the water of the said river may no longer flow into or over such part as aforesaid, and to vest the same part in the company to be incorporated by the said Act or Acts, with full power to use so much of the aforesaid part of the said bed or channel so to be stopped and shut up as aforesaid, as may be necessary for the purposes of the said railway or railways and to sell or transfer the remainder thereof to any person or persons, or body or bodies corporate, who may be willing to purchase the same.

And it is intended by the said Act or Acts to incorporate a company for executing and carrying into effect the said proposed undertaking, and the several 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 or railways, works, and conveniences, and to confer

exemptions from payment of tolls, rates, and duties, and to obtain powers for the compulsory purchase of lands, houses, and buildings or other property required for the construction, use, and maintenance of the said intended railway or railways, cut, 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 the due execution of the several purposes aforesaid, and to confer other rights and privileges; and to deviate in the construction of the said intended railway or railways, cut, and works, to such an extent as will be shown on the plans thereof, to be deposited as after mentioned.

And notice is also given, that it is intended by the said Act or Acts to enable the company to be thereby incorporated, to sell or lease the said intended railway or railways, works, and conveniences, or any part or parts thereof, and all the powers to be granted in relation thereto to any existing railway company, or to any company to be incorporated by Parliament who may be so minded, and who shall be named in the said Act or Acts, and to enable such last-mentioned companies, or any of them, to purchase or lease, and to work and use the same, or any part or parts thereof, and to exercise such powers, whether with relation to the levying of tolls, rates, and duties or otherwise; and generally to enable such company so to be incorporated by the said Act or Acts, and such other railway company or companies, or any of them, to enter into and complete such arrangements and agreements, either jointly or severally, and either mutually or with any other parties in relation to the said undertaking as may be expedient and proper.

And notice is also given, that duplicate plans and sections, describing the line, levels, and situation of the said intended railway or railways, cut, works and conveniences, 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 respectively, will be deposited for public inspection, on or before the thirtieth day of November, 1845, with the clerk of the peace of the east riding of the county of York, at his office at Beverley, in the said east riding of the county of York; and with the clerk of the peace of the west riding of the county of York, at his office at Wakefield, in the said west riding of the county of York; and that a copy of so much of the said plans and sections, and books of reference, as relates to each of the several parishes from, in, through, or into which the said intended railway or railways, cut, works and conveniences, are proposed to be made and maintained, will be deposited also for public inspection, on or before the thirty-first day of December, 1845, with the parish clerk of each of such several parishes, at the respective residences of such parish clerks.

Dated the fourth day of November, 1845.

Thomas Thompson, Hull, } Solicitors
Robert Wells, Hull, } for the
John Stevenson, Manchester, } said Act.

Liverpool, Preston, and North Union Junction
 Railway, with Extension to Blackburn, and
 Branches to Southport and Wigan.

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 construction and maintenance of the railways and branch railways hereinafter mentioned, with all proper stations, wharfs, staiths, landing places, sidings, tunnels, bridges, viaducts, warehouses, offices, erections, roads, communications, approaches, conveniences, and other necessary works connected therewith, that is to say, a railway, commencing by a junction with the Liverpool and Bury Railway (for the construction of which an Act was obtained in the last session of Parliament), at or near a certain field called or commonly known by the name of Big Shea, the property of the Earl of Sefton, and occupied by Thomas Birch, or his undertenants, and lying and being in the township of Kirkby, in the parish of Walton-on-the-Hill, in the county of Lancaster, and terminating by a junction with the North Union Railway, at or near a certain point where the railway, formerly called the Bolton and Preston Railway, joins the original line of the North Union Railway, in the township of Euxton, in the said county of Lancaster, which said railway and other works are intended to be made, and to pass from, in, through, or into the several parishes, townships, chapelries, hamlets, or extra-parochial, and other places of Sephton, Aintree, Kirkby, Walton-on-the-Hill, Simonswood, Maghull, Melling, Cuncscough, Mellingcum-Cuncscough, Lydiate, Halsall, Bickerstaffe, Aughton, Ormskirk, Lathom, Burscough, Rufford, Bispham, Mawdesley, Croston, Heskin, Eccleston, Wrightington, Leyland, Euxton and Chorley, or some of them, all in the said county of Lancaster.

And also a railway extending from the said intended main line of railway at the junction thereof, with the North Union Railway as aforesaid, and terminating by a junction with the Blackburn and Preston Railway, now in the course of construction, at or near a certain place called or known by the name of Cherry Tree House, in the township of Livesey, in the parish of Blackburn, which said last-mentioned extension of the said intended main line of railway, will pass from, in, through, or into the several parishes, townships, chapelries, hamlets, or extra-parochial and other places of Eccleston aforesaid, Euxton, Whittle-in-le-Woods, Heapy, Clayton-in-le-Woods, Wheelton, Withnall, Houghton, Leyland aforesaid, Brindle, Chorley, Tockholes, Feninscowles, Lower Darwen, Pleasington, Livesey, Witton, Mellor, and Blackburn, or some of them, all in the said county of Lancaster.

And also another railway or branch railway, extending from the said last-mentioned intended extension, at the junction thereof with the Blackburn and Preston Railway as aforesaid, and terminating at or near a certain street called Darwen Street, in the said township and parish of Blackburn, which said last-mentioned railway, or branch railway, will pass from, in, through, or into the several townships, chapelries, hamlets, or extra-parochial and other places of Pleasington, Feninscowles, Livesey, Witton, Tockholes, Lower Darwen, Mellor, and Black-

burn, or some of them, all in the said county of Lancaster.

And also a branch railway diverging from and out of the said intended main line of railway, firstly hereinbefore described, to commence at or near to Lydiate Lane, near the town of Ormskirk, in the township and parish of Ormskirk, in the said county of Lancaster, and to terminate at or near the intersection of Chapel Street and Church Street, in Southport, in the township of North Meols, in the parish of North Meols, in the said county of Lancaster, which said last-mentioned branch railway is intended to be made, and to pass from, in, through, or into the several parishes, townships, chapelries, hamlets, or extra-parochial and other places of Ormskirk, Burscough, Scarisbrick, Snape, Blowick, Ranacres, Southport, Birkdale, Halsall, and North Meols, or some of them, all in the said county of Lancaster.

And also a branch railway diverging from and out of the said intended main line of railway, firstly hereinbefore described, to commence in the township of Ormskirk, at or near to Greetby Hill, in the parish of Ormskirk, in the said county of Lancaster, and to terminate at or near to Blague Gate collieries or coal pits, in the said township of Lathom, in the said parish of Ormskirk, in the said county of Lancaster, which said last mentioned branch railway is intended to be made and to pass from, in, through, or into the several parishes, townships, chapelries, hamlets, or extra-parochial, and other places of Ormskirk, Burscough, Lathom, Bickerstaffe, and Skelmersdale, or some of them, all in the said county of Lancaster.

And it is intended to apply for powers to make lateral deviations from the lines of the said railways, and branch railways respectively, as laid down on the plans deposited as hereinafter mentioned, to the extent or within the limits defined on the said plans; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, navigations, railways, and tramways, rivers, drains, brooks, and watercourses, within the said parishes, townships, chapelries, hamlets, or extra-parochial, and other 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 also powers authorizing junctions with any other railway or railways, at their commencement or termination, or in the line or course of such railways respectively, in the several parishes, townships, chapelries, hamlets, or extra-parochial, and other places aforesaid, or some of them.

And it is also proposed by the said intended Act or Acts to incorporate a company for the purpose of making, maintaining, working and using the said railways, branch railways, and works, and to obtain powers to purchase houses, lands, tenements, and hereditaments, by compulsion or agreement, for the purposes aforesaid, and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incident to such houses, lands, tenements, and hereditaments respectively, or which can in any manner impede or interfere with the execution of the aforesaid works, and to levy tolls, rates, or duties, upon or in respect of the

said proposed railways, branch railways, and works, and to confer such exemptions from the payment of tolls, rates, and duties, and also to confer such rights and privileges as to such company so to be incorporated as aforesaid shall seem meet.

And it is also intended to take powers by the said Act or Acts to enable the company thereby to be incorporated as aforesaid, to let on lease or sell the said intended railways, branch railways, and works, or any part or parts thereof respectively, to the North Union Railway Company, the Liverpool and Bury Railway Company, and the Blackburn and Preston Railway Company, or to any or either of them, and to enable the said railway companies, or any or either of them, to purchase or rent and use and work the said intended railways, or branch railways and works respectively, or any part or parts thereof, and to take tolls, rates, and duties upon or in respect thereof, and to purchase and hold lands and houses by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the company thereby to be incorporated in connexion therewith.

And for all or any of the purposes aforesaid, it is intended to take powers, by the said Act or Acts, to authorize the said North Union Railway Company, the said Liverpool and Bury Railway Company, and the said Blackburn and Preston Railway Company, or any or either of them, to increase their present capital by the creation of new or additional shares, or by mortgage, or by such other ways and means as Parliament shall think fit. And also, powers will be inserted in the said Act or Acts to authorize the company to be incorporated thereby, and the said North Union Railway Company, the said Liverpool and Bury Railway Company, and the said Blackburn and Preston Railway Company, or any or either of them, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said railways, branch railways, and works. And also, to carry into effect and confirm any agreement or arrangement hereafter to be made between the companies last aforesaid, and the company so intended to be incorporated as aforesaid, for or in respect of the traffic passing on their respective lines of railway.

And notice is hereby further given, that, for all or some of the purposes aforesaid, it is intended, by the said intended Act or Acts, to alter, amend, and enlarge the powers and provisions of the several Acts of Parliament relating to the said North Union Railway Company, the Liverpool and Bury Railway Company, and the said Blackburn and Preston Railway Company, or any or either of them.

And notice is hereby further given that duplicate plans and sections of the said intended railways, branch railways, and works, together with books of reference thereto, will be deposited on or before the thirtieth day of this present month of November, with the clerk of the peace for the county of Lancaster, at his office in Preston, in the said county; 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 intended works are intended to pass or to be made, will be deposited on or before the thirty-first day of December next with the parish clerk of each such parish, at the respective places of abode of such parish clerks.

Dated this seventh day of November, 1845.

Brabner and Haigh,
Solicitors, Liverpool.

South Midland 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 railways from the line of the Midland Railway near Leicester, to Northampton, Bedford, and Huntingdon, as hereinafter described, 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 by a junction with the line of the Midland Railway, in the parish of Wigston Magna otherwise Great Wigston, in the county of Leicester, passing by or near the town of Market Harborough, and from, in, through, or into the several parishes, townships, and extra-parochial or other places of Aylestone, Glen Parva otherwise Little Glen, Wigston Magna otherwise Great Wigston, Foston, Kilby, Newton Harcourt, Wistow, Glen Magna otherwise Great Glen, Burton Overy, Kibworth Beauchamp, Kibworth Harcourt, Smeeton Westerby, Church Langton, Tur Langton, East Langton, West Langton, Thorpe Langton, Bowden Magna otherwise Great Bowden, Foxton, Market Harborough, and Saint Mary in Arden, or some of them, in the county of Leicester; and Saint Mary in Arden, and Little Bowden, or one of them, in the county of Northampton; and thence by the two diverging lines hereinafter described, or by one of them; that is to say, one thereof passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of East Farndon, Braybrook, Little Oxenden, Great Oxenden otherwise Oxenden Magna, Clipston, Arthingworth, Harrington, Kelmars, Draughton, Maidwell, Lamport, Faxton, Hanging Houghton, Cottesbrooke, Scaldwell, Brixworth, Great Creaton, Little Creaton, Spratton, Pitsford, Harleston, Church Brampton, Chapel Brampton, Boughton, Kingthorpe, Saint James' End, Dallington, Duston, Cotton End, Far Cotton, Hardingstone, Upton, Wootton, All Saints Northampton, Saint Giles Northampton, Saint Peter Northampton, Saint Sepulchre Northampton, Borough of Northampton, Priory of Saint Andrew, Saint Andrew's Mill, and certain extra-parochial lands adjoining to the parishes of All Saints Northampton, Saint Giles Northampton, Saint Peter Northampton, and Saint Sepulchre Northampton aforesaid, or some of them, in the county of Northampton, and terminating by a junction with the line of the Northampton and Peterborough branch of the London and Birmingham Railway at or near the Northampton station, and in the parish of Hardingstone and county of Northampton aforesaid, and also by a junction with the line of the Northampton and Peterborough branch afore-

said, at or near Hunsbury Hill Farm, in the parish of Hardingstone and county of Northampton aforesaid; and the other of such diverging lines passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Dingley, Brampton otherwise Brampton Ash otherwise Brampton by Dingley, Braybrook, Desborough, Rushton, Rushton All Saints, Rushton Saint Peter, Barford, Glendon, Geddington, Rowell otherwise Rothwell, Weekly, Newton, Kettering, Barton Seagrave, Broughton, Pytchley, Burton Latimer, Isham, Finedon otherwise Thingdon, Little Harrowden, Great Harrowden, Welton, Irthlingborough otherwise Irtleborough, Chester, Knuston, and Irchester, or some of them, in the said county of Northampton; Farndish, Wymington otherwise Wymington, Poddington otherwise Puddington, Souldrop, Sharnbrook, Bletsoe, Radwell, Felpersham, Milton-Ernest, Pavenham, Oakley, Clapham, Bromham, Biddenham, Saint Paul Bedford, Saint Mary Bedford, and Saint John Bedford, or some of them, in the county of Bedford; and terminating at or near the town of Bedford by a junction with the line of the Bedford and London and Birmingham Railway as at present authorized to be made, and in the said parishes of Saint Mary Bedford and Saint John Bedford, or one of them, in the said county of Bedford; also a branch railway from and out of the said last mentioned intended diverging line in the said parish of Irchester, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Chester, Knuston, and Irchester aforesaid, or some or one of them, and terminating by a junction with the line of the said Northampton and Peterborough branch in the said parish of Irchester.

And also a branch railway commencing by a junction with the said last-mentioned intended diverging line of railway in the said parish of Pytchley, in the said county of Northampton, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Pytchley, Burton Latimer, Finedon otherwise Thingdon, Great Addington, Little Addington, Irthlingborough otherwise Irtleborough, Woodford, Stanwick, Ringstead, Raunds, Denford, and Great Catworth, or some of them, in the said county of Northampton; Keyston, Bythorn, Molesworth, Brington, Great Catworth, Little Catworth, Long Stow otherwise Stow, Leighton otherwise Leighton Bromswold, Spaldwick otherwise Spaldwick with Upthorpe, Easton, Barham, Woolley, Ellington, Weybridge, Alconbury, Brampton, Little Stukeley, Great Stukeley, Hitchubrook, Saint John the Baptist Huntingdon, All Saints Huntingdon, Saint Benedict Huntingdon, Saint Mary Huntingdon, and Godmanchester, or some of them, in the county of Huntingdon; and terminating at or near the town of Huntingdon, in the parish of Godmanchester and county of Huntingdon aforesaid, by a junction with the line of the Ely and Huntingdon Railway, as at present authorized to be made; also another branch railway commencing by a junction with the line of the said last-mentioned intended railway, in the said parish of Raunds, passing from, in, through or into, the several

parishes, townships, and extra-parochial or other places of Rannids, Stanwick, Irthlingborough otherwise Irleborough, and Little Addington, or some of them, in the county of Northampton, and terminating by a junction with the line of the said Northampton and Peterborough branch, in the said parish of Irthlingborough otherwise Irleborough.

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 into effect the said intended undertaking, 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 undertaking, and to confer other rights and privileges.

And it is also 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, and works, or any part or parts thereof, and all or any powers of such company in connection therewith or in relation thereto to the Midland Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway or railways, and works, or any part or parts 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, or any part or parts thereof, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said Midland Railway Company and the company to be so incorporated as hereinbefore mentioned.

And notice is hereby further given, that maps or plans, and sections of the said intended railway or railways, and works, 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, 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 Leicester, at his office in Leicester; 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 Huntingdon, at his office in Saint Ives; 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 books of reference, as relates to each of the parishes in or through which the said intended railway, or railways, and works respectively, 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 such parishes respectively, at their respective residences.

Dated this first day of November, 1845.

Berridge and Macaulay, Leicester,
N. Stevens and Fearon,

1, Gray's Inn Square, London,
T. B. B. Stevens, Tanworth.

East Dereham and Norwich 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 proper works, stations, and other conveniences connected therewith, commencing on the east side of the town of East Dereham, in the parish of East Dereham, in the county of Norfolk, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of East Dereham aforesaid, Yaxham, North Tuddenham, Mattishall Burgh otherwise Mattishall Bergh, Mattishall, Welborne, Hockering, East Tuddenham, Honingham, Colton, Easton, Marlingford, Bawburgh otherwise Babergh, Costessey, Bowthorpe, and Earlham, some or one of them, in the county of Norfolk, Earlham, Hellesdon, Heigham, Eaton, Saint Giles, Saint Peter of Mancroft, Saint Stephen, the Town Close, and Lakenham, in the city of Norwich, and county of the same city, some or one of them, and terminating in the said parish or hamlet of Heigham, in the said city and county of Norwich, or one of them.

And also a branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the said first-mentioned railway, in the said parishes or hamlets of Earlham, in the county of Norfolk, and Earlham and Heigham, in the city of Norwich, and county of the same city, or one of them, or one of such parishes, passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places of Earlham, Heigham, Saint Giles, Saint Stephen, Saint Peter of Mancroft, the Town Close, Lakenham, Eaton, Trowse, Carrow, and Bracondale, Trowse otherwise Trowse Millgate, and Th'orpe, in the said city of Norwich, and county of the same city, or one of them; and Intwood, Marketshall otherwise Markshall, Caister-cum-Marketshall, Keswick, Swardestone, and Trowse Newton, some or one of them, in the said county of Norfolk; and terminating by a junction with the line of railway of the Norfolk Railway Company, in the said parishes or hamlets of Lakenham, in the said city of Norwich, or county of the same city, or one of them, and Trowse Newton, in the said county of Norfolk, or one of the said last-mentioned parishes.

