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THURSDAY, NOVEMBER 13, 1845.

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

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

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

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

"Whereas it is by the said Act enacted, that if at any time it shall be made to appear to us, that

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

after the expiration of one calendar month next after such copy shall have been so delivered or transmitted, unless such incumbent and patron or patrons shall, in the meantime, consent to the same; and it is by the same Act also provided, that in every such scheme for constituting any such district we shall recommend to your Majesty in Council that the minister of such district, when duly licensed according to the same Act, shall be permanently endowed, under the provisions of the same Act, to an amount of not less than the annual value of one hundred pounds; and also, if such endowment be of less than the annual value of one hundred and fifty pounds, that the same shall be increased to such last-mentioned amount at the least, so soon as such district shall have become a new parish as hereinafter provided:

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

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

“ And we further recommend and propose, that there shall be paid by us, in each and every year, to the minister for the time being of the district so recommended to be constituted, when duly licensed according to the said Act, the sum of one hundred pounds; and upon any building within such district, being duly licensed by the bishop of the diocese for the performance of divine service, according to the same Act, there shall be paid by us, in like manner, to such minister, the further sum of thirty pounds, making in the whole the sum of one hundred and thirty pounds; and that so soon as any church or chapel within such district shall have been duly approved by us, and consecrated as the church or chapel of such district, for the use and service of the minister and inhabitants thereof, and such district shall have thereupon become, according to the provisions of the same Act, a new parish for ecclesiastical purposes, there shall be paid by us, in each and every year, to the perpetual curate for the time being of such new parish, the sum of one hundred and fifty pounds; and that the said sum of one hundred pounds, one hundred and

thirty pounds, or one hundred and fifty pounds, as the case may be, shall be paid by equal half-yearly payments on the first day of May and the first day of November in each and every year; and that the first such payment, or a proportionate part thereof, shall be made on the first day of May or of November next after the day of the date of the licence of such minister or of such building, or of the consecration of such church or chapel as aforesaid, as the case may be; and that in case a vacancy in the ministry or perpetual curacy of such district or new parish shall happen on any other day than the first day of May or the first day of November, the amount payable shall be duly apportioned between and paid to the minister or the perpetual curate making the vacancy, or his personal representative or representatives, and the minister or the perpetual curate succeeding to such district or new parish.

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

“ SCHEDULE.

“ The district of GREAT MARSDEN, being—

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

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

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

C. C. Greville.

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 additional 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 town-

ship 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-parochial or other places following, or some of them (that is to say), Birkenhead, Cloughton cum Grange, Oxton, 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 Lis-card, 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

and 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, lessors, 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 of the county of the city of Chester, at his office in Chester; 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.

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 last-mentioned railway, 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, Humburton, Humburton with Milby, Milby, Milby with Humburton, Ellinthorpe, Aldborough, Low Dunsforth, Langthorpe, Rocliffe, Kirby otherwise Kirkby, Kirby-hill otherwise Kirkby-hill, Kirby on the Moor otherwise Kirkby on the Moor, Norton-le-Clay, Rooker-hill, Cundall, Marton-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 from, in, 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, Humburton, Humburton with Milby, Milby, Milby with Humburton, Minskip, Marton-le-Moor, Langthorpe, Rocliffe, Low Dunsforth, Norton Conyers, Hutton Conyers, Copt Hewick, Myton-upon-Swale, Ellinthorpe, Skelton, Aldwark, and Youton, 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 intended 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 any or 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 said 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 said 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 intended railway or railways and works are proposed to be made, will be deposited with the parish clerk of each such parish, at their respective residences, 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 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 otherwise Coombeintinhead, Abbotskerswell otherwise Abbotscarswell, and Woolborough otherwise Wolborough, or some or one of them, in the county of Devon, and thence proceeding to a point at or near to a field or site of ground, situated near the

turnpike road, leading from Churston Ferrers to Brixham Quay, called Lovers Down Meadow, or Cudhill, 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 otherwise Coombeintinhead, Woolborough otherwise Wolborough, Abbotskerswell otherwise Abbotscarswell, Kingskerswell otherwise Kingscarswell, St. Mary Church, Coffinswell, Torr, Tormsham otherwise Tormshun, Torquay, Cockington, Paignton, Preston, Goodrington, Stoke Gabriel, Churston Ferrers, Gampton otherwise Galmpton, 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, Teignrace otherwise Teignrace, Coombe-in-Teignhead otherwise Coombeintinhead, Highweek, Woolborough otherwise Wolborough, including the township of Newton Abbott otherwise Newton Abbot or some or one of them, and over and through a piece of land, lying between the parishes of Kingsteignton and Woolborough otherwise Wolborough, near to a place called Hackney, and which said piece of land is alledged to be extra-parochial.

