

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.