And also another branch railway, with all proper

works; stations, and other conveniences connected therewith, commencing by a junction with the said first before-mentioned railway, in the parish or hamlet of Heigham aforesaid, in the said city of Norwich, and county of the same city, or one of them, passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places of Heigham, Saint Benedict's, Saint Swithin, Saint Margaret's, Saint Lawrence, Saint Mary-at-Coslany, and Saint Michael-at-Coslany, some or one of them, in the said city of Norwich, and county of the same city, or one of them, and terminating at or near the River Wensum, in the parish of Saint Swithin, in the said city of Norwich, and county of the same city, or one of them.

And in the said Bill 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 authorize junctions with the proposed line of railway of the Lynn and Dereham Railway Company, and with the proposed branch line of railway of the Norfolk Railway Company, from Wymondham to Dereham, and also with the line of railway of the said Norfolk Railway Company, or any other railway that may be touched or intersected by the said first-mentioned railway, or branch railways, and to vary, alter, and stop up all such turnpike roads, parish roads, and other highways, streams, waters, and water-courses, 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, alter, or stop up, for the purpose of such railway or branch railways.

And it is intended, by the said Act, to incorporate a company for the purpose of executing the said proposed railway and branch railways, and to give to such company powers for the compulsory purchase of lands and houses required for the construction thereof, and 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 to levy tolls, rates, and duties for, and in respect of, the use of the said railway and branch railways, and to enter into, and carry into effect, arrangements with the Norfolk Railway Company, the Lynn and Dereham Railway Company, or any other company, in reference to the construction of the said intended railway and branch railways, or any part thereof, and the use and working thereof, and to sell, or let, or transfer the said intended railway, branch railways, and works, or any part thereof, and all the powers of the said intended company in connection therewith, upon such terms and conditions as may be mutually agreed upon, between the said intended company and any other company or companies, and to enable the said Norfolk Railway Company, the Lynn and Dereham Railway Company, or any such other company as aforesaid, to enter into, and carry into effect, such arrangements, and to raise and provide such funds as may be necessary for those purposes.

And notice is hereby lastly given, that duplicate plans and sections, describing the line and levels of the said projected railway and branch railways, and the works connected therewith, and the lands to be

taken for the purpose 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 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 county of Norfolk, at Aylsham, in the said county, and with the clerk of the peace for the city and county of the city of Norwich, at Norwich; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through which the proposed railway and branch railways will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively, at their respective residences.

Dated this first day of November, 1845.

William Drake, East Dereham, } Solicitors.
Jacob Henry Tillet, Norwich, }

Cromford Canal.

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, or to introduce clauses into some other Bill or Bills, to repeal, alter, amend or enlarge the powers and provisions of the several Acts following, that is to say, an Act passed in the twenty-ninth year of the reign of His Majesty King George the Third, intituled "An Act for making and maintaining a navigable canal, from or from near to Cromford Bridge, in the county of Derby, to join and communicate with the Erewash Canal, at or near Langley Bridge, and also a collateral cut from the said intended canal, at or near Codnor Park Mill, to or near Pinxton Mill, in the said county," and an Act passed in the thirtieth year of the reign of His said Majesty King George the Third, intituled "An Act to alter and amend an Act passed in the last session of Parliament, for making and maintaining a navigable canal, from or from near to Cromford Bridge, in the county of Derby, to join and communicate with the Erewash Canal, at or near Langley Bridge, and also a collateral cut from the said intended canal, at or near Codnor Park Mill, to or near Pinxton Mill, in the said county," and an Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act to alter and amend some of the provisions of the Acts relating to the Cromford Canal;" and it is further intended by the said Bill or Bills, to enable the Cromford Canal Company, or the proprietors of or other persons interested in the said canal, to sell the same, and all the machines, vessels, wharfs, quays, houses, warehouses, tollhouses, watchhouses, landing places, reservoirs, works and conveniences, lands, tenements and hereditaments connected or used therewith, or belonging thereto, or any part or parts thereof, and the tolls, rates, and duties payable in respect thereof, and all or any of the powers, rights, and privileges of such company, or proprietors, or persons, to the intended Manchester, Buxton, Matlock, and Midland Junction Railway Company, and to wind up the affairs of the said canal company, and to dissolve the same,

and also to enable the said railway company to purchase and use the said canal and works, and to take tolls, rates, and duties upon, or in respect thereof, and to exercise all the powers, rights, and privileges of the said canal company in reference thereto, and to vary or extinguish all rights and privileges in any manner connected with the said canal and works, and the lands and grounds connected therewith; and to confer other powers, rights, and privileges on the said companies in reference thereto, and generally to enter into and to carry into effect, all such arrangements as shall have been or may be mutually agreed upon, between the said canal company and the said railway company, in reference to the several objects and purposes aforesaid, which said canal and works are situate within the several parishes, townships, and places following, or some of them; that is to say, Cromford, Wirksworth, Lea, Wakebridge, Alderwasley, Ashoaver, Crich, Duffield, Heage otherwise High Edge, South Wingfield, Pentridge otherwise Pentrich, Hartshay, Ripley, Butterley, Butterley Park, Knoutshall, Alfreton, Codnor Park, Riddlings, Newlands, Pinxton, Codnor, Aldercar, and Heanor, in the county of Derby; Selston, Brinsley, Greasley, and Eastwood, in the county of Nottingham.

Dated this fourth day of November, 1845.

Percy and Smith, Solicitors.

Harwich and Eastern Counties Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction of a railway, with all proper wharfs, stations, and conveniences connected therewith, commencing within the port or harbour of the borough of Harwich, in the county of Essex, at or near Bath side, and at or near a certain street or road, called or known as Out part of town westward; both in the parish of Saint Nicholas, Harwich, in the said borough, and terminating either by a junction with the Eastern Counties Railway and the Eastern Union Railway, or one of them, at or near the Colchester and Harwich turnpike-road, in the parishes of Saint Botolph and Greenstead, or one of them, both within the liberties of the borough of Colchester, in the said county, or by a junction with the said Eastern Union Railway, at or near a farm called Bovill's Hall, in the parish of Ardleigh, in the said county of Essex; and also to authorize the erection, construction, and maintenance of a pier or jetty within the said port or harbour of the said borough of Harwich, in the said county of Essex, and which intended railway, pier, or jetty, and the wharfs, works, stations, and conveniences connected therewith will pass from, in, through, or into the several parishes, townships, and extra-parochial places hereinafter mentioned, some or all of them, that is to say, Saint Botolph, Saint Botolph East, Greenstead otherwise Greensted otherwise Saint Andrew Greensted, all in the borough of Colchester and county of Essex; Ardleigh, Lawford, Great Bromley, Little Bromley, Mistle, Manningtree, Bradfield, Wicks otherwise Wickses otherwise Wix, Wicks Green, Wrabness, Ramsey, Great Oakley, Little Oakley;

No. 20529.

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Dovercourt, Lower Dovercourt, and Saint Nicholas Harwich, all in the county of Essex.

And notice is hereby further given, that duplicate plans and sections, describing the line or situation and levels of the said intended railway and pier or jetty and works, and describing also the lands proposed 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 the said lands, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Essex, at his office at Chelmsford, in the said county; 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 railway and pier, or jetty and works, are intended to pass or be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of such parishes respectively.

And it is also intended to take powers in the said Act to make lateral deviations from the line or lines of the said proposed railway and pier, or jetty, wharfs, works, and stations, to such extent as will be defined in the said plans, and to cross, alter, divert, or stop up such turnpike-roads, parish-roads, and other highways, streams, rivers, water-courses, navigations, canals, and railways, within the several parishes, townships, and extra-parochial places before mentioned, or such of them as it may be necessary to cross, alter, divert, or stop up for the purposes of the said railway or works.

And it is also proposed by the said intended Act to incorporate a company for constructing and carrying into effect the said railway and pier, or jetty, wharfs, works, stations, and conveniences, with powers to purchase lands and houses by compulsion or agreement for the purposes thereof, and with powers to levy tolls, rates, and duties, in respect of the said railway and pier, or jetty, wharfs, works, stations, and conveniences, and to grant such exemptions from such tolls, rates, and duties, as to such company shall seem meet.

And it is also intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and other property, so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and pier, or jetty, wharfs, works, stations, and conveniences, and to confer other rights and privileges in respect thereof.

And it is further proposed by the said intended Act, to enable the company thereby to be incorporated, to sell, transfer, let or lease, the said intended railway and pier, or jetty, wharfs, works, and stations, or any part thereof, to any other company, and to authorize such other company to purchase or rent the same, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed upon between the said two companies.

Dated this fourth day of November, 1845.

Bourdillon and Sons,

Great Winchester-street, London.

Direct Northern Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to make and maintain the railway and branch or side railways following, with all proper works, approaches, and conveniences connected therewith respectively, that is to say, a main line of railway to commence at or near to King's Cross, Battle Bridge, in the parishes of Saint Pancras and Saint James, Clerkenwell, or one of them, in the county of Middlesex, and to terminate, by a junction with the Great North of England Railway, in the township of Holdgate or Holgate, in the parishes of Acomb and of Saint Mary Bishop-hill Junior or the younger, or one of them, in the west riding of the county of York, or in the county of the city of York, or in the ainsty of the same city, which said main line of railway, with the works, approaches, and conveniences connected therewith, are intended to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Pancras, King's Cross, Battle Bridge, Saint Mary Islington, Saint James Clerkenwell, Saint John Clerkenwell, Somers Town, Camden Town, Kentish Town, Highbury, Stoke Newington, Holloway, Upper Holloway, Lower Holloway, Hornsey, Stroud Green, Crouch End, Highgate, Colney Hatch, Wood Green, Muswell Hill, Tottenham, Finchley, Edmonton, Fryern-Barnet, Southgate, Enfield, Hadley otherwise Monken Hadley, Gawnick Corner, Potter's Bar, and Mutton Lane, in the county of Middlesex: Whetstone, South Mimms otherwise Mims, Cockfosters, and Barnet otherwise Chipping Barnet, in the counties of Middlesex and Hertford, or one of them: Totteridge, East Barnet, Northaw, North Mimms otherwise Mims, Hawkshead, Welham Green, Dulsham Green, Skimpans, Saint Peters, Woodside, Newgate Street, Hatfield otherwise Bishops Hatfield parish, Hatfield otherwise Bishops Hatfield township, Chantry Green, Row Green, Hatfield Hyde, Stanborough, Lower Hanside, Upper Hanside, Mill Green, Dagnall Green, Saint Peters Saint Albans, Essenden, Digswell, Digswell Water, Tewin, Welwyn parish, Welwyn township, Harmer Green, Potters Heath, Mardley Heath, Radley Heath, Bramfield, Ayot Saint Peter, Woolmer Green, Datchworth, Watton, Codicote, Knebworth, Dadesend otherwise Deardsend, Shephall otherwise Sheephall, Broadwater, Aston, Saint Pauls Walden, Letchmore Green, Symonds Green, Todds Green, Fishers Green, Bromin Green, Norton Green, Stevenage, Ippolitts otherwise Saint Hippolitts, Wymondley Bury, Little Wymondley, Much otherwise Great Wymondley, Gravely otherwise Gravely-cum-Chesfield, Hitchin parish, Saint Mary and Saint Andrew Hitchin, Hitchin township, Walsworth, Willian-Weston, Letchworth, Ickleford, Nerton, Baldock, and Radwell, in the county of Hertford, Saint Peters Saint Albans, Codicote, and Shephall otherwise Sheephall, in the liberty of Saint Albans, in the said county of Hertford: Stotfold, Stotfold Green, Arlesey, Arlesey otherwise Arsley,

South End, Alricksey otherwise Arsley Bury with Lanktony, Church End, Astwick, Holywell otherwise Holwell parish, Holywell otherwise Holwell township, Cadwell, Hinxworth, Edworth, Henlow, Henlow End, Clifton, Langford, Water End, Flexmore End, Church End, South Hill parish, South Hill township, Broom, Stanford, Dunton, Warden otherwise Old Warden parish, Warden otherwise Old Warden township, Hill, Biggleswade parish, Biggleswade township, Holme otherwise Holme Green, Stratton, Northill parish, Northill township, Upper Caldecotte, Lower Caldecotte, Caldecotte Green, Thorncotte Green, Brook End, Hatch, Sutton, Potton, Sandy otherwise Saint Swithin, Sandy parish, Sandy otherwise Saint Swithin, Sandy township, Girtford, Hamlet End, Woolfield Lane, Beeston, Beeston Green, Siddington otherwise Seddington, Stratford Everton cum-Tetworth, Everton, Tetworth, Blunham parish, Blunham township, Charlton, Moggerhanger otherwise Muggershanger, Great Barford, Tempsford, Langford End, Roxton parish, Roxton township, Chawston, Little Barford, Eaton Socon, Eaton Ford, Wyboston, Dewloe or Devilhoe, and Little End, in the county of Bedford: Eynsbury, The Conygeer, Everton-cum-Tetworth, Everton, Tetworth, Green End, Island Common, Saint Neots, Hail Weston, Little Paxton, Great Paxton, Boughton, Southoe, Diddington, Offord Darcy, Offord Cluny, Buckden, High Harty, Low Harty, Stirtlow, Graffham, Ellington, Brampton, Woolley, Barham, Great Stukeley, Little Stukeley, Alconbury, Alconbury-cum-Weston, Alconbury Hill, Weybridge, Buckworth, Hammerton, Upton-cum-Coppingford, Upton Coppingford otherwise Copmanford, Wood Walton, Great Gidding, Little Gidding, Steeple Gidding, Sawtry Saint Judith, Sawtry Moigne otherwise Sawtry All Saints, Green End, Sawtry Beam otherwise Sawtry Saint Andrews, Connington otherwise Conington with Hunts, Glatton otherwise Glatton with Holme, Holme otherwise Hulme, Denton, Caldecot, Lutten otherwise Luddington in the Wold, Washingley, Stilton, Folksworth, Norman Cross, Yaxley, Morborne, Haddon, Overton Waterville otherwise Cherry Orton, Overton Longville otherwise Long Orton with Botolph Bridge, Elton otherwise Elmington, Chesterton, Allwalton otherwise Allerton, Water Newton otherwise Newton Water, Stibbington otherwise Sibson-cum-Stibbington with Wansford and Sibson, in the county of Huntingdon: Everton-cum-Tetworth, Everton, Tetworth, Whittlesea, Saint Mary and Saint Andrew, Whittlesea Saint Mary and Whittlesea Saint Andrew, in the county of Cambridge: Stibbington, otherwise Sibson-cum-Stibbington with Wansford, in the county of Northampton: Sibson, Elton, Lutton otherwise Luddington in the Wold, Hemington, Washingley, Warmington, Papley, Castor otherwise Castre-cum-Milton parish, Castor otherwise Castre-cum-Milton township, Ailsworth, Sutton, Upton, Yarwell, Nasington, Wansford otherwise Walnessford, Thornhaugh, Thornhaugh with Wansford otherwise Walnessford, Marholme otherwise Marham, Wittering, Southorpe, Uford, Ashton with Bainton, Ashton, Bainton, Barnack or Barnoak parish, Barnack or Barnoak township, Walcot, Pilsgate, Easton, Helpstone, Wothorpe, Great Wothorpe, and Little Wo-

thorpe, in the county of Northampton: and Saint Martin Stamford Baron, in the borough of Stamford, Saint Martin Stamford Baron, in the county of Northampton: Tickencote, Little Casterton, Great or Bridge Casterton, Tolthorpe, Clipsham, Pickworth, Mockbeggar, Pickworth otherwise Pickworth Mock Beggar, Newill or Newhill, Ryhall, Ryhall-cum-Belmesthorpe or Belminsthorpe, Belmesthorpe otherwise Bilminsthorpe, Essendine, Tinwell, and Ingthorpe, in the county of Rutland: Tallington, Uffington, Uffington Wood, Wilsthorpe Stamford, Stamford Field, Saint Martin's Stamford Baron, in the borough of Stamford, Saint George with Saint Paul, Saint Mary, Saint Michael with Saint Andrew and Saint Stephen, Saint John with Saint Clement, All Saints with Saint Peter, all in the said borough of Stamford; Casewick, Barholm otherwise Barholme with Stowe, Stowe, Greatford otherwise Greatford with Wilsthorpe, Careby Aunby or Aunsby, Holywell otherwise Holywell-cum-Aunby or Aunsby, Braceborough otherwise Brasburgh, Bowthorpe, Shillingthorpe, Carby, Witham on the Hill parish, Witham on the Hill township, Toft with Lound, Lound otherwise Lund, Toft, Manthorpe, Little Bytham, Castle Bytham parish, Castle Bytham township, Creton, Counthorpe, Scottlethorp, Edenham, Edenham and Scottlethorp, Grimsthorpe, Swinestead, Swayfield, Corby, Irnham, Burton, Coggles, Bassingthorpe, Westby, Bassingthorpe-cum-Westby, Lower Bassingthorpe, North Witham, Bitchfield, Ingoldsby, Colsterworth, Boothby otherwise Boothby Pagnell, Stoke Rochford otherwise South Stoke, Easton, North Stoke, Wyvill, Great Ponton otherwise Great Paunton, Little Ponton otherwise Little Paunton, Stroxton, Harlaxton, Spittlegate, Somerby, High Somerby, Low Somerby, Grantham borough, Grantham parish, Grantham township, Barrowby, Sedgebroke, Harrowby, Londonthorpe, Little Gonerby otherwise Manthorpe with Little Gonerby, Grantham Grange, Great Gonerby, Manthorpe, Belton, East Allington, West Allington, Syston, Barkston otherwise Barkston in the Soke, Honington, Foston, Marston, Hougham, Westborough, Dry Doddington, Hough on the Hill, Carlton Scroope, Brandon, Gelston, Normanton, Caythorp, Frieston, Stubton, Claypole, Fenton, Stragglethorpe, Beckingham, Broughton on Brant otherwise Brant Broughton, and Sutton, in the parts of Kesteven, in the county of Lincoln, Flawford in the counties of Nottingham and Lincoln, or one of them, Barnby in the Willows, Coddington, Winthorpe Holme, Langford, South Collingham, North Collingham, Girton, Spalford, Besthorpe, South Scarle, Marnham parish, Marnham township, Low Marnham parish, Low Marnham township, Grassthorpe Shegby, Clifton, South Clifton, North Clifton, Harby, Thorney, Wigsley, Fledborough parish, Fledborough township, Dunham, Ragnal, Cottam, Laneham, Low Laneham, East Drayton, West Drayton, Stokeham, Treswell, Rampton, South Leverton, North Leverton, Hablesthorpe otherwise Apesthorpe, Coates, Little Borough, Sturton-le-Steeple, Sturton-far-street, Fenton, South Wheatley, North Wheatley, West Burton, Bole, Saundby, Beckingham, Clayworth,