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

And it is further proposed to increase the capital of the said company, and to amend and enlarge, and also to repeal some of the powers and provisions of the Act incorporating such company, passed in the session of Parliament, holden in the seventh and eighth years of the reign of Her present Majesty, and to enable the said company to contribute funds towards the formation of certain intended railways to be formed through the northern parts of the county of Devon, and to be called by the general designation of the North Devon Railway, and certain other intended railways from Tavistock to Launceston, and from or from near Plymouth to Falmouth; and from or from near Dart-bridge to Newton Abbott otherwise Newton Abbot, and also from or from near the line of the South Devon Railway at or near to Countess Wear Bridge 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; and 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.—4th November 1845.

Whiteford, Bennett, and Tucker,
Plymouth,
Charles Brutton, and Mark
Kennaway, Exeter,
W. O. and W. Hunt, No. 10,
Whitehall, London, } Solicitors.

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, Saint John the Baptist, the Vineyard, Tupsley, and Hampton Bishop, in the city and county of Hereford; and 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:

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 communication from Ipswich to Reedham and 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 or railways 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 Ilkeshall, 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, Earsham, Ditchingham, Ellingham, Broome, Thwaité, Kirby Cane, Hedenham, Bedingham, Topcroft, Woodton Loddon, Loddon Inglis, Chedgrave Rockland otherwise Rockland Saint Mary and Saint Margaret, Claxton, Langley, Seething, Mundham otherwise Mundham Saint Peter, and Mundham Saint Ethelbert, Kirstead otherwise Kirstead with Langhall, Sizeland otherwise Sizeland, Berg Apton, Holverston, Thurton, Ashby, Hellington otherwise Hillington cum Holverston 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 Carrow, 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 railway or railways and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the said county of Suffolk, at his office at Bury Saint Edmunds, in the same county; and with the Clerk of the Peace for the said county of Norfolk, at his office of Aylsham, in the same 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 railway or 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 railway or 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 or railways and works, or any part of the same, or the tolls thereof, to the company for making a line of railway communication from Ipswich to Reedham and Yarmouth aforesaid, or any other railway company or companies, with whose line the said intended line of railway communication from Ipswich to Reedham and 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 or railways and works, or any part thereof, or to purchase, rent, work, or construct the said intended railway or railways 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 Reedham and 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 or railways 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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The South and Midlands' 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, with all proper tunnels, bridges, works, and conveniences connected therewith, commencing by a junction with the line of a proposed railway, to be called by the name of the Oxford and Bletchley Junction Railway, or by an independent terminus, at or near a certain close, known by the name of the Pest House Close, in the township of Bicester Market End, in the parish of Bicester, in the county of Oxford, 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, Bicester, Bicester Market End, Wretchwick, Bicester King's End, Bucknell, Chesterton, Chesterton Magna commonly called Great Chesterton, Chesterton Parva commonly called Little Chesterton, Wendlebury, Weston-on-the-Green, Charlton-upon-Otmoor, Oddington, Kirtlington, Bletchington otherwise Bletchington, Islip, Tackley, Hampton Gay, Hampton Poyle, Shipton-on-Cherwell, Kidlington, Thrup otherwise Thrupp, Begbroke, Hensington, Bladon, Blenheim Park, Cassington, Handborough, Ensham, Northleigh, Wilcot, Coggs, Southleigh, Woodstock, Hailey, Witney, Osney Hill Farm, Curbridge, Crawley, Langdale otherwise Langel, Ducklington, Hardwick, Standlake, Brighthampton, Yelford, Aston, Coate, Lew, Bampton, Weald, Black Bourton otherwise Burton Abbots, Brize Norton otherwise Norton Brize otherwise Norton Broyne, Filkins, Broadwell otherwise Bradwell, Kencott, Clanfield, Broughton Poggis, Radcot, Grafton, Kelmscott, Alvescott, and part of Langford, or some of them, in the county of Oxford; Southrop, Kemsford, Dunfield, Whelford, Lechlade otherwise Leachlade, or some of them, in the county of Gloucester; part of Langford, Shilton, Little Farringdon, Farringdon, Coleshill, Eaton, Eaton Hastings, Buscott otherwise Buscot, Buscott Wick, part of Waterham Common or Meadow, part of the Great North Meadow, part of Inglesham, or some of them, in the county of Berks; part of Waterham Common or Meadow, part of the Great North Meadow, part of Inglesham, Hannington, Hannington Wick, Highworth, Eastrop, Westrop, Hampton Turville, Castle Eaton, Stanton Fitzwarren, South Marston, Stratton Saint Margaret's, Broad Blunsdon otherwise Blunsdon Saint Leonard, Bury Blunsdon, Blunsdon Saint Andrew, Hyde, Kingsdown, Upper Stratton, Rodbourne Cheney, Moredon, Southbrook, Even Swindon, Swindon, Escott otherwise Eastcott, Westlecott, or some of them, in the county of Wilts, and terminating by an independent terminus, or by a junction with the line of the Great Western Railway at or near the present Swindon Station of the said Great Western Railway, in, at, or near a certain garden or garden ground belonging to the Great Western Railway Company, and in the occupation of Christopher Hill, in the tything of Escott or Eastcott, in the parish of Swindon, in the said county of Wilts.

And notice is hereby further 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 works and conven-

iences, 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 for that purpose to repeal, alter, vary, amend, enlarge, and extend the powers and provisions 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," or any subsequent Act or Acts relating to the Great Western Railway, or so much and such parts thereof as may be necessary and expedient in reference thereto.

And notice is hereby 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 works and conveniences, and to alter any existing rates, tolls, and duties, or 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 power also of entering into and carrying into effect arrangements with the Great Western Railway Company, or with any other company, with reference to the construction and future working of the said intended railway 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 company, upon such terms and conditions as may be mutually agreed upon; and to enable the said Great Western Railway Company, or any such other company as aforesaid, and also to enter into, and carry into effect any such arrangements; and with the objects last aforesaid it is proposed to amend and enlarge, as far as may be necessary, the powers and provisions of the said Act or Acts of Parliament relating to the Great Western Railway.

And notice is also hereby 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 hereditaments, and other property so proposed or intended 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 works and conveniences, and to confer other rights and privileges, and also to deviate laterally in the construction of the said railway 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 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, cities, boroughs, towns, parishes, chapelries, townships, hamlets, townlands, 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, brooks, streams, sewers, waters, and water-courses, as it may be necessary and expedient to stop up, cross, alter, and divert, for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said railway to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And further notice is hereby 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 notice is hereby also given, that duplicate plans and sections of the said railway 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, 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 twenty-ninth day of November, in the present year, with the clerk of the peace of the said county of Oxford, at his office situate in the city of Oxford; and with the clerk of the peace of the said county of Berks, at his office situate in Abingdon, in Berkshire; and with the clerk of the peace of the said county of Gloucester, at his office situate in Dursley, in Gloucestershire; and with the clerk of the peace for the said county of Wilts, at his office situate in Wilton, in the said county of Wiltshire; 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 proposed railway and works is or are intended to be made and maintained, varied, extended, or enlarged, 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.

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 tunnels, bridges, works, and conveniences connected therewith, commencing by an independent terminus or by a junction with the line of the Great Western Railway, at or near the Swindon Station of the said Great Western Railway, in the parish of Swindon, in the county of Wilts, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial, and other places following, that is to say, Moredon, Southbrook, Even Swindon, Swindon, Escott or Eastcott, Westlecott, Lyddiard Tregoze, Salthrop, Overtown, Elcomb, Wroughton, Chiseldon, Uffcott or Ufeott, Broad Hinton, Winterbourne Bassett, Barwick Bassett otherwise Berwick Bassett, Prashute, Winterbourne Monkton, Avebury, Beckhampton, West Kennett, East Kennett, West Overton, Horton, Hewish otherwise Huish, Draycot otherwise Draycot Foliatt, East Stowell, West Stowell, Alton Priors, East Overton, Alton Barnes otherwise Alton Barners, Stanton Saint Bernard, All Cannings, Honey Street, Woodborough, Wilcot, Beechingstoke otherwise Beechingstoke otherwise Beauchamp Stoke, Broad Street, Gore, Bottlesford, Hilcot, Patney, Cherrington