Gringley on the Hill, Walkeringham, Kirkland, Misterton, and West Stockwith, in the county of Nottingham: Stapleford, Carlton-le-Moorland, Norton Disney, North Scarle, Eagle, Eagle Hall, Eagle Woodhouse, Swinderby, Bassingham, and Thurlby, in the parts of Kesteven in the county of Lincoln: Newton upon Trent, Torksey, Kettlethorpe, Fenton Laughterton, Marton, Gate Burton, Knaith, Lea, Gainsborough, Thorrock Paddocks, Morton, Walkerith, East Stockwith, Owston Heckdyke, Gunthorpe, Melwood, Haxey, Craiselound, East Lound, Westwood Side, Upper Thorpe, Coney Garth, Newbigg, Nethergate, The Park, High Burnham, Low Burnham, Epworth, Holne, and Sandtoft, in the parts of Lindsey, in the county of Lincoln: Wroot, in the counties of Nottingham, Lincoln and York, or some or one of them; Misson, in the counties of Lincoln and Nottingham, or one of them: Hatfield parish, Hatfield township, Hatfield chace, Hatfield Woodhouse, Stainforth otherwise Stainford, Thorne parish, Thorne township, Fishlake parish, Fishlake township, Sykehouse, Snaith parish, Snaith township, Snaith with Cowick, Balne, Pollington, Heck or Hick, Hensall, Rawcliffe otherwise Roccliffe, Newland, Gowdall, Carlton or Carleton, Drax parish, Drax township, Drax Long otherwise Long Drax, Drax Abbey, Camblesforth, Birkin, Chapel Haddlesey, East Haddlesey, West Haddlesey, Hurst Courtenay, Temple Hurst, Brayton parish, Brayton township, Burn, Gateford Hambleton, Thorpe Willoughby, Barlow or Barlee, Selby parish, and Selby township, in the west riding of the county of York; Hemingborough, Barby, Riccall parish, and Riccall township, in the east riding of the county of York; Wistow parish, Wistow township, Cawood parish, Cawood township, Kirk Fenton otherwise Church Fenton parish, Kirk Fenton otherwise Church Fenton township, Biggin, Ryther parish, Ryther township, Rythercum-Ozendyke, and Stillingfleet, in the west riding of the county of York; Bolton Percy parish, Bolton Percy township, Appleton Roebuck, Newlands, Haiverlands, and Hailshill, in the county of the city of York, and the Ainsty of the same city, or one of them, Stillingfleet, Stillingfleet with Moreby, Kelfield, Naburn, Deighton Fulford Ambo, Gate Fulford, Water Fulford, Saint Paul Heslington, and Saint Laurence Heslington, in the east riding of the county of York; Acaster Selby, Acaster Sailby or Low Acaster, Acaster Malbis or High Acaster parish, Acaster Malbis or High Acaster township, Bishopthorpe parish, Bishopthorpe township, Saint Mary Bishophill Junior or the Younger, Upper Poppleton, Clementhorpe, Copmanthorpe, Saint Mary Bishophill Senior or the Elder parish, Saint Mary Bishophill Senior or the Elder township, Knavesmire, Middlethorpe, Acomb otherwise Akeham parish, Acomb otherwise Akeham township, Knapton, Dringhouses, Holgate or Holdgate, Holy Trinity Micklegate parish, Holy Trinity Micklegate township, Saint John's Micklegate otherwise Ousebridge End, All Saints, North-street, Saint Laurence, Saint Martin-cum-Gregory otherwise Saint Martin Micklegate with Saint Gregory, in 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.

A branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line at or near Stevenage, in the parish of Stevenage, in the county of Hertford, and to terminate at or near to Potter-street Bedford, in the parishes of Saint Mary and Saint John's Bedford, or one of them, in the county of Bedford; and passing from, in, through or into the several parishes, townships, and extra parochial or other places following, or some of them, that is to say, Stevenage, Fisher's Green, Todd's Green, Titmore Green, Ippollitts otherwise Saint Hippolyts, Little Wymondly, Much Wymondly otherwise Great Wymondly, Hitchin parish, Hitchin township, Langley, Preston, Palsworth, Letchworth, Willian, Ickleford, and Pirton, in the county of Hertford; Meppershall, in the counties of Hertford and Bedford, or one of them; Holywell otherwise Holwell, Cadwell, Spailsworth, Shitlington otherwise Shillington, Stondon, Upper Stondon, Lower Stondon, Lower Gravenhurst, Upper Gravenhurst, Campton otherwise Campleton, Arlsey otherwise Arlsey, Church End, South End, Alricksey otherwise Arlsey Bury with Lanktony, Henlow, Henlow End, Clifton, Shefford cum Camp-ton, Shefford Township, Shefford Hardwick, Chicksands, Chicksands Priory, Clog Hill, South Hill, Broom, Stanford, Haynes otherwise Hawnes, Old Rowney, New Rowney, Ireland, Warden otherwise Old Warden, Deadman's Cross, Willshamstead otherwise Willhamstead, Willshamstead otherwise Willhamstead, Cotton End Littleworth, Herrings Green, North Wood End, Church End, West End, Silver End Cardington, Cardington Cotton End, Cardington Cross Harrowden, East Cottis, Fenlake, Cople, Elstow, Kempston, Willington, Saint Mary and Saint Helens Elstow, Bedford, Saint Leonards, Saint John's, Saint Mary's, Saint Paul's, Saint Cuthbert's, Saint Peter's or Saint Peter Martin, in Bedford, Goldington, and Clapham, in the county of Bedford.

A branch railway, with all proper works, approaches, and conveniences, connected therewith, diverging from the said main line at or near Buckden, in the parish of Buckden, in the county of Huntingdon, and to terminate by a junction with the Ely and Huntingdon Railway, in or near the parishes of Saint Mary Huntingdon, and Brampton, or one of them, in the said county of Huntingdon, and passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Diddington, Buckden, Offord Cluney, Offord Darcy, Brampton, Great Stukely, Godmanchester, Huntingdon, All Saints, Saint Mary, Saint Benedict, Saint John the Baptist, all in the town of Huntingdon, in the county of Huntingdon, and Hartford, in the same county.

A branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line at or near Stilton, in the parish of Stilton, in the county of Huntingdon, and to terminate by a junction with the North-

ampton and Peterborough and the Syston and Peterborough Railways, at or near to the station at Peterborough, in the parish of Fletton, in the county of Huntingdon, and passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Stilton, Folke-worth, Yaxley, Norman Cross Haddon, Chesterton, Allwalton, Overton Waterville or Cherry Orton, Overton, Longville or Long Orton with Botolph Bridge, Farcett, Fletton, Woodstone, and Stand-ground, in the county of Huntingdon: Peterborough, Saint John the Baptist in the city and liberty of Peterborough, in the county of Northampton, the precincts of Peterborough Cathedral, East Field, Newark, Long Thorpe otherwise Thorp, Dogsthorp otherwise Dodsthorpe, Marholme otherwise Marham, Walton, Werington, Gunthorpe, Paston parish, Paston township, in the county of Northampton: Saint Andrew, Whittlesea otherwise Whittlesey, and Saint Mary Whittlesea otherwise Whittlesey, in the county of Cambridge.

A branch or side railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line, at a point south of the Syston and Peterborough Railway, in the parish of Barnack or Barnoak, in the county of Northampton, and passing thence, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Barnack otherwise Barnoak, Ufford, Ashton with Bainton, Ashton, Bainton, and Pilsgate, in the county of Northampton, and Tallington, Uffington, Uffington Wood, and Casewick, in the parts of Kesteven, in the county of Lincoln, and to terminate by a junction with the Syston and Peterborough Railway, in the parish of Uffington, in the parts of Kesteven, in the county of Lincoln.

A branch or side railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line at a point north of the Syston and Peterborough Railway, in the parish of Uffington, in the parts of Kesteven, in the county of Lincoln, and to terminate by a junction with the Syston and Peterborough Railway, in the parish of Barnack or Barnoak, in the county of Northampton, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Uffington, Uffington Wood, Casewick, and Tallington, in the parts of Kesteven, in the county of Lincoln, Barnack otherwise Barnoak, Ufford, Ashton with Bainton, Ashton, Bainton, and Pilsgate, in the county of Northampton.

A branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line at or near the Glebe Farm, in the parish of Fenton, in the parts of Kesteven, in the county of Lincoln, and to terminate by a junction with the Nottingham and Lincoln Railway, near the crossing of the Great North Road, in the parish of Kelham, in the county of Nottingham, and passing from, in, through, or into the several parishes, townships, and extra parochial or other places fol-

lowing, or some of them, that is to say, Claypole, Fenton, Sutton, Greenfield, and Beckingham, in the parts of Kesteven, in the county of Lincoln, Barnby in the Willows, Balderton, Farndon, Hawton, Coddington, Winthorpe, Kelham, and Newark upon Trent, in the county of Nottingham.

A branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line, at or near the crossing of the river Trent, in the parish of Kettlethorpe, in the parts of Lindsey, in the county of Lincoln, and to terminate at or near to the high-street of Lincoln, in the parishes of Saint Mark and Saint Peter at Gowts, or one of them, in the city of Lincoln and county of the same city, and passing from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Hayton, Clareborough, Little Gringley, South Wheatley, North Wheatley, Sturton-le-Steeple, Sturton-le-Street otherwise Sturton-far-Street, Grove, North Leverton, South Leverton, Hablesthorpe otherwise Apesthorpe, Fenton Cottam, Treswell, Rampton, Stokeham, Laneham, Low Laneham, Thorney, Broadholme, North Clifton, Dupham, Ragnall, and Harby, in the county of Nottingham: Torksey, Fenton, Hardwick, Laughterton, Kettlethorpe, Newton upon Trent, Burton, and Saxelby, in the parts of Lindsey, in the county of Lincoln; Skellingthorpe, Doddington, and Boutham, in the parts of Kesteven, in the county of Lincoln; Bracebridge, Canwick, Lincoln, Saint Botolph, Saint Peter at Gowts, Saint Benedict, Saint Mark, Saint Mary Magdalen, Saint Mary-le-Wigford, Saint Peter at Arches, Saint Michael on the Mount, Saint John, Saint Nicholas, Saint Swithin, Saint Margaret, Saint Peter at Eastgate, Saint Mark, and Saint Martin, in the county of Lincoln, the city of Lincoln, and county of the same city, or one of them.

A branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line at or near the crossing of the river Trent, in the parish of Rampton, in the county of Nottingham, and to terminate by a junction with the proposed Sheffield and Lincolnshire Railway, in the parish of Clareborough, in the county of Nottingham; and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Rampton, Treswell, Cottam, South Leverton, North Leverton, Grove, Laneham, Stokeham, Headon, Sturton-le-Street otherwise Sturton-far-Street, Hablesthorpe otherwise Apesthorpe, Welham, Little Gringley, Sturton-le-Steeple, and Clareborough, in the county of Nottingham.

A branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line at or near Misterton, in the parish of Misterton, in the county of Nottingham, and to terminate by a junction with the North Midland Railway, at or near Methley, in the parish of Methley, in the west riding of the county of York, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places fol-

lowing, or some of them, that is to say, Walkeringham, Misterton, Cornley, Kirkland, and West Stockwith, in the county of Nottingham; Blyth, Finningley parish, Finningley township; Auckley or Awkley parish, Auckley or Awkley township, in the counties of Nottingham and York, or one of them; Misson parish, Misson township, in the counties of Nottingham and Lincoln, or one of them; Austerfield, Brancroft, Blackstone, Arnethorpe parish, Arnethorpe township, Nutwell, Cantley parish, Cantley township, Bessacarr, Branton or Brampton, High Ellers, Low Ellers, Wilby Gate-wood, Nether Cantley, Rossington parish, Rossington township, Warmsworth parish, Warmsworth township, Doncaster parish, Doncaster township, Christchurch, Langthwaite with Tilts, Balby with Hexthorpe, Near or Long Sandall with Wheatley, Wheatley, Potteric Carr Loversall, Balby, Hexthorpe, Sprotbrough, Sprotborough parish, Sprotbrough, Sprotborough township, Cusworth, Marr, Doncaster Bridge, Newton, Arksey, Bentley with Arksey, Bodles, Doncaster Bridge End, Scawthorpe, Shafholme, Stockbridge, Brodsworth parish, Brodsworth township, Pigburn or Pickburn, Scawsby, Adwick-le-Street parish, Adwick-le-Street township, Hampole, Owston parish, Owston township, Skellow, Carcroft, Holme, Thornhurst, Burgh Wallis parish, Burgh Wallis township, Robin Hood's Well, North Elmsall or Little Elmsall, Skelbrook, Long or South Elmsall, South Kirkby parish, Skelbrook, Wrangbrook, Mensthorpe, Campsall parish, Campsall township, Sutton Barnsdale, South Kirkby township, Norton, Kirk Smeaton parish, Kirk Smeaton township, Wentbridge, Badsworth parish, Badsworth township, Thorpe, Audlin, Upton, Old Kennels, Ackworth parish, Ackworth township, New Kennels, High Ackworth, Low Ackworth, Houndhill, Pontefract parish, Pontefract township, Pontefract Park district, Ferry Fryston, Carleton, East Hardwick, Monkhill, Tanshelf, Castle Precincts, Spittal, Hardwick, Blind Hardwick, Darrington parish, Darrington township, Darrington Leys, Ferry Fryston parish, Ferry Fryston township, Ferrybridge, Water Fryston, Wheldale or Weldon, Castleford parish, Castleford township, Glass Houghton or Houghton, Featherstone parish, Featherstone township, Acton, Whitwood, Purston, Jaglin or Jacklin, Mere, Ledsham, Ledstone, Newton, Kippax, Allerton, Bywater, Normanton, Altofts, Swillington parish, Swillington township, Astley, Methley parish, Methley township, and Mickleton, in the west-riding of the county of York.

A branch or side railway, with all proper works, approaches and conveniences connected therewith, diverging from the said last-mentioned branch at or near the Woodman Inn, in the parish of Castleford, in the west riding of the county of York, passing thence from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Castleford parish, Castleford township, Houghton or Glass Houghton, Ferry Fryston, and Water Fryston, in the west riding of the county of York, and to terminate by a junction with the York and North Midland Railway, at a point to the east of Castleford aforesaid.

A branch or side railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line south of the crossing by the said main line of the Leeds and Selby Railway, in the parish or township of Brayton, in the west riding of the county of York, and to terminate by a junction with the Leeds and Selby Railway, east of the said crossing by the main line, in the said parish or township of Brayton.

A branch or side railway, with all proper works, approaches, and conveniences connected therewith, diverging from the said main line, at a point in the parish or township of Selby, in the west riding of the county of York, north of the said crossing by the said main line of the said Leeds and Selby Railway, and terminating by a junction with the Leeds and Selby Railway, at a point in the said parish or township of Brayton, east of the said point of crossing by the said main line.

And notice is further given, that it is also intended to apply for powers to be granted by the said Act or Acts, to authorize the deviating from the line of the said intended railway and branch or railways, works, approaches, and conveniences, as laid down in the plans thereof, to be deposited in pursuance of the standing orders of Parliament, to the extent defined on such plans.

And notice is further given, that it is intended to apply for powers to be granted by the said Act or Acts, to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements and hereditaments, intended to be taken for the purpose of the said railway, and branch or side railways, works, approaches, and conveniences, or any of them, or which would in any manner impede or interfere with the construction, maintenance and use of the same, and to confer other rights and privileges, and also to cross, vary, divert, alter or stop up all such streets, turnpike roads, parish roads, and other highways, paths, passages, streams, waters, watercourses, canals, aqueducts, navigations, rivers, drains, brooks, and railways, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them as it may be necessary to cross, vary, divert, alter, or stop up for the purposes of such railway and branch or side railways, or any of them, or the works, approaches, and conveniences connected therewith respectively.

And also to authorize junctions with any railway or railways, or branch railways, at their commencements or terminations, or in the line or course of such railway and branches respectively, in the several parishes, townships, and extra-parochial or other places before mentioned, or some of them.

And notice is further given, that it is intended by the said Act or Acts, to obtain powers for the compulsory purchase of lands, houses, tenements, and hereditaments, for the purposes of such intended railway and branch or side railways, works, approaches, and conveniences, and for power to levy tolls, rates, and duties, on, for, and in respect of the use of the said intended railway and branch or side railways, works, approaches, and conveniences, and to grant and confer exemptions from payment of tolls, rates, and duties.

And notice is further given, that it is intended by the said Act or Acts to incorporate a company for the purpose of making, maintaining, working, and using the said intended railway and branch railway or side railways, works, approaches, and conveniences, and to confer on such company all such other powers as may be necessary for carrying into execution the said undertaking, or such parts thereof as may be sanctioned by Parliament.