otherwise Churton otherwise Chirton, Marden, Newington otherwise North Newnton otherwise North Newtown, Manningford Abbots, Manningford Bruce, Manningford Bohun, Wilvelsford otherwise Wilsford otherwise Wilsford Dauntsey, Charlton, Rushall, Uphavon, Chisenbury, Compton, Littlecot, Enford, Long Street, Combe, Fifield, Haxton, Netheravon, Fighaldean, Ablington, Milston and Brigmerston, Durrington, Bulford, Great Amesbury, Little Amesbury, Wilsford, Lake, Great Durnford, Upper Woodford, Netton, Sallerton, Newton, Middle Woodford, Little Woodford, Little Durnford, Avon, Old Sarum, Stratford-under-the-Castle, Winterborne Gunner, Winterbourne Dauntsey, Winterborne Earls, Hurcott, Ford, Milford, near Salisbury, Bemerton near Salisbury, Fisherton Anger near Salisbury, Laverstock, Saint Thomas, in the city of New Sarum, Saint Edmunds, in the city of New Sarum, Saint Martins, in the city of New Sarum, the liberty or parish of the Close of the Cathedral Church of Sarum, or some of them, in the county of Wilts, and terminating at or near a certain field at the extremity of Milford Street, and in the occupation of the executors of Samuel Jones (deceased), in the tything of Milford, in the parish of Laverstock, in the said county of Wilts; and also to authorize the construction and maintenance of a branch railway from and out of the said intended new railway, with all proper tunnels, bridges, works, and conveniences connected therewith, commencing at or near the terminus of the said intended railway, in the parish of Laverstock aforesaid, in the said county of Wilts, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial, and other places following, that is to say, Laverstock, Saint Thomas, in the city of New Sarum, Saint Edmunds, in the city of New Sarum, Saint Martins, in the city of New Sarum, the liberty or parish of the Close of the Cathedral Church of Sarum, Milford, Clarendon Park, Britford, East Harnham, Longford Alderbury, West Grimstead, East Grimstead, Nunton, Whaddon, Bodenham, Charlton Standlinch Downton, Redlinch, South Damerham, or some of them, in the said county of Wilts; North Charford, South Charford, Hale, Breamore, Godshill, Fordingbridge, Rockbourne, Gorley, Bicton, Griddlestile Stuckton Hyde and Frogham, Burgate, Midgham, The Town Tything, Harbridge, South Gorely, Linford, Linwood otherwise Lynwoods, Ibbesley otherwise Ibsley, Ellingham, Godshill Wood, New Grounds and Ashley Lodge, Rockford, North Ashley, Ringwood Town, Bistern and Crow, Ringwood, Kingstone otherwise Kingston, Bistern and Bartley, Eling, Bistern, Burley with Bistern Closes Ville, Hurn otherwise Herne, Westover, Avon, Ripley, Sopley, East Parley, Parley, Longham, Bure, Winkton, Burton, Street, Christchurch otherwise Christchurch Tuynham, Christchurch, Muscliff, Holdenhurst, Throop, or some of them, in the county of Southampton; Longham, Hampreston, Holwell, Alderholt, West Parley, Knighton, Kinson otherwise Kingstone, Lytchett Matravers, Cranborne, Edmons-ham, Verwood otherwise Fairwood, Lytchett Minster, Canford Magna otherwise Great Canford, part of Parkstone, part of Longfleet, part of Hamworthy, or some of them, in the county of Dorset; part of Hamworth

part of Parkstone, part of Longfleet, Saint James, or some of them, in the town and county of Poole, and terminating at, in, or near a certain pasture-field, known by the name of Baiter Field, in the parish of Saint James, in the said town and county of Poole.

And also to authorize the construction and maintenance of another branch railway from and out of the said intended new line of railway, with all proper bridges, tunnels, works, and conveniences connected therewith, commencing at or near a certain field called by the name of the Tyler's Field, in the parish of Stanton Saint Bernard, in the said county of Wilts, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial and other places following, that is to say, East Overton, Honey Street, Woodborough, Alton Priors, Alton Barnes otherwise Alton Berners, Beechingstoke otherwise Beaehingstoke otherwise Beauchamp Stoke, All Cannings, Stanton Saint Bernard; Allington, Etchilhampton, Bishop's Cannings, Horton, Coate, Saint James, The Blessed Virgin Mary, in the borough of Devizes, Saint John the Baptist, in the borough of Devizes, or some of them, in the county of Wilts, and terminating at, in, or near a place known by the name of the Devizes Green, in the chapelry of Saint James, in the parish of Bishop's Cannings, within the borough of Devizes, in the said county of Wilts.

And notice is hereby further 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, branch 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 for that purpose to repeal, alter, vary, amend, enlarge, and extend the powers and provisions 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; or any subsequent Act or Acts relating to the Great Western Railway, or so much, and such parts thereof, as may be necessary and expedient in reference thereto.

And notice is also hereby 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, branch 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, with reference to the construction and future working of the said intended railway, and branch 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 company, upon such terms and conditions as may be mutually agreed upon, and to enable the said Great Western Railway Company, or any such other company as aforesaid, also to enter into and carry into effect any such arrangements, and with the objects last aforesaid it is proposed to amend and enlarge, as far as may be necessary, the powers and provisions of the said Act or Acts of Parliament relating to the Great Western Railway.

And notice is also hereby 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 hereditaments, and other property so proposed or intended to be purchased or taken, or which would in any manner impede or interfere with the constructions, maintenance, or use of the said intended railway, branch railways, works, and conveniences, and to confer other rights and privileges, and also to deviate laterally in the construction of the said railway, branch railway, 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 said orders of Parliament, as after mentioned.

And further notice is hereby 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, cities, boroughs, towns, parishes, chapelries, townships, hamlets, townlands, 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, brooks, streams, sewers, waters, and water-courses, as it may be necessary and expedient to stop up, cross, alter, and divert, for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said railway and branch railways, to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And further notice is hereby 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 notice is hereby also given, that duplicate plans and sections of the said railway, branch 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 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 twenty-ninth day of November in the present year, with the clerk of the peace of the said county of Wilts, at his office, situate at Wilton, in the said county of Wilts; with the clerk of the peace for the city of Salisbury, at his office, situate at the said city of Salisbury, in the county of Wilts; and with the clerk of the peace of the said county of Southampton, at his office, situate at Winchester, in the county of Southampton; and with the clerk of the peace of the county of Dorset, at his office, situate in Sherborne, in

the said county of Dorset; and with the clerk of the peace for the town and county of Poole, at his office, situate in Poole aforesaid; and with the clerk of the peace for the borough of Devizes, at his office, situate in Devizes aforesaid; and that a copy of so much of the said plans and sections and books of reference as relate to each of the parishes in or through which the said proposed railway, branch railways, and works is or are intended to be made and maintained, varied, extended, or enlarged, will be deposited, on or before the thirty-first day of December next, with the parish clerk of such parishes respectively at their respective residences.

Dated this fifth day of November, 1845.

W. B. James,

Solicitor to the Company.

Parratt and Walmisley,

Parliamentary Agents.

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 provisions of an Act passed in the sixth and seventh years of the reign of Her present Majesty, intituled, "An Act to enable the South-Eastern Railway Company to make a Branch Railway to the Town of Maidstone," and also another Act passed in the seventh and eighth years of the reign of Her said present Majesty, intituled, "An Act to enable the South-Eastern Railway Company to complete and maintain a Branch Railway and Approach to the Harbour of Folkestone, and to construct other Works in connexion with the said Harbour, and also to effect certain Alterations and Extensions of the Works of the Maidstone Branch of the said South-Eastern Railway, and to amend the Acts relating to the said Company," and also to authorize the construction and maintenance of the railway or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, that is to say, a railway or railways commencing at or near the station of the South-Eastern Railway Company, at Maidstone, in the parish of Maidstone, in the county of Kent, and terminating by a junction with the Gravesend and Rochester Railway and Canal, in the parishes of Frindsbury, Strood, and Higham, or one of them, in the same county; which said proposed railway or railways, works and conveniences, is or are intended to pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Maidstone, Allington, Aylesford, Ditton, East Malling, New Hithe, Snodland, Padlesworth, Birling, Ryarsh, Burham, Woldham, Leybourne, Cuxton, Lower Halling, Strood, Higham, and Frindsbury, in the county of Kent.

And it is proposed, by the said intended Act or Acts, to authorize certain alterations of the levels of the South-Eastern and Maidstone Branch Railway, and the works connected therewith, and the mode of construction thereof, as authorized by the before-mentioned Acts relating thereto, within the said parish of Maidstone.

And it is further proposed, in and by such intended

Act or Acts, to obtain powers enabling the South-Eastern Railway Company, or any other company, who may be authorized to carry the said intended undertaking into effect, to purchase or rent and work and use the canal, railway, lands and works known as the Gravesend and Rochester Railway and Canal, and all rights, powers, and privileges of the company of proprietors of the said last-mentioned canal, railway, and works in relation thereto, and to enable such company of proprietors to sell and transfer or lease the same to the said South-Eastern Railway Company, or such other company as aforesaid, and to enable the said South-Eastern Railway Company, or the company who may be so authorized as aforesaid, and the said company of proprietors respectively, to enter into mutual agreements and arrangements for the joint or several use and occupation by the South-Eastern Railway Company of the said line of railway and canal.

And it is also intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said canal and railway passed respectively in the session of the thirty-ninth and fortieth, and forty-fourth, fiftieth, and fifty-eighth years of the reign of King George the Third, and the fifth year of the reign of King George the Fourth, and the eighth and ninth years of the reign of Her present Majesty, and, if need be, to dissolve the said company of proprietors.

And it is proposed to take power, by the said intended Act or Acts, to stop up, alter, and divert; whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, 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 compulsory purchase of 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 or railways and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid or any of them, and to confer other rights and privileges.