And notice is hereby given, that it is further intended by the said Act or Acts, to obtain powers to enable the said company to enter into such mutual arrangements with any company or companies, person or persons, as may be necessary or expedient for carrying out the purposes and objects of the proposed Act or Acts, or any of them; and also to carry into effect and confirm any agreement or arrangements made, or hereafter to be made, with such last-mentioned company or companies, or persons, or any of them, for or in respect of the traffic passing, or which may pass on the line or works of the railways or canal navigations of such company or companies or persons respectively, or any of them.

And notice is hereby further given, that duplicate plans and sections describing the line, levels and situation of the said intended railway and branch or side railways, and works, and the lands in or through which they are to be made and maintained, or through which every communication to or from the same is to be made, together with a book of reference thereto 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, at the respective offices of the several clerks of the peace for the several counties, ridings, and divisions hereinafter mentioned, at the respective places after mentioned, that is to say, for the county of Middlesex, at Clerkenwell Sessions' House, Clerkenwell Green, in the said county; for the county of Hertford, at Saint Albans, in the said county; for the liberty of Saint Albans in the county of Hertford, at Saint Albans, in the said county; for the county of Bedford, at Bedford, in the said county; for the county of Cambridge, at Cambridge, in the said county; for the county of Huntingdon, at Saint Ives, in the said county; for the county of Northampton, at Northampton, in the said county; for the liberty of Peterborough, in the county of Northampton, at Peterborough, in the said county; for the county of Rutland, at Oakham, in the said county; for the borough of Stamford, at Stamford, in the county of Lincoln; for the borough of Grantham, at Grantham, in the county of Lincoln; for the parts of Kesteven in the county of Lincoln, at Sleaford in the said county; for the parts of Lindsey in the said county of Lincoln, at Spilsby in the said county; for the city and county of the city of Lincoln, at Lincoln: for the county of Nottingham, at Newark upon Trent, in the said county; for the borough of Newark upon Trent, in the county of Nottingham, at Newark upon Trent aforesaid; for the west riding of the county of York, at Wakefield, in the said county; for the east riding of the said county

of York, at Beverley, in the said county; for the north riding of the said county of York, at Northalerton, in the said county; for the liberty of Wistow, Cawood and Otley, in the west riding of the county of York, at Otley, in the said county; for the borough of Doncaster, in the west riding of the county of York, at Doncaster, in the said county; for the borough of Pontefract, in the west riding of the said county of York, at Pontefract, in the said county; and for the county of the city of York, at York.

And notice is hereby further given, that, on or before the thirty-first day of December, one thousand eight hundred and forty-five, a copy of so much of the said plans and sections as relates to each of the before-mentioned parishes, from, in, through, or into which the said intended railway and branch or side railways, and works, or any part thereof, is intended to be made or maintained, together with a book of reference thereto, will be deposited for public inspection with the parish clerk of each of such several parishes respectively, at their respective residences.

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

Johnston, Farquhar, and Leech, 65, Moorgate Street, London, Solicitors for the Bill.

G. and T. W. Webster, 26, Great George Street, Westminster, Parliamentary Agents.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for deepening, improving, cleansing, and regulating the Harbour of Sutton Pool, within the port of Plymouth, in the county of Devon, parcel of the duchy of Cornwall, and situate within the parishes of Saint Andrew and Charles the Martyr, and certain extra-parochial lands adjoining or near to the said parishes within the borough of Plymouth, in the said county, and for converting the same into a basin or dock for the reception of ships and other vessels, and for vesting the same in a Company hereinafter mentioned.

And it is intended to take powers by the said Act to make, erect, and construct an embankment across the entrance of the said harbour, and also to alter, vary, enlarge, or diminish the said harbour of Sutton Pool, and the shores, quays, wharfs, and margin thereof, with all necessary piers, jetties, locks, waterways, quays, buttresses, and other works, for admitting, penning up, or letting out the water from such harbour aforesaid; and also to make, erect, and construct a dock or docks to receive ships, barges, or other vessels, together with proper basins, piers, sluices, drains, cuts, channels, locks, feeders, wharfs, warehouses, approaches, avenues, and other works, erections and conveniences, connected therewith or adjoining thereto, as shown and defined on the plan and section thereof hereinafter mentioned, and to take, use, and alter, widen and divert certain sewers, drains, and water-courses running through the said parishes of Saint Andrew and Charles the Martyr, into Sutton Pool aforesaid, and now vested in the commissioners acting under

a certain Act of Parliament passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled "An Act for better paving, lighting, cleansing, watering, and improving the town and borough of Plymouth, in the county of Devon, and for regulating the police thereof, and for removing and preventing nuisances and annoyances therein."

And it is intended to take powers by the said Act to light the said harbour, dock, or docks with gas, and to construct and maintain a footpath and carriage way, with every necessary work connected therewith, over and along the said embankment.

And it is also intended to take powers by the said Act for the compulsory purchase of lands and hereditaments within the said several parishes and places aforesaid necessary for all or any of the purposes aforesaid, and to extinguish and vary all rights, tolls, dues, privileges, and exemptions connected therewith, which may in any manner affect or interfere with the said intended works, or any of them, and to take power to raise and borrow money for the purchase of the same, and for defraying the expenses of obtaining the said Act, and of carrying the same into execution.

And it is also intended to take powers by the said Act to alter, deepen, widen, and improve all that part of the said port and harbour of Plymouth as lies between Sutton Pool on the one side, and Fisher's Nose and Queen Ann's Battery on the other side, and to lay down buoys, mooring chains, and other facilities for the navigation of the same; also to use, employ, or let for hire steam-tugs or towing-vessels for the use of any vessel or vessels entering or using the creek, docks, or harbour.

And it is also intended by the said Act to take authority to levy tolls, rates, and duties on all ships, barges, lighters, and other vessels navigating or using the said intended works, improvements, and premises, or the said steam-tugs or towing-vessels, and on all goods, wares, and merchandize shipped, unshipped, or landed within or on the said wharfs, quays, or works, or any of them, and also upon goods, cattle, and passengers using, going, or carried on or over the said intended embankment, and to alter the several rates, tolls, and duties now taken under the authority of the several Acts of Parliament hereinafter mentioned, and to extinguish all exemptions from payment of tolls, rates, and duties.

And it is also intended by the said Act to take authority to make bye-laws, rules, and regulations for the good government of all such vessels, and of the said docks, harbour, creek, streams, and premises, and for the preventing the casting of rubbish or ballast into the said docks or harbour, channel, and premises.

And notice is hereby further given, that it is intended by the said Act to incorporate the several persons therein mentioned, and other persons, as a Company, for carrying into effect all or any of the purposes aforesaid.

And notice is hereby given, that the several plans and sections and books of reference thereto required by the Standing Orders of Parliament will be deposited in pursuance of such Standing Orders at the

offices of the clerk of the peace for the county of Devon, at his office at Exeter, and with the clerk of the peace for the borough of Plymouth at his office at Plymouth, on or before the thirtieth day of November instant; and that a copy of so much of the said plans and sections as relate to each parish in or through which the said works and changes or improvements in the said harbour or navigation respectively are intended to be made as aforesaid, together with books of reference thereto, will be deposited with the parish clerk of each such parish on or before the thirty-first day of December next; and also that copies of the plans and sections and books of reference of the said undertaking will be deposited in the Private Bill Office of the Commons House of Parliament on or before the thirty-first day of December next.

And notice is hereby also given, that in the said Act will be contained power to deviate from the intended line or course of the said works and changes or improvements in the said navigation respectively to any extent not exceeding one hundred yards on either side of such line.

And notice is further given, that it is intended to take powers by the said Act to divert into and for the purposes of the said works and changes or improvements in the said navigation respectively, the waters which either directly, or derivatively flow or proceed into the same or some or one of them.

And notice is further given, that it is intended by the said Act to take powers to enable the Company thereby incorporated to contract or agree with the Sutton Pool Company for all their estate, right, title, and interest in the said harbour, docks, and premises, or any of them, or to confirm any contract or agreement already entered into for the purchase of the same, and for transferring to and vesting in the said Company to be thereby incorporated all the tolls, dues, rates, wharfage rights, privileges, stock, estate, and effects of the said Sutton Pool Company, and to enable the said Sutton Pool Company to dispose of the same, and to enter into any such contract or agreement, and for the purposes aforesaid to repeal, alter, or vary a certain Act made and passed in the fifty-first year of the reign of His late Majesty King George the Third, intituled "An Act for the Improvement of the Harbour of Sutton Pool, in the Port of Plymouth, in the County of Devon," and also a certain other Act made and passed in the second year of the reign of His late Majesty King William the Fourth, intituled "An Act to continue the term and to alter and amend the powers of an Act passed in the fifty-first year of the reign of His Majesty King George the Third for the Improvement of the Harbour of Sutton Pool, in the Port of Plymouth, in the County of Devon."

And notice is further given, that it is intended by the said Act to apply for power to enable the Company thereby incorporated to treat or agree with the company of proprietors of a certain railway, called the Plymouth and Dartmoor Railway Company, incorporated under a certain Act made and passed in the fifty-ninth year of the reign of His Majesty King George the Third, intituled "An Act for making and maintaining a Railway or Tram Road from Crabtree, in the parish of Egg Buckland,

in the County of Devon, to communicate with the Prison of War on the Forest of Dartmoor, in the Parish of Lydford, in the said County," for the absolute purchase of the same railway, and all works and branches connected therewith, and all their estate, right, title, and interest therein, or any part thereof, and to enable the said company of proprietors to sell or dispose of the same, either absolutely or for any term of years; and for such purposes to alter, vary, or repeal all or any of the provisions of the said last mentioned Act. And also of certain other Acts of Parliament, the one made and passed in the first year of the reign of His Majesty King George the Fourth, intituled "An Act for making a branch Railway or Tramroad from a place called Crabtree, in the parish of Egg Buckland, to certain Lime Works at a place called Catdown, and also to Sutton Pool, in the parish of Charles, all in the county of Devon, to communicate with the Plymouth and Dartmoor Railway, at Crabtree aforesaid;" and the other of the said Acts being made and passed in the second year of the reign of His Majesty King George the Fourth, intituled "An Act to authorize the Plymouth and Dartmoor Railway Company, to vary the line of a certain part of the said Railway, and to amend the Acts passed for making the said Railway."

Dated the first day of November, 1845.

Woolcombe, Square, Stephens, and Prance,
Plymouth,

Solicitors for the Bill.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill for establishing, constituting, and maintaining, a court for the recovery of small debts within and for the several parishes and places of Yeovil, Preston, Plucknett, Brympton, Chilthorne Dome, Mudford, Ashington, Lyminster, Barwick, East Coker, West Coker, Sutton Bingham, Pendomer, Hardington, Mandeville, Clowworth, Odcombe, North Perrott, East Chinnock, Middle Chinnock, West Chinnock, Chiselborough, Norton-sub-Hambdon, Haselbury Plucknett, Chilton Cantelo, Marston Magna, Martock, Tintinhull, Stoke-sub-Hambdon, Montacute, Thorn Coffin, Lufton, Rimplon, Sock Dennis, Ilchester, Northover, Yeovilton, Puddimore Milton, West Camel, Queen Camel, Weston Bamfylde, Sparkford, North Cadbury, South Cadbury, Compton Pauncefoot, North Barrow, South Barrow, Babcaty, Sutton Montis, Cotton Denham, Trent, Sandford Orcas, Charlton Horethorne, Pointington, Milborne Port, Goathill, Charlton Adam, Charlton Mackerell, Kingsdon, Somerton, Long Sutton, Kingsbury Episcopi, East Lambrook, South Petherton, Lopen, Merriott, Crewkerne, and Misterton, in the county of Somerset, in which Bill provision will be made for limiting, fixing, and regulating the fees, rates, and charges, to be taken and made by the officers of the said court.

Dated this twenty-seventh day of October, one thousand eight hundred and forty five.

North of Norfolk 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 proper works, stations, and other conveniences connected therewith, commencing by a junction with the Yarmouth and Norwich Railway, now forming part of the railway called the Norfolk Railway, at or near the station on the said railway, in the hamlet of Thorpe, in the county of the city of Norwich, and passing thence, from, in, through, or into the several parishes, hamlets, townships, and extra-parochial or other places, of Thorpe, Saint Helen, Saint Peter per Mountergate, Pockthorpe, Saint James, Saint Paul, Saint Saviour, and Saint Clement, some or one of them, in the city of Norwich, and county of the same city, or one of them, and Sprowston, Catton, Spixworth, Beeston Saint Andrew, Rackheath, Crostwick, Stanninghall, Stanninghall cum Frettenham, Frettenham, Horstead, Horstead cum Stanninghall, Coltishall, Great Hautboys, Little Hautboys otherwise Little Hautboys with Lammas, Lammas, Buxton, Oxnead, Brampton, Burgh otherwise Burgh next Aylsham, and Aylsham, in the county of Norfolk, some or one of them, and terminating in or near the parish or town of Aylsham, in the said county of Norfolk.

And also a branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the said before-mentioned railway, in the parish of Buxton aforesaid, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Buxton, Oxnead, Burgh otherwise Burgh next Aylsham, Lammas, Little Hautboys otherwise Little Hautboys with Lammas, Great Hautboys, Scottow, Westwick, Tuttington, Skeyton, Swanton Abbots, Felmingham, and North Walsingham, in the county of Norfolk, some or one of them, and terminating in or near the parish or town of North Walsingham, in the said county of Norfolk.

And also another branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the said before-mentioned intended railway, in the parish or hamlet of Pockthorpe, passing thence, from, in, through, or into, the several parishes, hamlets, townships, and extra-parochial or other places of Pockthorpe aforesaid, Saint Saviour, Saint Paul, Saint James, Saint Helen, Thorpe, Saint Mary-in-the-Marsh otherwise Saint Mary-the-Less otherwise the Holy Trinity within the precincts of the Cathedral Church of Norwich, the Precincts of the Cathedral Church of Norwich, Saint Martin-at-Palace, Saint Peter-per-Mountergate, and Saint George-of-Tombland, in the said city of Norwich and county of the same city, some or one of them, and terminating by a junction with the King Street extension of the said Norfolk Railway Company, in the said parish of Saint Peter-per-Mountergate and Saint George-of-Tombland, or one of them, in the said city of Norwich and county of the same city, or one of them.

And in the said Act power will be taken to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and

No. 20529.

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to vary or alter all such turnpike roads, parish roads, and other highways, paths, passages, streams, waters, watercourses, canals, navigations, and railways within the parishes, hamlets, 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 or branch railways.

And it is intended by the said Act, to incorporate a company for the purpose of executing the said proposed railway and branch railways, and to give to such company powers for the compulsory purchase of lands and houses required for the construction thereof; and 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 to levy tolls, rates, or duties for and in respect of the use of the said railway and branch railways; and to enter into, and carry into effect, arrangements with the Norfolk Railway Company, or any other company, in reference to the construction of the said intended railway and branch railways, or any part thereof, and the use and working thereof, on such terms and conditions as may be mutually agreed upon; and to enable the said Norfolk Railway Company, or any such other company as aforesaid, to enter into, and carry into effect, such arrangements, and to raise and provide such funds as may be necessary for those purposes.

And notice is hereby lastly given, that duplicate plans and sections, describing the line and levels of the said proposed railway and branch railways, 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 instant, be deposited 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 county of Norfolk, at Aylsham, in the said county; and at the office of the clerk of the peace for the city and county of the city of Norwich, at Norwich; and a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes, hamlets, or places through which the proposed railway and branch railways will pass, will be deposited on or before the thirty-first day of December next, with the parish clerks of such parishes, hamlets, and places respectively at their respective residences.

Dated this first day of November, 1845.

James Coppock,
3, Cleveland Row, London,
Jacob Henry Tillett,
Norwich. } Solicitors.

Exeter Great 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 of the several railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works and conveniences connected therewith, that is to say, a rail-

way to commence by a junction or junctions with the line of the Bristol and Exeter Railway, at or near the village of Stoke Canon, in the parish of Stoke Canon, in the county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Stoke Canon, Rewe, Upton Pyne, Huxham, Poltimore, Pinhoe, Broadcliff, Rockbear, Clist Saint Lawrence, Clist Hydon, Whimple, Tallaton, Payhembury, Ottery Saint Mary, Alphington, Feniton, Buckerell, Gittisham, Awliscombe, Werringstone otherwise Weston, Honiton, Coombe, Rawleigh otherwise Coombe Raleigh, Luppitt, Monkton, Cotleigh, Offwell, Farway, Northleigh, Widworthy, Wilmington, Dallwood, Stockland, Shute, Kilmington, Musbury, Membury, Colyton, Yarcombe, Atmouth, and Axminster, or some of them, in the county of Devon; Chardstock, Hawkchurch, Broadwingsor, South Perrott, and Burstock, or some of them, in the county of Dorset; Dallwood, Stockland, and Thomcombe, some or one of them, in the counties of Devon and Dorset, or one of them; Chard Winsham, Leaborough, Wayford, Cricket Saint Thomas, Misterton, Crewkerne, Estham, North Perrott, Hazelbury, Plucknett, East Chinnock, East Coker, West Coker, Hardington, Mandeville, Pendomer, Sutton Bingham, Closworth, Berwick otherwise Barwick, and Yeovil, or some or one of them, in the county of Somerset; and Clifton, Maybank, Ryme Intrinseca, and Bradford Abbass, or some or one of them, in the county of Dorset; and to terminate by a junction or junctions with the line of the Wilts, Somerset, and Weymouth Railway, in the said parish of Bradford Abbas, near the junction of the Sherborne Branch of the Wilts Somerset and Weymouth Railway, with the said last-mentioned railway.