And it is further proposed, in and by such intended Act or Acts, to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended new railway or railways, and sections of the said intended alterations in the levels of the said South-Eastern and Maidstone Branch Railway, and

the lands to be taken for the before-mentioned purposes, 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 Kent, at his office in Maidstone; with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes through or in which the said intended railway or railways, works and alterations will 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 at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences, connected therewith, that is to say, a railway or railways commencing by a junction or two separate junctions with the railway known as the South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parishes of Harbledown, Saint Dunstan's, and Holy Cross Westgate, or some or one of them, in the county of the city of Canterbury and in the county of Kent, or one of them, and terminating by a junction with the South-Eastern Railway in the parish of Hougham, and also terminating at another point near Castle Street, in the parish of Saint James Dover, in the county of Kent; which said proposed railway or railways, works, and conveniences is or are intended to pass or be made from, through, in, or into the several parishes, townships, and extra-parochial, or other places, or some of them, following, that is to say, Harbledown, Holy Cross Westgate, Saint Dunstan's, Saint Mildred, Thanington, Saint Peter, Saint Paul, Saint Mary Bredin, Nackington, Patribourne, Bridge, Bishopsbourne, Kingston, Barham, Denton, Wootton, Lydden, Ewell, River, Buckland, Poulton, Charlton, Saint James Dover, Saint Mary Dover, The Liberties of Dover Castle, East Cliffe, and Hougham, or some of them, in the county of the city of Canterbury and the county of Kent, or one of them. And it is proposed to take power by the said intended act or acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways as it may be necessary to stop up, alter, or divert for the purpose of constructing, maintaining, or 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 compulsory purchase of 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 or railways and works.

And it is further proposed to vary and extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such intended Act or Acts, to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, 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, 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 Kent, at his office in Maidstone; with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the clerk of the peace for the county of Sussex, at his office in Lewes; and with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or several Acts, under which, or some of them respectively, it is proposed to enlarge some of the powers, and to amend some of the provisions, of the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, the second, the second and third, the third, the fifth, the sixth and seventh, the seventh and eighth, and the eighth and ninth years of the reign of Her present Majesty; and also to enlarge some of the powers, and to amend some of the provisions of an Act passed in the third and fourth years of the reign of

Her said present Majesty, intituled "An Act to enable the London and Croydon Railway Company to provide additional Station Room at the Terminus of the London and Greenwich Railway, in the parish of Saint Olave, and for other purposes relating thereto;" and also to enlarge some of the powers, and to amend some of the provisions, of an Act passed in the sixth and seventh years of the reign of Her said present Majesty, intituled "An Act to enable the South-Eastern Railway Company, in conjunction with the London and Croydon Railway Company, to make a Railway from the London and Croydon Railway to Swan Street, near the Bricklayers' Arms, in the Old Kent Road; and to provide a New Station there."

And it is proposed in and by such intended Act or Acts to obtain powers enabling the South-Eastern Railway Company to purchase, or rent, and work, and use the canal, railway, lands, and works, known as the Gravesend and Rochester Railway and Canal, and all rights, powers, and privileges of the company of proprietors of the said last-mentioned canal, railway, and works, in relation thereto, and to enable such company of proprietors to sell and transfer, or lease, the same to the said South-Eastern Railway Company, and also to enable the said two companies to enter into, and carry into effect, such mutual agreements and arrangements with reference to the use and occupation by the South-Eastern Railway Company of the line of railway constructed by the said company of proprietors, and either jointly with them or separately, as they may deem expedient.

And it is also intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said canal and railway, passed respectively in the session of the thirty-ninth and fortieth, and forty-fourth, fiftieth and fifty-eighth years of the reign of King George the Third, and the fifth year of the reign of King George the Fourth, and the eighth and ninth years of the reign of Her present Majesty, and, if need be, to dissolve the said company of proprietors.

And by the Act or Acts so to be applied for it is intended to authorize the South-Eastern Railway Company to increase their capital for the general purposes of the said company, and for the purpose of purchasing the Gravesend and Rochester Railway and Canal, and also for the purpose of executing, purchasing, or contributing towards the execution of the several railways hereinafter mentioned, or some of them, or some part or parts thereof, and the works connected therewith respectively, that is to say,—

A railway commencing from, or from near, the south-west side of the Waterloo Road, near to the York Road, in the parish of Lambeth, in the county of Surrey, and terminating by a junction with the London and Greenwich Railway at or near the point where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary, Rotherhithe, and Saint Paul, Deptford, in the county aforesaid, and Saint Paul, Deptford, in the county of Kent, or some or one of them.

Another railway commencing at or near the point on the London and Greenwich Railway, where the same crosses the Grand Surrey Canal aforesaid, and termi-

nating by a junction with the South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chilham, in the said county of Kent.

Another railway commencing out of the last-mentioned intended railway, in the parishes of Saint Paul, Deptford, Greenwich, and Lewisham, or one of them, and terminating at Dartford, in the said county of Kent.

Another railway commencing from and out of the London and Greenwich Railway at or near Deptford Creek, and terminating by a junction with the last-mentioned intended railway, in the parishes of Greenwich and Charlton next Woolwich, or one of them, in the said county of Kent.

Another railway commencing at the same point as the secondly above described intended railway, and terminating at and by a junction with the South-Eastern Railway, in the parish of Great Chart, in the county of Kent; and by a junction with the same railway and the Tunbridge Wells Branch thereof, in the parish of Tunbridge, in the said county of Kent.

Another railway in continuation of the Tunbridge Wells Branch of the South-Eastern Railway from Tunbridge Wells, and terminating by three separate junctions with the Hastings, Rye, and Ashford Extension of the Brighton, Lewes, and Hastings Railway, in the parishes of Saint Leonard and Guestling, in the county of Sussex.

Another railway commencing at or near the Reigate Station of the South-Eastern Railway, and terminating at or near the town of Dorking, in the county of Surrey.

Another railway commencing at or near the Maidstone station of the Maidstone Branch of the South-Eastern Railway at Maidstone, and terminating by a junction with the Gravesend and Rochester Railway and Canal, in the parishes of Frindsbury, Strood, and Higham, or one of them, in the county of Kent.

Another railway commencing by a junction with the South-Eastern, Canterbury, Ramsgate, and Margate Railway, at or near the city of Canterbury, and terminating at or near the town of Dover in the county of Kent.

Another railway commencing by a junction with the said South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chislet, and terminating by a junction with the same railway, in the parish of Saint John the Baptist, Thanet, in the said county of Kent.

And another railway commencing at or near the Godstone Station, of the South-Eastern Railway, in the parish of Tandridge, in the county of Surrey, and terminating at or near the town of East Grinstead, in the county of Sussex.

And it is also proposed by the said intended Act or Acts to enable the said South-Eastern Railway Company to purchase or lease and use and to execute or to contribute towards the execution of any railway or railways as they may consider advantageous to their interests, and also to revive the powers of the said South-Eastern Railway Company with regard to the compulsory purchase of land for the purposes of the said South-Eastern Railway, in the parishes of Hever,

Chiddingstone, and Marden, in the county of Kent; and also to enable the said company to construct an additional station in connection with the said South-Eastern Railway, in the parishes of Willesborough and Ashford, or one of them, and to purchase, by compulsion or agreement, such lands as may be necessary for the same, and also certain other lands in the parish of Folkestone and township of Folkestone, or one of them, required for the purposes of the said undertaking, plans of which intended station and the lands proposed to be taken for the purposes aforesaid, 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; with the clerk of the peace for the county of Sussex, at his office in Lewes; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Kent, at his office in Maidstone; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended works will 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 places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith and approaches thereto, in continuation of the Tunbridge Wells Branch of the South-Eastern Railway, that is to say, a railway or railways commencing at or near Cripps' Nursery, in the parish of Tunbridge, in the county of Kent, and terminating by three separate junctions with the Hastings, Rye, and Ashford Extension of the Brighton, Lewes, and Hastings Railway, one of such junctions in the parish of Saint Leonard, one other of such junctions near Leltham Farm, in the parish of Guestling, and one other of such junctions near Lidham Hill Farm, in the said parish of Guestling, all in the county of Sussex; which said proposed railway or railways and works is or are intended to pass or be made through, in, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Tunbridge, Tunbridge Wells, and Frant, in the county of Kent; Tunbridge Wells, Frant, Wadhurst, Rotherfield, Mayfield, Ticehurst, Burwash, Etchingham, Salehurst, Robert's Bridge, John's Cross, Mountfield, Brightling, Vinehall, Wartlington otherwise Whatlington, Battle, Catsfield, Crowhurst, Bexhill, Hellington, Saint Leonard, Saint Mary Bulverhithe, Saint Mary Magdalen Hastings, The Holy Trinity Hastings, Saint Mary in the Castle Hastings, Saint Michael Hastings, Saint Andrew Hast-

ings, Ore, Guestling, Fairlight, Pett, Westfield, Sedlescomb, Brede, Udymer and Icklesham, in the county of Sussex, and to ratify and confirm all such powers as may have been exercised in reference to the formation of any portion of the said railway.