Also a railway diverging out of the said first-mentioned intended railway, at or near Axminster, in the parish of Axminster, in the county of Devon; passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Axminster and Uplyme, in the county of Devon; Thorncombe, in the counties of Devon and Dorset, or one of them; Chard, in the county of Somerset; Lyme Regis, Charmouth, Hawkchurch, Wildecourt and Philly Home, Chardstock, Bettiscombe, Burstock, Stoke, Abbott, Catherston Lewiston, Marshwood, Pillesdon otherwise Pilsdon, Wootton Fitzpaine, Staunton, Saint Gabriels, Whitchurch Canonicorum, Chideock Symondsburry, Broadwingsor, Nethurbury, Loders, Allington, Burton, Bradstock, Bothenhampton, Walditch, Bradpole, and Bridport, or some of them, all in the county of Dorset; and terminating by a junction or junctions with the Bridport Branch of the said Wilts Somerset and Weymouth Railway, at or near the town of Bridport, in the said parishes of Bradpole and Walditch, or one of them.

Also a railway diverging out of the said first-mentioned intended railway, near a place called Fair Mile, in the parishes of Ottery Saint Mary, and Tallaton, or one of them, in the county of Devon, passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places of Tallaton, Buckerell, Cadhaye, Ottery

Saint Mary, Upper Salston, Lower Salston, Woodford, Taleford, Cotleigh, Tipton otherwise Tipton Saint John, Alphington Churchill, Matcombe, Frank, Fen Ottery otherwise Ven Ottery Harpford, Woodbury, Newton Poppleford, Aylesbeare, Ash, Otterton, Collaton, Rawleigh otherwise Colyton Rawleigh, Salcombe Regis, Sidbury, Harcombe, Cotford, Lidford, Northmoston, Bulverton, Woolbrook, Beckfield, Broadway, and Sidmouth, or some of them, all in the county of Devon; and terminating in the said parish of Sidmouth, on the west side of the road leading from the town of Sidmouth to Sidford.

And power will be applied for by such Act or Acts, to alter, divert, or stop up, whether temporarily or permanently, all such turnpike and other roads, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the lines of the said intended railways, or works respectively, as it may be necessary to interfere with in the construction, or for the purposes thereof.

And it is further intended, by such Act or Acts, to vary, repeal, or extinguish all existing rights or privileges, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, or works, or any of them, 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 into effect the said intended railways, and works, or any part thereof, 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 of the said intended railways, and works, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet.

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 railways, and works, or any part of the same respectively, and all or any powers of such company in connection therewith, or in relation thereto, to the Great Western Railway Company, and to enable such last-mentioned company to purchase or rent the said intended railways, and works, or any of the same respectively, 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, and works, and generally to enter into and carry into effect any such arrangements in reference thereto as may be mutually agreed on between the said company to be incorporated as aforesaid, and the said Great Western Railway Company, and also to enable the said company so to be incorporated as aforesaid, to enter into and carry into effect such arrangements with the Great Western Railway Company, for the use and working, in connection with the said intended railways, and works, of the Great Western Railway, and every or any railway connected or worked therewith, as may be mutually agreed on between the said Great Western Railway Company and the said company so to be incorporated as aforesaid.

And notice is hereby further given, that duplicate plans and sections, describing the line and

levels of the said intended railways and works 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 following, that is to say, at the office of the clerk of the peace for the county of Devon, at the Castle of Exeter, in that county; at the office of the clerk of the peace for the county of Somerset, at Taunton, in that county; and at the office of the clerk of the peace for the county of Dorset, at Sherborne, in that 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 each of the parishes through or into which the said intended railways, and works respectively, or any of them, will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this fourth day of November, 1845.

W. O. and W. Hunt, 10, Whitehall } Solicitors.
Osborne, Ward, and Co., Bristol

Great Kent Atmospheric 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 the several lines of railway and branch railways hereinafter mentioned, or some of them, or some part or parts of the same respectively, and commencing and terminating as hereinafter described, or at some point or points intermediate between such commencements and terminations, *videlicet*:—A railway, commencing by a junction or junctions with the London and Croydon Railway, in the parish of Saint Paul Deptford, in the county of Kent, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Paul Deptford, Sydenham, Lewisham, Lee, Eltham, Mottingham, Kidbrook otherwise Redbrook, Beckenham, Chislehurst otherwise Chiselhurst, Bromley, Hayes, Orpington otherwise Arpington, West Wickham, Keston, Farnborough, Green Street Green, Chelsfield, Down, Cudham, Halstead otherwise Halsted, Lullingstone, Lullingstaine, Shoreham, Knockholt otherwise Nockholt, Otford, Chevening, Sundridge, Brasted, Seven Oaks, Riverhead, Kemsing, Seal, Igham, Ivy Hatch, Mount Selby, The Moat, Saint Clare, Wrotham, Wrotham Town, Little Wrotham, Great Comp, Little Comp, Haleborough, Shipborne, West Peckham, Hale otherwise Plaxtol, Wingfield otherwise Winfield, Roughway, Platt, Nepicar, Basted, Crouch, Borough Green, Trottscliffe otherwise Trotterscliffe otherwise Trosley, Addington, Stanstead, Yaldham, Offham, Birling, Ryarsh otherwise Raish, Leybourne, Snodland, West Malling otherwise Town Malling, East Malling, New Hithe, Larkfield, Mereworth, Watlington, Teston, Ditton, Barming, East Barming, West Barming, Aylesford, Allington, East Farleigh, West Farleigh, Sandling, Boxley, Maidstone, Tovil, Lower Tovil, Upper

Tovil, Debting, Thurnham otherwise Thornham Bearsted otherwise Bearstead, Otham, Bromfield otherwise Broomfield, Leeds, Bredgar, Hucking, Bicknor, Ringlestone, Hollingbourne, Harrietsham, Boughton Malherbe, Wormshill, Frinsted, Milsted, Kingsdown, Linsted, Otterden, Witchling otherwise Wichling, Lenham, Doddington, Newnham, Eastling, Throwley, Norton, Buckland, Stone, Ore otherwise Oare otherwise Owre, Davington, Ospringe, Preston next Faversham, Faversham, Luddenham, Goodnestone next Faversham, Throwley, Sheldwich, Selling, Graveney, Boughton under Bleau, Herne-Hill, The Ville of Dunkirk, Chartham, Milton otherwise Milton Chapel near Canterbury, Tunford, Saints Cosmas and Damian in the Bleau, Saint Nicholas Harbledown, Baddlesmere, Selling Horton near Chartham, Shalmsford, Tunford or Turnford, Petham, Saint Michael Harbledown, Saint Dunstan, Holy Cross Westgate without the city of Canterbury, Canterbury, Holy Cross Westgate, Saint Peter, The Ville of the Archbishop's Palace, Saint Andrew, Saint Alphage, Saint Mary Bredman, The Ville of Christchurch, Saint Mary Magdalen, All Saints, Saint Margaret, Saint Mildred, Saint Mary Northgate, Saint Martin, Ville of Saint Gregory, Borough of Staplegate, Saint Mary Bredin otherwise Saint Mary Bredne, Saint Paul, Saint George the Martyr, Hackington otherwise Saint Stephen, Patricksbourne otherwise Patrixbourne, Thanington otherwise Thanington, The precincts of the dissolved Monastery of Saint Jacob, East Bridge Hospital, the precincts of the dissolved Monastery of Saint Augustine, the precincts of the Old Castle, Saint Augustine's Monastery, White Friars, Black Friars, Grey Friars within the city and borough of Canterbury, and county of the same, Bekesbourne, Beakesbourne otherwise Livingsbourne, Howlets otherwise Owlets, Nackington, Cobham Court, Hode, Bifrons, Sextries, Staplegate, Heppington, Patrixbourne, Renville, Higham, Bridge, Blackmansbury, Great Barakees and Little Barakees, Bishopsborne, Bourne otherwise Bishopsbourn, Hautsbourne, Charlton, Lower Hardres otherwise Lower Hardes, Nether Hardres otherwise Lower Hardres otherwise Lower Hardes, Upper Hardres otherwise Upper Hardes, Linsore, Linsey Bottom, Kingston, Barham, Broome Park, Ileden or Ilding Denne Hill, Outelmstone, Digges' Court, Shelving, Adisham, Waldershare, Apulton otherwise Appleton, Womenswold otherwise Winlingswold otherwise Womunswold otherwise Womenjole Eythorne, Nonington, Chillenden, Barrestone, Knowlton, Elham, Denton, May Deacon, Tappington otherwise Tupton, Wootton, Swingfield otherwise Swynfelde otherwise Swinfield, Saint John's, Sibert's Wold otherwise Shepherd's Well otherwise Shebbert's Well, Shepherd's Well otherwise Upton Wood, West Court, Coldred, Popshall otherwise Popeselle, Lydden otherwise Liddon, otherwise Leddene, Cocklescomb, Wickham Bushes, Swanton, Whitfield otherwise Beaufield, Beersfield otherwise Beverfelt, Alkham, Alkham otherwise Malmains Alkham, Halnede otherwise Hall Court, Hoptons Evering otherwise Everdon-Hallon otherwise Woolverton, Ewell otherwise Temple Ewell other-

wise Ewelle otherwise Etwelle, Temple otherwise Boswell Banks and Down, River, Crabble, Old Park, Kearsney, Busbyrough, Poulton, Buckland, Charlton, Hougham otherwise Huffam, Hougham otherwise The Elms otherwise Great Hougham otherwise Chilverton otherwise Southcourt, Hougham Court, Siberton otherwise Sibertson, Maxton Court, Farthingloe otherwise Venson Dane, Guston, Dover, Saint James the Apostle, Saint Mary the Virgin, Dover Priory, Dudmanscombe, Barton, East Cliff or Smith's Folly, or some of them, in the county of Kent, and terminating at or near the town of Dover in the said parishes of Saint Mary the Virgin and Saint James the Apostle, or one of them, in the said county of Kent.

A railway branching from and out of the last-mentioned railway, in the parish of Otford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Otford, Riverhead, Seven Oaks, Seven Oaks Weald, Chevening, Sundridge, Chiddingstone, Leigh, Shipbourne, Seal, Penshurst, Hildenborough, Tunbridge, or some of them, in the said county of Kent, and terminating at or near the town of Tunbridge, in the parish of Tunbridge, all in the said county of Kent, both by a junction there with the South-Eastern Railway, and by a distinct terminus in or near such town, or by one of them.

A railway branching from and out of the said first-mentioned line of railway from London to Dover, commencing by a junction or junctions therewith in the parish of Hollingbourne, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Aylesford, Allington, Maidstone, Boxley, Debting, Thurnham otherwise Thornham, Otham, Bearstead otherwise Bearsted, Leeds, Bromfield otherwise Broomfield, Hollingbourne, Ulcomb, Wormshill, Harrietsham, Boughton Malherbe, Egerton, Sandway, Cobham, Lenham, East Lenham, West Lenham Wichling, Otterden, Pluckley, Little Chart, Stalishfield, Charing, Westwell, Hothfield, Shottington, Eastwell, Chiallock, Kennington, Boughton Aluph, Great Chart, Singleton, Ashford, Saint Mary's Ashford, Bybrook, Bearsend, or some of them, and terminating at or near the town of Ashford, in the parish of Ashford, all in the said county of Kent, both by a distinct terminus there, and by a junction or junctions with the said South-Eastern Railway, or by one of them.

A railway branching from and out of the said first-mentioned line of railway, commencing by a junction or junctions therewith in the parish of Preston next Faversham, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Sheldwich, Ospringe, Preston next Faversham aforesaid, Davington, Faversham, or some of them, and terminating at or near Faversham, in the parish of Faversham, all in the said county of Kent; together with a branch railway from and out of such last-mentioned branch railway to Faversham, to communicate with Faversham Creek, and which branch railway from and out of the said last-mentioned branch railway will be situate in the said parish of Faversham.

A railway branching from and out of the said

first-mentioned line of railway, commencing by a junction or junctions therewith, in the said parish of Saint Mary Bredin otherwise Saint Mary Bredne, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Canterbury, Saint Dunstan, Holy Cross Westgate, Saint Peter, the Ville of the Archbishop's Palace, Saint Andrew, Saint Alphage, Saint Mary Bredman, the Ville of Christchurch, Saint Mary Magdalen, All Saints, Saint Margaret, Saint Mildred, Saint Mary Northgate, Saint Martin, Ville of Saint Gregory, borough of Staplegate, Saint Mary Bredin otherwise Saint Mary Bredne, Saint Paul, Saint George the Martyr, Hackington otherwise Saint Stephen, Patricksbourne otherwise Patricksbourne, Thanington otherwise Thanington, East Bridge Hospital, the precincts of the dissolved monastery of Saint Augustine, the precincts of the Old Castle, Saint Augustine's Monastery, Whitefriars, Blackfriars, Greyfriars, Bekesbourne, Beakesbourne otherwise Livingsbourne, Colhamcourt, Sturry, Fordwich, Littlebourne, Wolton otherwise Walton, Wingate otherwise Lower Garwinton otherwise Lower Garrington, Upper Garrington otherwise Upper Garwinton, Wickham Breaux, Stourmouth, Chillenden, Nonington, Knowlton, Tilmanstone, Wingham Well, Stonar, Westbere, Ickham, Aulton otherwise Appleton, Lee, Wellcourt, Brambling, Overland, Goldston, Stodmarsh, Preston next Wingham otherwise East Preston, Elmstone, Wingham Chegule, Chilton, Dene, Winderton, Walmerstone, Staple, Groves, Crixall, Weddington, Goodnestone next Wingham otherwise Goodwinstone otherwise Gunston, Ash next Sandwich, Golstone, Gosshall, Liverocks otherwise Liverocks, Hills-court otherwise Hells-court, Hillschurchgate, Wingham Barton, Wingham, Guston Fleet, Winsborough otherwise Wodnesborowe otherwise Woodnesborough otherwise Wanesherge otherwise Woodnesborough Shelving, otherwise Woodnesborough Grove, Denu's-Court, Ringleton otherwise Ringston, Polton, Eastry, Betsanger, Ham, Word otherwise Worth otherwise Worthe, Lyddecourt, Northbourne, Finglesham, Sholden, Hall otherwise Hull otherwise Longfarm, Cotnanton-court otherwise Cottington, Great Mongeham, Adisham, Little Mongeham, Walmer, Deal, Saint Leonards, Upper Deal, Middle Deal, Lower Deal, Deal Prebend, Court Ash, Chamberlain's Fee, or some of them; and terminating at or near the town of Deal, in the parish of Saint Leonard, all in the said county of Kent, both by a junction with the Sandwich, Deal, and Walmer branch of the South-Eastern Railway, and also by a separate terminus there, or by one of them.

Also a railway diverging from and out of the said last-mentioned branch railway, commencing in the parish of Woodnesborough, passing thence from, in, through or into the several parishes, townships, and extra-parochial places of Eastry, Ham, Staple, Ash next Sandwich, Word otherwise Worth otherwise Worthe, Winsborough otherwise Wodnesborowe otherwise Woodnesborough otherwise Wanesherge otherwise Wodnesborough, Sholden Hecklings, Shelving otherwise Woodnesborough Grove, Denu Court, Ringleton otherwise

Ringston, Polton, Sandwich, Saint Peter the Apostle, Saint Mary the Virgin, Saint Clement, Saint Bartholomew, Sandown, Lydde Court, or some of them, and terminating at or near the town of Sandwich, in the parish of Saint Mary, all in the said county of Kent, both by a junction with the said Sandwich, Deal, and Walmer Branch of the South-Eastern Railway, and also by a separate terminus there, or by one of them.

A railway commencing either by a junction or junctions with the said London and Croydon Railway, in the parish of St. Paul Deptford, or by a junction or junctions with the said intended main line of railway from London to Dover, in the parish of Lewisham, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Paul Deptford, Saint Nicholas Deptford, East Greenwich, West Greenwich, Saint Alphage Greenwich, Lewisham, Lee, Blackheath, Charlton, Kidbrook otherwise Redbrook, Woolwich, Eltham, East Wickham, Plumstead, Lamb Abbey, Mottingham, Southend, Hurst, Bexley, Danson, Blendon otherwise Blendon, Bexley Heath, North Cray, Welling, East Wickham, Crayford, Erith, May-place, Newberry, Perry-street, North End, Howberry, Dartford Temple, Dartford Priory, Bignors, Charles, Horsemans-place, Baldwins, Dartford Hythe, Wilmington, Dartford Heath, Helles Saint Margaret otherwise Saint Margaret Hill's, Darent otherwise Darent, Greensreet Green, Gills, South Darent otherwise South Darent, Clendon, Littlebrook, Stone otherwise Stone next Dartford, Hornsross, Stonewood, Cotton, Bean, Southfleet, Greenhithe, Swanscomb otherwise Swanscombe, Milton-street, Weston Cross, Springhead, Northfleet, Northfleet Hythe, Perry Street, Wombwell Hall, Gravesend, Milton next Gravesend, or some of them, in the county of Kent: and terminating at or near the town of Gravesend, in the said parish of Milton next Gravesend, in the said county of Kent, both by a distinct terminus there, and by means of a junction with the Gravesend and Rochester Railway, or by one of them.

A railway commencing either by a distinct terminus at or near the town of Gravesend, in the said parish of Milton next Gravesend, or by a junction there with the said last-mentioned proposed line of railway from London to Gravesend, passing thence from in, through, or into the several parishes, townships, and extra-parochial places of Gravesend, Milton next Gravesend, Paddock otherwise Parrock, Denton, Higham, Chalk, Cliffe, Cobham, Shorne, Frindsbury, Strood otherwise Stroud, Strood extra or without the city of Rochester, Strood intra or within the city of Rochester, Gillingham, Brompton, Rochester, Saint Nicholas, precincts of the cathedral of Rochester, Saint Margaret, Fort Pitt, Chatham, Chatham extra or without the city of Rochester, Chatham intra or within the city of Rochester, or some of them; and terminating at or near Rochester, either on the North-West bank of the River Medway, in the said parishes of Frindsbury and Strood otherwise Strood, or one of them in the said county of Kent, or on the South-East bank of the said river, in the parish of Saint Nicholas, in the said city of

Rochester, and in such last-mentioned case there to form a junction with the proposed railway or branch railway next hereinafter mentioned.

A railway commencing in the parishes of Saint Nicholas and Saint Margaret, in the city of Rochester, or one of them, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Rochester, Fort Pitt, Saint Nicholas, precincts of the cathedral of Rochester, Saint Margaret, Chatham, Chatham extra or without the city of Rochester, Chatham intra or within the city of Rochester, Borstal otherwise Bostal, Cuxton, Luddesdown, Upper Halling, Lower Halling, Wouldham, Burham, Snodland, Oborough otherwise Hoborough otherwise Holborough, Bredhurst, Birling, East Malling, Aylesford, Prating Street, Mill Hall, Boxley, Sandling, Allington, Maidstone, or some of them; and terminating at or near the town of Maidstone, in the parish of Maidstone, all in the said county of Kent, with a branch in the said parishes of Saint Nicholas and Chatham, or one of them, to communicate with the wharfs in such parishes, or one of them.

And it is intended to apply for power to erect and maintain a floating bridge or ferry to be worked by steam or otherwise, together with all necessary landing-places, approaches, and other works connected therewith, across the river Medway from the said parishes of Frindsbury and Strood otherwise Stroud, or one of them, to the opposite side of the said river, in the parish of Saint Nicholas, in the said city of Rochester, in lieu of or in addition to constructing a fixed bridge across the said river.

And notice is hereby given, that it is intended to take power in such Bill or Bills to purchase or lease the Gravesend and Rochester Railway and to transfer to the company or companies who may be authorized to construct the before-mentioned lines of railway, or to one of such companies, all the existing rights, powers, and privileges of the Gravesend and Rochester Railway and canal company in and over their said railway and canal.

Also for power to widen, enlarge, and otherwise improve the line of the said Gravesend and Rochester Railway as at present constructed or authorized to be constructed, which said widenings, enlargements and improvements, will be situate in the several parishes, townships, and extra-parochial places of Gravesend, Milton next Gravesend, Paddock otherwise Parrock, Denton, Higham, Chalk, Cliffe, Cobham, Shorne, Frindsbury, Strood otherwise Stroud, Strood extra or without the city of Rochester, Strood intra or within the city of Rochester, Chatham extra or without the city of Rochester, Chatham intra or within the city of Rochester, Gillingham, Brompton, Rochester, Saint Nicholas, precincts of the Cathedral of Rochester, Saint Margaret, Fort Pitt, or some of them, all in the said county of Kent.

And that for effecting these purposes it is intended to repeal, alter, or amend some of the powers and provisions of the several Acts relating to the said Gravesend and Rochester Railway and Canal, passed respectively in the session of Par-

liament held in the thirty-ninth and fortieth years, and the forty-fourth, and fiftieth, and fifty-eighth years of the reign of His Majesty King George the Third, the fifth year of the reign of His Majesty King George the Fourth, and in the eighth and ninth years of the reign of Her present Majesty; and to increase or alter the rates or tolls authorized to be collected by such several Acts or some of them.

And it is further intended to take powers 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 several lines of 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 railways, as before described, in the several parishes, townships, and extra-parochial places aforesaid: And in the said 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 places aforesaid, or some of them as it may be necessary to vary or alter for the purposes of the said railways and other works before specified.

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 several lines of railway and of the said bridge or ferry; 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 plans hereinafter mentioned, and which may be necessary for the execution of all or any of the aforesaid works: And also for power to vary and extinguish all rights and privileges which may in any manner interfere with the several objects aforesaid, and to confer other rights and privileges: And it is also intended to apply for leave to incorporate a company or companies, and for powers to enable such company or companies so to be incorporated and the London and Croydon Railway Company jointly, or either of them separately, to carry into effect the said intended railways and works, or any portion thereof, or to enable the said company or companies so to be incorporated and the London and Croydon Railway Company jointly, to carry into effect a portion of the said intended railway and works, and to enable either of them separately, to carry into effect the whole or any part of the remaining portion of such intended railway and works, or to enable the London and Croydon Railway Company to carry into effect a portion of the said intended railway and works, and the said company or companies so to be incorporated, and the said London and Croydon Railway Company jointly, or either of them separately, to carry into effect the whole or any part of the remaining portion of such intended railway and works, and to enable the London and Croydon Railway Company to participate in the construction of all or any of the said several lines of rail-

way and other works, and to advance any sum or sums of money for such railways, either out of the capital of the London and Croydon Railway Company or by the creation of new capital, and to agree with the company or companies to be incorporated for the construction of some portion or portions of such several lines of railway, or of some of them; and for such purposes it is intended to alter, amend, and enlarge some of the powers and provisions of the several Acts passed respectively in the fifth, in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first, second, and in the sessions held in the third and fourth, sixth and seventh, and seventh and eighth, and eighth and ninth years of the reign of Her present Majesty Queen-Victoria relating to the London and Croydon Railway; and also of an Act passed in the seventh and eighth years of the reign of Her said present Majesty relating to the Croydon and Epsom Railway; and it is also intended to confer powers upon such company or companies so to be incorporated and the London and Croydon Railway Company, to amalgamate, and also to enable them, jointly, or either of them separately, to amalgamate with any other company or companies, or to agree to construct any line or any part of any line before specified, jointly, or to authorize the company or companies to be incorporated, and the London and Croydon Railway Company, jointly, or either of them separately, to construct or to participate in the construction of any other railway promoted by any other company.

And notice is hereby further given, that duplicate plans describing the line or situation of such intended new lines of railway and branches, or of any proposed alterations in the Gravesend and Rochester Railway, and of the intended bridge, ferry, and other works, with duplicate sections of such railways and alterations describing the levels 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 Kent at Maidstone; and at the office of the clerk of the peace for the city and county of the city of Canterbury, at Canterbury; 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 railways and other works will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this twenty-fifth day of October, 1845.

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

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 construction of a railway, to be hereinafter mentioned, with all proper works and conveniences connected therewith, or necessary thereto, that is to say, a railway commencing at a point or

points on a certain part of a common field commonly called Cowley Field, situate within the borough of Oxford, and within the several parishes or places of Saint Clement, Cowley, Church Cowley, Temple Cowley, Middle Cowley, Hockmore Street, Iffley otherwise Yeffley, and Saint Mary the Virgin, or some or one of them, all in the county of Oxford; such said point or points lying between the turnpike road leading from Oxford to London *viâ* Henley on Thames, and the mileway or public carriage road leading from Oxford to Temple Cowley, in the county of Oxford; and passing thence from, in, through, or into the several parishes, towns, townlands, townships, hamlets, chapelries, liberties, precincts, extra-parochial, and other places of Saint Clement, Saint Bartholomew otherwise Bartlemas, Iffley otherwise Yeffley, Saint Mary the Virgin, Hockmore Street, Littlemore, Church Cowley, Middle Cowley, Temple Cowley, Cowley, Headington, Quarry Coppice, Garsington, Horsepath, Littleworth, Shotover Forest Hill, Holton, Chippinghurst, Denton, Wheatley, Cuddesden, Great Milton, Thomley, Waterperry, Chilworth, Draycott, Waterstock, Tetsworth, Tiddington, Albury, the lands of Rycot in Great Hazeley, Latchford, Little Hazeley, Great Hazeley, North Weston, Moreton, Priestend, Thame Park, Old Thame, Kingsley, Emington, Sydenham, Henton, Chinner, New Thame, Thame, or some of them, in the county of Oxford; and Worminghall, Little Ickford, Ickford, Shabbingdon, Long Crendon, Haddenham, Towersey, Kingsley, Ilmer, Princes Risborough, Horsendon, Bledlow, Bledlow Ridge, Monk's Risborough, Saunderton, Saunderton Lee, Radnage, Bradenham, West Wycombe, the borough of Chipping Wycombe, Chipping Wycombe, Woburn, Loudwater, Beaconsfield, Chalfont Saint Giles, Farnham Royal, Hedgerley Dean, Chalfont Saint Peter, Hedgerley, Upton cum Chalvey, Fulmer, Stoke Poges, Chalfont Saint Peter, Iver, Denham, or some of them, in the county of Buckingham; and the township or chapelry of Uxbridge, in the parish of Hillingdon, Cowley, Hillingdon, and West Drayton, or some of them, in the county of Middlesex; and terminating by a junction with the Great Western Railway, at the West Drayton Station thereof, or at some point near thereto, in the said parishes of Hillingdon and West Drayton, or one of them, in the said county of Middlesex.

And notice is also hereby given, that it is intended to apply for powers in the said Act or Acts to incorporate a company for the purpose of executing and carrying into effect the said proposed railway, works, and conveniences, and to apply for powers to deviate from the line 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, towns, townlands, townships, hamlets, chapelries, liberties, precincts, extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter, for the purpose of the said railway and works.

And it is intended to take powers in the said Act or Acts to construct stations, communications, works, and other conveniences in the said several

parishes, towns, townlands, townships, hamlets, chapelries, liberties, precincts, extra-parochial or other places aforesaid, or some of them, for 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, towns, townlands, townships, hamlets, chapelries, liberties, precincts, extra-parochial or other places aforesaid.

And notice is hereby also given, that it is intended to apply for powers in the said Act or Acts 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 on the said plans, and also for powers 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 the works connected therewith respectively, and the lands and houses 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 Oxford, at the County Hall at Oxford; for the county of Buckingham, at the County Hall at Aylesbury; and for the county of Middlesex, at the Clerkenwell Sessions House, in the said county; 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 intended railway will pass or be situated, will be deposited with the parish clerk of each such parish.

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

Francis Thomas Gell,
Carlton Chambers,
8, Regent-Street.

Huddersfield and Manchester Railway and Canal
(Oldham, &c. Branches.)

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, extend, and enlarge, or to repeal the powers and provisions of "The Huddersfield and Manchester Railway and Canal Act, 1845," and to authorise the Huddersfield and Manchester Railway and Canal Company, incorporated by the said Act, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, commencing by a junction with the proposed main line of the said Huddersfield and Manchester Railway, authorised by the said Act, in the township of Quick, in the

parishes of Saddleworth and Rochdale, or one of them, in the West Riding of the county of York, and terminating at or near the town of Oldham, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, or at some intermediate point between the said two places of commencement and termination; which said railway and works will pass from, in, through or into, or be situate within the several parishes, townships, divisions, and extra-parochial, or other places following, or some of them, that is to say, Rochdale, Saddleworth, Prestwich-cum-Oldham, Ashton-under-Lyne, Quick, Knott Lanes, Hartshead, Lees, and Oldham, all in the West Riding of the county of York, and in the said county of Lancaster; and it is intended by the said Act or Acts, or by some other Act or Acts, to be applied for by the said Huddersfield and Manchester Railway and Canal Company, in the now next ensuing session of Parliament, to take powers to authorise the said Huddersfield and Manchester Railway and Canal Company to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, diverging out of and commencing by a junction with the said intended railway, near Lees, in the Knott Lanes division of the parish of Ashton-under-Lyne, in the said county of Lancaster, and terminating with the proposed main line of the said Huddersfield and Manchester Railway, in the Hartshead division of the said parish of Ashton-under-Lyne, or otherwise in the township of Stayley, in the parish of Mottram in Longdendale, in the county of Chester, which said railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, divisions, and extra-parochial or other places following, or some of them, that is to say, Ashton-under-Lyne, Prestwich-cum-Oldham, Rochdale, Saddleworth, Mottram in Longdendale, Quick, Knott Lanes, Oldham, Lees, Mossley, Hartshead, and Stayley, all in the said West Riding of the county of York, and in the said counties of Lancaster and Chester; and it is also intended by such Act or Acts, to take powers to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, divisions, and extra-parochial or other places, or any of them, which may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and 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 to authorise and enable the said Huddersfield and Manchester Railway and Canal Company, to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said intended railways and works, and to grant certain exemptions from the payment of tolls, rates, and duties; and it is further proposed by the said

intended Act or Acts, to enable the said Huddersfield and Manchester Railway and Canal Company to raise a further sum or sums of money for all or any of the purposes aforesaid: and notice is hereby further given, that maps or plans, and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such maps or plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, will be deposited, on or before the thirtieth day of November, in the present year, with the clerk of the peace for the West Riding of the county of York, at his office, in Wakefield, with the clerk of the peace in the county of Lancaster, at his office in Preston, and with the clerk of the peace of the county of Chester, at his office in Chester; and that a copy of so much of the said maps or plans, and sections, and books of reference, as relates to each of the parishes, in or through which the said intended 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 first day of November, 1845.

Worthington, Earle, and Berry, } Joint
Bagshaw, Stevenson, and Lycett, } Solicitors.

Huddersfield and Manchester Railway and Canal,
(Cooper Bridge Branch, and Huddersfield
Diversion).

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, extend, and enlarge, or to repeal the powers and provisions of "the Huddersfield and Manchester Railway and Canal Act, 1845," and to authorize the Huddersfield and Manchester Railway and Canal Company, incorporated by the said Act, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, commencing by a junction with the proposed main line of the said Huddersfield and Manchester Railway, authorized by the said Act, at or near Colne Bridge, in the township of Huddersfield, in the parish of Huddersfield, and terminating by a junction with the Manchester and Leeds Railway, at or near Bradley Wood, in the same township and parish, or at some intermediate point between the said two places of commencement and termination, which said intended railway and works will pass from, in, through, or into, or be situate wholly within the said parish and township of Huddersfield, in the West Riding of the county of York.

And it is also intended by such Act or Acts, or by some other Act or Acts to be applied for by the said Huddersfield and Manchester Railway and Canal Company, in the now next ensuing session of Parliament, to take powers to enable the said Huddersfield and Manchester Railway and Canal Company to abandon the formation of, and to relinquish so much of, the main line of railway, authorized by the said Huddersfield and Manchester

Railway and Canal Act, as lies between, and in the fields numbered 2 and 100, in the said township of Huddersfield, in the plan of the said railway, deposited in the office at Wakefield, of the clerk of the peace of the West Riding of the county of York, on the 30th day of November, 1844, or some part or parts of such fields respectively; and in lieu of such part of the said railway so proposed to be abandoned, to make and maintain a railway, with proper works, approaches, and conveniences, connected therewith, commencing at or near the said field numbered 2, and terminating at or near the said field, numbered 100, in the said plan, in the said township of Huddersfield, or at some intermediate point or points, between the said two places of commencement and termination last mentioned; which said last mentioned intended railway and works will pass from, in, through, or into, or be situate wholly within the said township of Huddersfield, in the said parish of Huddersfield, in the said West Riding of the county of York.

And it is also intended by such Act or Acts, to take powers to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, 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 and 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 to authorize and enable the said Huddersfield and Manchester Railway and Canal Company to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties, for the use of the said intended railways, works, and alterations, and to grant certain exemptions from the payment of tolls, rates, and duties.

And it is further proposed by the said intended Act or Acts to enable the said Huddersfield and Manchester Railway and Canal Company to raise a further sum or sums of money for all or any of the purposes aforesaid, and for other purposes of and in relation to the said company.

And notice is hereby further given, that maps or plans, and sections of the said intended railways, works, and alterations, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such maps or plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the West Riding of the county of York, at his office in Wakefield aforesaid; and that a copy of so much of the said maps or plans, and sections and books of reference as relates to each of the parishes in or through which the said intended or existing rail-

ways, works, and alterations 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 first day of November, 1845.

Worthington, Earle, and Berry, } Joint Solicitors.
Bagshaw, Stevenson, and Lycett, }

Southampton, Manchester, and Oxford 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, and a branch continuation or extension railway, with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, which said railway is to commence at and by a junction with or from and at or out of the Great Western Railway, at or near to the Swindon Station of the last-mentioned railway, in the parish of Swindon, in the county of Wilts, and terminating at and by a junction with an intended or proposed railway, to be called the Oxford, Southampton, Gosport, and Portsmouth Railway, at or near to a place called Wherg's Farm, in the parish of Burghclere, in the county of Hants, or at some other point on the said intended Oxford, Southampton, Gosport, and Portsmouth Railway, in the said parish of Burghclere, and is intended to 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, Swindon, Wallcott, Eastcott, Stratton Saint Margaret, Hinton Parva, Bishopstone, Badbury Wick, Chisledon, Liddington Wick, Liddington, Lower Wanborough, Upper Wanborough, Wanborough, Aldbourne otherwise Aldburn otherwise Auburn, Baydon, Preston, Whitton Ditch, Eastridge, Ramsbury, Charnham, and Froxfield, all in the county of Wilts; Chilton otherwise Chilton Foliatt, and Hungerford, in the counties of Berks and Wilts; Sanden Fee, Hiddon, Eddington, Avington, Kintbury, Inkpen, Hampstead Marshall, Enborne, and West Woodhay, all in the county of Berks; East Woodhay, Newtown, Highclere, and Burghclere, all in the county of Hants.

And it is intended to make the said continuation, or extension of the said railway, from Swindon to Wherg's Farm, or some other place, in the said parish of Burghclere, by a junction therewith or therefrom, to commence at or near the said place called Wherg's Farm, in the parish of Burghclere, in the said county of Hants, and to pass from thence, and to lead to, and to terminate by a junction with the South Western Railway at or near the Andover Road Station thereof, in the parish of Mitcheldever in the county of Hants, or at some other point in the said South Western Railway, in the said parish of Mitcheldever, and is intended to 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, Itchingswell otherwise Ecchenswell, Sidminton, Burghclere,

Highclere, Woodcot, Saint Mary Bourne, Litchfield otherwise North Litchfield, Cold Henley, Freefolk Priors, Whitchurch, Freefolk Manor otherwise Freefolk, Laverstoke otherwise Laverstock, Southington, Overton, Tufton, Bullington, Wonston, Hunton, Stoke Charity, Weston otherwise Weston Colley, and Mitcheldever, all in the county of Hants.

And it is intended to apply for powers in the said Act or Acts, for the purchase by compulsion or agreement of all such lands, houses, and other property as may be necessary for the purposes aforesaid, and also for powers to levy tolls, rates, and duties for and in respect of the use of such proposed railway and continuation or extension railway and other works, and to grant such exemptions from such tolls, rates, and duties as to such company as hereinafter mentioned, may seem meet; or to alter, vary, or extinguish all or some of the existing rights and privileges connected with the houses, lands, buildings, and other property intended to be taken, and to confer other rights and privileges.

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

And it is further intended to apply for powers by the said Act or Acts for leave to incorporate a company to raise money for the purposes aforesaid, and other the several purposes of the said Act or Acts, by the creation of shares, or some other mode to be by the said Act or Acts authorized; and to provide for and to enable the company to be incorporated, either alone or jointly, with the said Oxford, Southampton, Gosport, and Portsmouth Railway Company, or with any other company, party, or person, to undertake the execution of the before mentioned proposed undertaking; and to let on lease or sell the said intended railway and continuation or extension railway, and other works, or any part or parts thereof, to the said Oxford, Southampton, Gosport, and Portsmouth Railway Company, or to any other company, party, or person, or to unite and amalgamate with the said Oxford, Southampton, Gosport, and Portsmouth Railway Company, or with any other company, party, or person, already formed, or to be formed; and to enable the said Oxford, Southampton, Gosport, and Portsmouth Railway Company, or such other company, party, or person, or such united or amalgamated company, or any other company, to purchase or rent the said intended railway and continuation and extension railway, or any part or parts thereof, and to use and work the same, or any part or

parts thereof respectively, and to take tolls, rates, and duties upon, or in respect thereof, and to purchase and hold lands and houses by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts, on the said company thereby intended to be incorporated in connexion therewith, and also to authorize the company to be incorporated by the said Act or Acts, or the said Oxford, Southampton, Gosport, and Portsmouth Railway Company, or such united, or amalgamated, or any other company or companies, party or person, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and continuation or extension railway, and works, and also to effect and confirm any agreement or arrangement made, or hereafter to be made, with the said Oxford, Southampton, Gosport, and Portsmouth Railway Company, for or in respect of the said railway and continuation or extension railway, for or in respect of the traffic passing, or which may pass, on the line of the said intended railway and continuation or extension railway, or on the line or works of the said Oxford, Southampton, Gosport, and Portsmouth Railway Company, or of any other railway company, united or amalgamated with the company incorporated by the said intended Act or Acts, or any or either of them.

And notice is hereby given, that duplicate plans and sections, describing the line, levels, and situation of the said intended railway and continuation or extension railway, and the whole of the works, and the lands in or through which they are to be made, maintained, varied, extended, or enlarged, and through which every communication to or from the works shall be made, together with a book or books of reference thereto, 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 in this present year, with the clerk of the peace for the county of Hants, at his office at Winchester, in the said county; with the clerk of the peace for the county of Berks, at his office at Abingdon, in the said county; and with the clerk of the peace for the county of Wilts, at his office at Wilton, in the said county; and that a copy of so much of the said plans and sections, as relates to each parish in or through which the said railway and continuation or extension railway, and works, or any part thereof, are intended to be made, together with a book of reference thereto, will also be deposited for public inspection, on or before the thirty-first day of December, in this present year, with the parish clerk of each such parish respectively, at their respective places of abode.

Dated this sixth day of November, 1845.

Hill and Heald,

23, Throgmorton Street, London,
Solicitors for the Bill.

C. F. Waddy,

13, Fludyer Street, Westminster,
Parliamentary Agent

Clitheroe Junction 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 to make and maintain a railway or railways, with all proper works, stations, approaches, communications, and other conveniences connected therewith, to commence by a junction or junctions with a certain railway, now in course of construction, to be called the East Lancashire Railway, in the township of Old Accrington, in the parish of Whalley, in the county palatine of Lancaster, passing thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Whalley, Old Accrington, New Accrington, Church, Clayton-le-Moors, Blackburn, Great Harwood, Read, Whalley, Billington, Wiswell, Pendleton, Standen otherwise Higher Standen, Lower Standen and Standen Hey, Mitton, Henthorne and Coldcoates or Colcoats, Clitheroe, Clitheroe Castle otherwise Castle Parish, and Chatburn, all in the county palatine of Lancaster; Gisburne, Sawley, Sawley-cum-Tosside, Bolton by Bowland, Paythorne, Long Preston, Halton West, Hellifield, Arnford-cum-Newton otherwise Arnford and Little Newton, Long Preston, Giggleswick, and Settle, all in the West Riding of the county of York, or some of them, and terminating at or near the town of Settle, in the township of Settle, in the parish of Giggleswick, in the West Riding of the county of York.

And in the said Bill or Bills power will be obtained to authorize the construction of a railway or branch railway, with proper works, stations, approaches, communications, and other conveniences, diverging from the main line of railway hereinbefore described, in the said township of Read, and passing thence, from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Whalley, Read, Simonstone, Padiham, Hapton, and Habergham Eaves otherwise Burnley-cum-Habergham Eaves, or some of them, and terminating by a junction with the said East Lancashire Railway, near the town of Burnley, in the said township of Habergham Eaves otherwise Burnley-cum-Habergham Eaves, in the parish of Whalley, all in the said county palatine of Lancaster.

And in the said Bill or Bills power will be obtained to authorize the construction of another railway or branch railway, with proper works, stations, approaches, communications, and other conveniences, commencing by a junction with the said intended main line of railway in the said township of Great Harwood, and passing thence from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Blackburn, Great Harwood, Rishton, and Little Harwood, and terminating by a junction with the said East Lancashire Railway, in the township of Little Harwood, in the parish of Blackburn, all in said county palatine of Lancaster.

And the promoters of the said undertaking reserve to themselves the power to confine the application to Parliament in the next session to a part only instead of the whole of the said railways and branch railways.

And in the said Bill or Bills power will also be obtained to deviate from the line or lines of the railways and branch railways laid down on the plans hereinafter mentioned to the extent thereon defined, and to divert, stop up, or alter all such turnpike-roads, highways, railways, tramroads, paths, passages, aqueducts, canals, navigations, rivers, streams, sewers, and water-courses, within the parishes, townships, hamlets, and extra-parochial or other places aforesaid, as it may be necessary so to divert, stop up, or alter for the purposes of the said railways, branch railways, works, stations, approaches, and conveniences.

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

And it is intended also to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments 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 intended in the said Bill or Bills to incorporate a company for executing and carrying into effect the powers and objects aforesaid, or otherwise to enable the East Lancashire Railway Company to execute and carry into effect such powers and objects.

And it is further intended, that if in the said Bill or Bills a company shall be incorporated as aforesaid, such company shall be enabled to sell or lease the said intended railways, branch railways, and works, or any part thereof, to the East Lancashire Railway Company, and such last-mentioned company shall be enabled to purchase the same, or to accept such lease thereof, and to exercise all powers and authorities to be conferred in the said Bill or Bills in connexion therewith, and to enter into such arrangements as to the said companies respectively may seem expedient.

And also that, in the event of the incorporation of a company as aforesaid for the execution of the aforesaid works, it is intended in the said Bill or Bills to authorize the union and consolidation of such company with the East Lancashire Railway Company, and to vest in the last-named company all the capital, stock, property, estate, lands, and hereditaments, 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 company so to be incorporated. And it is intended, for the purposes aforesaid, to enable the East Lancashire Railway Company to raise an additional sum of money by the creation of new shares, or by loan, or partly by both of those methods.

And notice is hereby given, that it is intended to apply for power to alter and vary the tolls, rates, and duties at present authorized to be demanded and taken by the East Lancashire Railway Company for the use of their railways and branches, or any of them, or any part thereof; and also to authorize the last-named company, and the company to

be incorporated as aforesaid, to enter into such mutual arrangements as may be expedient for the purposes aforesaid, or for the convenient using of the said railways, branch railways, and works: and also to carry into effect and confirm any agreement or arrangement made or hereafter to be made for or in respect of the traffic which may pass on the lines or works of the said East Lancashire Railway Company, or on the lines or works of the company to be incorporated as aforesaid.

And notice is further given, that, 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, 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 further given, that duplicate plans and sections, describing the lines and levels of the said intended railways and branch railways, and the works connected therewith, and the houses, lands, and hereditaments 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 houses, lands, and hereditaments, will be deposited for public inspection, on or before the thirtieth day of November instant, at the office of the clerk of the peace for the said county palatine of Lancaster, at his office in Preston, and with the clerk of the peace for the said West Riding of the county of York, at his office in Wakefield; and 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 railways, branch railways, and works will pass or be situate, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at the respective residence of each such parish clerk.

Dated the fifth day of November, 1845.

T. A. and J. Grundy,
Solicitors.

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 alter, amend, and enlarge the powers and provisions of the several Acts of Parliament following, relating to the Dudley Canal Navigation; that is to say, an Act passed in the sixteenth year of the reign of His Majesty King George the Third, intituled, "An Act for making and maintaining a navigable canal within and from certain lands belonging to Thomas Talbot Foley, Esq., in the parish of Dudley, in the county of Worcester, to join and communicate with the Stourbridge Navigation at a place called Black

Delph upon Pensnet Chase, in the parish of Kingswinford, in the county of Stafford;" and also of an Act passed in the twenty-fifth year of the reign of His said late Majesty King George the Third, intituled, "An Act for extending the Dudley Canal to the Birmingham Canal, at or near Tipton Green, in the County of Stafford;" and also of an Act passed in the thirtieth year of the reign of His said late Majesty King George the Third, intituled, "An Act for effectually carrying into execution two Acts of the sixteenth and twenty-fifth years of His present Majesty, for making and maintaining a navigable canal from the Stourbridge Navigation to the Birmingham and Birmingham and Fazeley Canal Navigations, in the counties of Worcester and Stafford;" also of an Act passed in the thirty-third year of the reign of His said late Majesty King George the Third, intituled, "An Act for making and maintaining a navigable canal, from the Dudley Canal, in the county of Worcester, to the Worcester and Birmingham Canal, now making at or near Selly Oak, in the said county, and also certain collateral cuts to communicate therewith;" also of an Act passed in the thirty-seventh year of the reign of His said late Majesty King George the Third, intituled, "An Act to enable the Company of Proprietors of the Dudley Canal Navigation to raise a further sum of money for completing the said navigation, and for amending the several Acts relating thereto," or to repeal the said Acts, and to enact other powers and provisions in lieu thereof; also to alter, amend, extend, and enlarge the powers and provisions of certain Acts of Parliament relating to the Birmingham Canal Navigations, namely, an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, intituled, "An Act to consolidate and extend the powers and provisions of the several Acts relating to the Birmingham Canal Navigations;" and also of an Act passed in the Session of Parliament held in the second and third years of the reign of Her present Majesty, intituled, "An Act for enabling the Company of Proprietors of the Birmingham Canal Navigations to make a New Cut, and for extending and altering some of the provisions of their present Act;" and also of another Act passed in the third year of the reign of Her present Majesty, intituled, "An Act for consolidating the Wyrley and Essington Canal Navigation with the Birmingham Canal Navigations, and for granting further powers to the Company of Proprietors of the Birmingham Canal Navigations;" and also of another Act passed in the third year of the reign of Her said present Majesty, intituled, "An Act to authorize the Company of Proprietors of the Birmingham Canal Navigations to extend and alter the line of their intended cut or canal from Dank's Branch to Salford Bridge, and to grant further powers to the said Company;" and also of an Act passed in the seventh year of the reign of Her said present Majesty, intituled, "An Act for enabling the Company of Proprietors of the Birmingham Canal Navigations to borrow a further sum of money, and to extend and alter some of the provisions of their present Acts," and to enable the company of proprietors of the Birmingham Canal Navigations, and the company of proprietors of the Dudley Canal Navigation, to incorporate, amalga-

mate, and consolidate themselves, and their respective undertakings, rights, powers, and privileges, and all their liabilities, engagements, and undertakings, into one company, and to extend and make applicable to the said consolidated company all or some of the powers and provisions of the several Acts of Parliament aforesaid, relating to the said companies respectively, or either of them, or to enable the said company of proprietors of the Dudley Canal Navigation to sell and dispose and absolutely make over to the said company of proprietors of the Birmingham Canal Navigations all the property and effects, rights and privileges of their undertaking.

And further notice is hereby given, that it is intended to obtain power to levy tolls, rates, and duties, and to alter, vary, and regulate existing tolls, rates, and duties, and other charges incident to the said Dudley Canal Navigation at present demandable and receivable in respect of the said last-mentioned navigation, and to confer, vary, and extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges, and to raise money for the purposes aforesaid.

Dated the first day of November, 1845.

Ingleby, Wragge, and Cope,
Solicitors, 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 making and maintaining the railway and branch railways hereinafter mentioned, that is to say, a railway commencing by a junction or junctions with the Manchester and Birmingham Railway, in Manchester; or by a junction or junctions with the Sheffield, Ashton-under-Lyne, and Manchester Railway, in Ardwick; or by a junction or junctions with the proposed Manchester and Leeds Railway, to Ardwick; or by a distinct terminus in the township of Ardwick, in the parish of Manchester, in the county palatine of Lancaster; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Manchester, Ardwick, Openshaw, Beswick, Bradford, Droylsden or Droylesden, Gorton, Newton, Newton Heath, Failsworth, Hollingwood, Ashton-under-Lyne, Audenshaw, Ashton Town, Knott Lanes, Lees, Mumps, Hartshead, Chadderton, Prestwick otherwise Prestwick-cum-Oldham, Oldham, and Rochdale, or some of them, in the said county of Lancaster; and Rochdale, Saddleworth, Saddleworth-with-Quick, and Quick, or some of them, in the west riding of the county of York; and terminating in the township of Quick, in the parish of Saddleworth or Saddleworth-with-Quick, in the said west riding of the county of York, and in the said county of Lancaster, either by a distinct terminus there, or by a junction or junctions with the proposed Huddersfield and Manchester Railway.

A branch railway commencing by a junction or junctions with the said main line of railway in the said township or division of Knott Lanes, in the parish of Ashton-under-Lyne, passing thence from,

in, through, or into the several parishes, townships, and extra-parochial places of Ashton-under-Lyne, Bardsley, Lees, Knott Lanes, Hartshead, Failsworth, Hollinwood, Prestwick otherwise Prestwick-cum-Oldham, and Oldham, or some of them, in the said county of Lancaster, and terminating in the township of Oldham, in the parish of Prestwick otherwise Prestwick-cum-Oldham, in the said county of Lancaster.

Another branch railway commencing by a junction or junctions with the said main line of railway, in the said township or division of Knott Lanes, in the said parish of Ashton-under-Lyne, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Ashton-under-Lyne, Bardsley, Lees, Knott Lanes, Hartshead, Failsworth, Hollinwood, Prestwick otherwise Prestwick-cum-Oldham, and Oldham, or some of them, in the said county of Lancaster; and terminating in the township of Oldham, in the parish of Prestwick otherwise Prestwick-cum-Oldham, in the said county of Lancaster.

Another branch railway commencing by a junction or junctions with the said main line of railway, in the said township or division of Knott Lanes, in the said parish of Ashton-under-Lyne, passing thence from, in, through, or into the several parishes, townships and extra-parochial places of Ashton-under-Lyne, Knott Lanes, Hartshead, Prestwick otherwise Prestwick-cum-Oldham, and Oldham, or some of them, in the said county of Lancaster, and terminating in the township of Oldham, in the parish of Prestwick otherwise Prestwick-cum-Oldham, in the said county of Lancaster.

Another branch commencing by a junction or junctions with the said main line of railway in the said township or division of Knott Lanes, in the said parish of Ashton-under-Lyne, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Ashton-under-Lyne, Bardsley, Lees, Knott Lanes, Hartshead, and Rochdale, or some of them, in the said county of Lancaster; and Rochdale, Saddleworth, Saddleworth-with-Quick, and Quick, or some of them, in the west riding of the county of York; and terminating in the said township or division of Hartshead, in the parish of Ashton-under-Lyne, in the said county of Lancaster.

And also a branch railway commencing by a junction or junctions with the said main line of railway in the said township or division of Knott Lanes, in the said parish of Ashton-under-Lyne, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Ashton-under-Lyne, Bardsley, Lees, Knott Lanes, Hartshead, Audenshaw, and Ashton Town, or some of them in the said county of Lancaster; and terminating by a junction or junctions with the Sheffield, Ashton-under-Lyne, and Manchester Railway at or near the Guide Bridge station of such railway, in the township or division of Audenshaw, in the parish of Ashton-under-Lyne, in the said county of Lancaster.

And the promoters reserve to themselves the power to limit the aforesaid intended application to

a part only, instead of the whole of the said railway and branch railways, and to alter the commencements and terminations of such railway and branch railways to any point or points intermediate between the townships and parishes before specified, in which such commencements and terminations are intended to be made.

And it is intended in such Bill or Bills to take power 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 making and using the said railway and branch railways, 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 railways, 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 stop up, divert, or alter, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary to vary or alter for the purposes of such railway and branch railways.

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 railways, and to grant certain exemptions from such tolls, rates, or duties, and also to regulate the amount of tolls to be taken for passing over any portion or portions of the Sheffield, Ashton-under-Lyne, and Manchester Railway, and of the Manchester and Leeds Railway, and the branches thereof, between the points of junction of the intended railway and the branches thereof, and any town or place distant not more than six miles from such points of junction, and for the purposes of such regulation to alter the tolls authorized to be taken by the Acts relating to the Manchester and Leeds Railway and the Sheffield, Ashton-under-Lyne, and Manchester Railway; 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, branch railways, and other works, and to authorize such company or companies to sell or lease the said railway and branch railways, or any part thereof respectively, to any other railway company, or to agree with any such company for the construction of the said railway and branch railways, or any part thereof respectively, by such last-named company; and also to enable the company to be incorporated as aforesaid, to contribute funds towards the formation of any other railways, and generally to enter into such arrangements as may be agreed upon for the more effectual carrying out of the objects aforesaid, or any of them.

And notice is hereby also given, that duplicate plans and sections describing the line and levels of the said intended railway and branch railways, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the property intended to be taken, will be deposited, on or before the thirtieth day of November instant, at the respective offices of the clerks of the peace for the county of Lancaster at his office in Preston; and for the west riding of the county of York, at his office in Wakefield; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes aforesaid, in or through which the said railway and branch railways will pass or be situate, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each such parish.

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

R. H. Wilson, } Joint Solicitors.
Wm. Buckley, }

Colchester, Stour Valley, Sudbury, and Halsted
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 for making and maintaining the several railways hereinafter mentioned; or such of them, or such part or parts thereof respectively, as the promoters may hereafter determine, that is to say, a railway commencing by two junctions with the Eastern Counties Railway, one of such junctions being made in the parish of Marks Tey, in the county of Essex, and the other of such junctions being made in the parishes and extra-parochial places of Stanway, Copford, and Aldham, or some or one of them, in the said county of Essex, passing from, in, through, or into, the several parishes, townships, and extra-parochial places of Great Stanway, Little Stanway, Stanway, Copford otherwise Coptford otherwise Copeford, Tey otherwise Marks Tey, Little Tey, Great Tey, Aldham, Fordham otherwise Great Fordham, Chappel otherwise Pontisbright, and terminating in the said parish of Chappel otherwise Pontisbright, and from thence by means of two diverging lines, one of such diverging lines to commence at the termination of the said railway, in the said parish of Chappel otherwise Pontisbright, and to pass from, through, in, and into the several parishes and extra-parochial places of Chappel otherwise Pontisbright, Colne Wakes otherwise Wakes Colne, Earls Colne, White Colne, Cole Engaine, Fordham, Wormingford, Mount Bures, Bures Saint Mary, Bures Hamlet, Pebmarsh, Lamarsh otherwise Lammarsh, Alphamstone otherwise Alphamston otherwise Alverston, Twinsted, Great Henny, Little Henny, Middleton, and Ballingdon otherwise Brunton otherwise Ballingdon-cum-Brunton, or some of them, in the said county of Essex; Bures Saint Mary, Great Cornard, Little Cornard, Assington, Chilton, and Ballingdon otherwise Brunton otherwise Ballingdon-cum-Brunton, or some of them, in the county of Suffolk; and Saint Peter, Saint Gregory, All Saints, and St. Bartholo-

mew, or some of them, in the borough of Sudbury, in the said counties of Essex and Suffolk, or one of those counties; and terminating at or near the point of junction of the roads from Bures and Newton, in the said parishes of St. Peter, Saint Gregory, and All Saints, in the said borough of Sudbury, or some or one of them; and the other such diverging line commencing by a junction with the said first-mentioned railway, in the said parish of Chapel otherwise Pontisbright, passing thence, from, in, through, and into, the several parishes and extra-parochial places of Pontisbright otherwise Chapel, Colne Wakes otherwise Wakes Colne, White Colne, Earls Colne, Colne Engaine, and Halstead, or some of them, in the said county of Essex, and terminating in the said parish of Halstead.

And also a connecting railway, commencing by a junction or junctions with the Eastern Counties Railway or the Eastern Union Railway, or both of them, at or near two newly-built brick messuages, situate in the parishes of Mile End otherwise Saint Michael Mile End otherwise Myland, and Saint Botolph, or one of them, in the borough of Colchester, in the county of Essex, belonging to Earl De Grey, and in the occupation of James Price and William Sparks, passing thence, from, through, or into, the several parishes and extra-parochial places of Saint Leonard, Saint Botolph, Saint Giles, All Saints, Greenstead otherwise Saint Andrew Greensted, Saint Mary Magdalen, Saint James, Mile End otherwise Saint Michael Mile End otherwise Myland, and Lexden, or some of them, in the said borough of Colchester, and terminating at or near the Hythe Bridge, at the Hythe, in the said borough of Colchester.

And it is intended to take power 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 making and using the said proposed railways; and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course, of the said proposed railways, as before described, in the several parishes 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 alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes and extra-parochial places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up, for the purposes of such proposed railways.

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 several proposed 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 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 proposed railways and other works; and to enable such company or companies to sell or lease such proposed railways, or any of them, or any part thereof respectively, to the Eastern Counties Railway Company, or to the Eastern Union Railway Company, or to any other company; and to enable the said Eastern Counties Railway Company, or Eastern Union Railway Company, or any such other company as last aforesaid, to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connexion with such proposed railways and other works, or any of them; and also for power to enable such companies to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid; and for enabling such sale or lease to be effected with the said Eastern Counties Railway Company, or Eastern Union Railway Company, or any such other company as last aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said Eastern Counties Railway Company, or the Eastern Union Railway Company, or any such other company as last aforesaid.

And notice is hereby also given, that by such Bill or Bills it is intended to obtain powers enabling the said company or companies to be by such Bill or Bills incorporated to purchase of and from the company of proprietors of the River Stour Navigation, or any individual proprietor or proprietors of any share or interest, shares or interests therein, all the existing rights, privileges, and advantages of such company of proprietors, individual proprietor, or individual proprietors, in and over the said navigation; and for enabling such company of proprietors, or individual proprietor, or individual proprietors, to sell all their, his or her said rights, privileges, and advantages to the said company or companies, so to be incorporated as aforesaid, or to take a lease from the said company of all their rights and powers; and in the event of such purchase or lease, to enable the company to be incorporated to exercise all the powers of the Acts relating to the said river; and to take the tolls, rates, and duties authorized to be taken by such Acts, or to alter such rates, tolls, and duties, and to vary the exemptions, rights and privileges connected with the said river; and it is intended to alter and amend the several Acts relating to the said river.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said several proposed railways, 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 instant, be deposited for public inspection at the respective offices of the several clerks of the peace for the county of Essex, at Chelmsford, in the said county of Essex, and for the county of Suffolk, at Bury Saint Edmund's, in the said county of Suffolk. 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 several proposed railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this first day of November, 1845.

Amory, Sewell, and Moores, } Joint
Pocock and Marston, } Solicitors.

Heywood Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for better supplying with water the inhabitants of the town or village of Heywood, in the township of Heap, in the parish of Bury, and county palatine of Lancaster, and of the several parishes, townships, hamlets, or places of Birtle-cum-Bamford otherwise Bircle-cum-Bamford, Hopwood, and Pilsworth, in the parish of Middleton of Spotland, Catley Lane, Woodhouse Lane, Woolstenholme otherwise Wolstenholme, Chadwick, Clay Lane, and Castleton, in the parish of Rochdale, and of Heap, Bamford, and Whittle, in the parish of Bury, or some of them, or some parts thereof, all in the said county palatine of Lancaster; and for such purpose power will be applied for to incorporate a company, and to give to such company power to make and maintain water works, reservoirs, aqueducts, catch water drains, cuts, conduits, and other works from, in, through, or into the said town or village of Heywood, and the several parishes, townships, hamlets, and places hereinbefore mentioned; and to lay down main and other pipes and communications therefrom, and to take, collect, and impound water from certain lands, springs, brooks, and streams, situate within the said parishes, townships, hamlets, and places, or some 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, brooks, streams of water, 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 water works, reservoirs, aqueducts, and other works, and to confer other rights and privileges. And notice is hereby also given, that duplicate plans and sections of the before-mentioned water works, reservoirs, aqueducts, and other works, together with books of reference thereto, will on or before the thirtieth day of November instant be deposited for public inspection with the clerk of the peace for the said county palatine of Lancaster at his office in Preston; 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 water works, reservoirs, aqueducts, and other works are intended

to be made or be situate, will be deposited with the parish clerk of each such parish at the respective residence of each such parish clerk.

Dated the fifth day of November, 1845.

T. A. and J. Grundy, 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 and to obtain an Act for incorporating the proprietors of shares in the present waterworks of the Gravesend and Milton Waterworks Company, in the town and parishes of Gravesend and Milton next Gravesend, in the county of Kent, and for enabling them to increase their capital by the creation and issuing of new shares, or the admission of additional subscribers, and for giving powers to the incorporated company for better supplying with water the inhabitants of the said town and parishes, and of the parish of Northfleet, in the said county, adjacent thereto, to enlarge the springs or well of water now belonging to the said proprietors in the said parishes, or one of them.

And also to bore, sink, and make other wells and obtain water, and erect and maintain steam and other engines, and make reservoirs and other waterworks in the said parishes, or one of them, and in the several streets, roads, highways and places in the said several parishes, to lay down and place, and from time to time alter and remove the mains or pipes for the conveyance and supply of water to the inhabitants of the said town and parishes of Gravesend and Milton next Gravesend, and to the inhabitants of the said parish of Northfleet.

And it is also intended by the said Bill and Act to obtain powers enabling the said incorporated company; for the purposes aforesaid, by compulsion or otherwise to purchase, take, and use lands and houses, or buildings and premises, in the said parishes or some or one of them, and also all requisite powers for charging, collecting, and recovering rates or rents for and in respect of such supply of water.

And notice is also hereby given, that a plan and section will be deposited for public inspection at the office of the clerk of the peace for the county of Kent, at Maidstone, in the said county, on or before the thirtieth day of November instant, describing the situation or line of the intended works, and the limits of the proposed power of deviation therefrom, and the lands in or through which the works are to be made, together with a book of reference containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands respectively, together with a duplicate of such plan, section, and book of reference; and that on or before the thirty-first day of December next a copy of so much of the said plan and section as relates to each of the said parishes of Gravesend, Milton next Gravesend, and Northfleet, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of residence.

Dated this fifth day of November, 1845.

Southgate & Son, Gravesend,
Solicitors for the Bill.

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, Ashtead, 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 Wooten, Westcot, otherwise Westcote, Milton, Abinger, Shere, otherwise Shiere, otherwise Shire, Gomshall, otherwise Gomeshall, Shalford, Ewhurst, Cranley, Wonersh, Albury, Bramley, Artington, otherwise Artingdon, otherwise Ertington, otherwise Ertingdon, Farncombe, Ockham, East Horsley, West Horsley, West Clandon, East Clandon, Merrow, 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, Puttonham, Peperharow, otherwise Pepperharrow, otherwise Peper Harrow, Elated, Witley, Thursley, Frensham, Pitfold, Churt, Haslemere, Hambledon, Mousehill, and Milford, or some of them, in the county of Surrey; and Linchmere, Farnluist, 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, Greatham, Eimpshott, Hawkey, 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, Midleigh, 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, Mertham, 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, Midleigh, West Leigh, Brockhampton, Warblington, and Emsworth, or some of them, in the county of Southampton; and Arlington, East Ashling, West Ashling, Westbourne, Printhead, 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 situate, 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.

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

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

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

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 Gakenshaw 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 between the towne of

Don 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 Monkens Hadley, Enfield, and South Mimms, in the county of Middlesex; East Barnet, North Mimms, Hatfield otherwise Bishop's Hatfield, Digsweil, Welwyn, Datchworth, Knebworth, Stevenage, Great Wymondeley otherwise Much Wymondeley, Little Wymondeley, Ippollitts, Hitchin, Walsworth, and Ickleford, in the county of Hertford; Holywell otherwise Holwell, Arsley, Shitlington, Henlow, Clifton, Langford, Holme, Southill, Stanford, Broome Old Warden, Hill, Biggleswade, Holme, Northill, Upper Caldecote Lower Caldecote, 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, Caldecote, 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-Wheatley, Langthwait with Tilts, Warmsworth, Arksey, Bentley with Arksey, Owston, Burghwallis, Barnby Dunn, Thorpe in Baine, 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, Dogthorpe, 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,

Girford, Blunham, Northill, Muggershanger otherwise Moggerhanger with Charlton, Willington, Cople, Cardington, Eastcots, Goldington, Saint Cuthbert's Bedford, Saint Peter's otherwise Saint Peter Martin Bedford, Saint Mary's Bedford, and Saint Paul Bedford, in the county of Bedford; and shall terminate at or near a street called Back-street, in the said parish of Saint Cuthbert.

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

Notice is hereby given, that it is intended to present a petition to the Honourable the House of Commons, in the next session of Parliament, for the re-introduction into that House of a London and York Railway Bill, the same in every respect as the said London and York Railway Bill when it was read a third time and passed by the said House; and as it was pending in the Right Honourable the House of Lords at the close of the last session, and also to proceed with the same Bill as authorised by the resolutions of both Houses of Parliament with respect to Bills pending in either House at the close of the last session.—Dated 13th October 1845.

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

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

R. and E. Baxter. Doncaster.

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, and other conveniences connected therewith, with approaches thereto; to commence by a proposed junction with the Chester and Birkenhead Railway, at the Sutton station of the said Chester and Birkenhead Railway, in the parish of Eastham, in the county palatine of Chester, to partly terminate at a proposed junction of the North Wales Mineral, the Shrewsbury and Oswestry, and the Manchester and Birmingham Continuation Railways, or one or more of them, at or near to Cefn Mawr, in the parish of Ruabon, in the county of Denbigh, in the principality of Wales, and to terminate finally at the town of Llangollen, in the parish of Llangollen, in the said county of Denbigh, with such branches therefrom as are hereinafter mentioned, with all proper works, stations, and other conveniences connected therewith respectively; which said railway or railways is or are intended to pass from, in, through, or into, or be situate within the several parishes, townships, townlands, extra-parochial or other places following, that is to say; the township of Little Sutton, in the parish of Eastham, the township of

Puddington, in the parish of Burton, the township of Ledsham, in the parish of Neston, the townships of Capenhurst, Two Mills, the Park, Woodbank, Shotwick, Little Saughall and Great Saughall, or some one of them, in the parish of Shotwick, in the county palatine of Chester; the townships of Sealand, Saltney, Aston, Shotton, Ewloe-green, Ewloe-wood, Pentrehobin, and Bannell, or some one of them, in the parish of Hawarden, in the county of Flint, in the principality of Wales; the townships of Bistree, Heartsheath, Leeswood, Tryddyn, Nerquis, and Mold, or some or one of them, in the parish of Mold, in the said county of Flint; the townships of Shordley, Hope Owen, Estyn, Caer Gwrle, and Cymmau, or some or one of them, in the parish of Hope, in the said county of Flint; the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, in the said principality of Wales; the townships of Abenbury, Fawr, Acton, Bersham, Bieston, Borrass, Hovah, Broughton, Brymbo, Esclusham-above and Esclusham-below, Gourton, Minera, Stansty, Wrexham Abbott, Wrexham Regis, Erthing, Erlas, and Borrass Riffrey, or some or one of them, in the parish of Wrexham, in the said county of Denbigh; the townships of Morton-below otherwise Morton Anglicorum, Morton-above otherwise Morton Walicorum, Bodilton, Christionydd Kenrick, and Coed Christionydd, or some or one of them, in the parish of Ruabon, in the said county of Denbigh; and the townships of Trevor Issa, Trevor Ucha, and Eglwseagle, or some or one of them, in the parish of Llangollen, in the said county of Denbigh; and also to authorize the construction and maintenance of a certain branch railway, with all proper works and other conveniences connected therewith, diverging from and out of the said intended main line of railway, at or near to the river Dee, near to King's Ferry otherwise Queen's Ferry or Cunnah's Quay, in the said parish of Hawarden, through or near the parish of Northop, in the said county of Flint, and through or near the townships of Argoed and Mold, or one of them, in the parish of Mold, to or near the town of Mold, in the said county of Flint; and also another branch railway, diverging from and out of the said intended main line of railway, at or near to Llandegla Slate Quarries, in the parish of Llandegla, in the said county of Denbigh; and Buckley Mountain Tile and Fire Brick Works, in the said parish of Hawarden, in the said county of Flint.

And, by the said Act or Acts, it is further intended to apply for powers to authorize the deviating from the line of the said intended railway or railways and branch railways, as laid down in the plans thereof to be deposited, in pursuance of the standing orders of Parliament, to the extent defined thereon.

And it is further intended, by the said Act or Acts, to incorporate a company, for the purpose of making and carrying into effect the said railway or railways, branches, works, and conveniences, and to obtain powers for the compulsory purchase of lands, houses, tenements, and hereditaments, and to levy tolls, rates, and duties on, for, and in re-

spect of the use of the said intended railway or railways, branches, works, and conveniences, and to grant and confer exemptions from payment of tolls, rates, and duties.

And it is further intended, by the said Act or Acts, to apply for powers to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements, and hereditaments intended to be taken for the purposes of the said railway or railways, branches, works, and conveniences, or which would in any manner impede or interfere with the custom, maintenance, and use of the same, and to confer other rights and privileges; and also to divide, alter, or stop up all such turnpike-roads, parish-roads, and other highways, paths, passages, streams, waters, water-courses, canals, navigations, and railways within the said several counties, boroughs, towns, parishes, townships, townlands, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to divide, alter, or stop up for the purposes of such proposed railway or railways, branches, works, and conveniences.

And notice is hereby also given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the works connected therewith, and also of the said branch railways, 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, with the Clerk of the Peace for the said county palatine of Chester, at his office, in Northgate-street, Chester, in the same county; with the Clerk of the Peace for the county of Flint, at his office, at Mold, in the same county; and with the Clerk of the Peace of the county of Denbigh, at his office, at Ruthin, in the same county.

And that, 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 such works, or any part of them, are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the respective places of abode of such parish clerks.

Dated this first day of November 1845.

Peter A. Burrell, Solicitor, 1, White Hart-court, Lombard-street, London.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate the Trustees of a certain Charity, established and endowed at Northfleet, in the county of Kent, by John Huggens, of Sittingbourne, in the said county, Esq. for the residence and support of aged persons, and for conferring certain other powers and privileges on such trustees and on the said

John Huggens, for better enabling them to carry out the objects and design of the said charitable institution.—Dated this first day of November 1845.

Willm. Ln. Ttl. Robins, Solicitor for the said John Huggens, Bury-street, Saint James, London.

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.

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 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 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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Monday, November 10, 1845.

Price Two Shillings and Eight Pence.