And it is proposed to take power by the said intended Act or Acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike or other roads, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or 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 compulsory purchase of 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 intended railway or railways and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, 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, 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; with the clerk of the peace for the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 and branch railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing at or near the point on the London and Greenwich Railway, where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary Rotherhithe, and Saint Paul Deptford, in the county of Surrey, and Saint Paul Deptford, in the county of Kent, or some or one of them, and terminating at and by a junction with the South-Eastern Railway in the parish of Great Chart, in the county of Kent; which said proposed railway or railways and works is or are intended to pass or be made through, in, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Mary Rotherhithe and Saint Paul Deptford, in the county of Surrey; Saint Paul Deptford, Saint Nicholas Deptford, Greenwich, Saint Alphage Greenwich, Blackheath, Lewisham, Lee, Southend, Sydenham, Beckenham, Plaistow, Sundridge, Bromley, Mason's Hill, Hayes, Chiselhurst, Saint Paul's Cray, Saint Mary's Cray, Orpington, Farnborough, Green Street Green, Chelsfield, Cudham, Down, Crofton, Keston, Knockholt, Halstead, Shoreham, Lullingstone, Lullingstane, Filston, Sepham, Otford, Chevening, Chipstead, Heversham, Kemsing, Seal, Sevenoaks, Riverhead, Chart, Woodlands, Ightham, Oldborough, Borough Green, Nepicarcum Wrotham, Wrotham, Addington, Offham, Trotterscliff, Ryarsh, Birling, Mereworth, Leybourne, West Malling, Mill Street, Larkfield, Ditton, East Malling, Aylesford, Allington, Barming, Maidstone, Little Buckland, Buckland, Boxley, Maginford, Weaving Street, Bersted, Debtling, Thurnham, Otham, Leeds, Hollingbourne, Broomfield, Ulcombe, Harriets-ham, Lenham, Witchling, Boughton-Malherbe, Charing, Egerton, Little Chart, Pluckley, Hothfield, and Great Chart, in the county of Kent.

Also a branch railway diverging from and out of the said intended new railway or railways, in the parishes of Ightham and Wrotham, or one of them, in the said county of Kent, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ightham, Oldborough, Borough Green, Seal, Sevenoaks, Ivy Hatch, Plaxtole cum Wrotham, Wrotham, Dunks Green, Shipbourne, Little Peckham, West Peckham, East Peckham, Mereworth, Hadlow, and Tunbridge, or some of them, in the county of Kent, and terminating by a junction with the South-Eastern Railway, and also with the Tunbridge Wells Branch thereof, or with one of them, near the Tunbridge station of the said South-Eastern Railway, in the parish of Tunbridge.

And also a branch railway diverging from and out of the said first-mentioned intended new railway or railways, in the said parish of Otford, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Otford, Kemsing, Seal, Chevening, Chipstead, Riverhead, and Seven-

oaks, or some of them, in the county of Kent, and terminating at or near Riverhead, in the said parish of Sevenoaks.

And it is proposed to take powers by the said intended Act or Acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways, branch railways, and works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of 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 or railways, branch railways and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railways and 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 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; with the clerk of the peace for the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of Sussex, at his office in Lewes; and with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways, branch railways, and works respectively will 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, at their respective places of abode.

Dated this 1st day of November, 1845.

John P. Fearon,
Temple.

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 hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith and approaches thereto, that is to say, a railway or railways commencing by a junction with the South-Eastern Railway near Tandridge Lane, in the parishes of Tandridge and Crowhurst, or one of them, in the county of Surrey, and terminating at or near the town of East Grinstead, in the parish of East Grinstead, in the county of Sussex, which said proposed railway or railways, works, and conveniences, is or are intended to pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Godstone, Tandridge, Oxted, Crowhurst, Horne, Lingfield, and East Grinstead, in the county of Surrey; and Lingfield and East Grinstead, in the county of Sussex.

And it is proposed to take power by the said intended Act or Acts; to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or 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 compulsory purchase of 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 or railways and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway or railways, 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, 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; with the

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clerk of the peace for the county of Kent, at his office in Maidstone; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,

Temple.

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 and branch railways and tramways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing at or near the point on the London and Greenwich Railway, where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary Rotherhithe and Saint Paul Deptford, in the county of Surrey, and Saint Paul Deptford, in the county of Kent, or some or one of them, and terminating at, and by a junction with the railway known as the South Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chilham, and county of Kent, which said proposed railway or railways, works, and conveniences, is, or are intended to pass, or be made from, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Mary Rotherhithe and Saint Paul Deptford, in the county of Surrey; Saint Paul Deptford, Saint Nicholas Deptford, Greenwich, Saint Alphage Greenwich, Blackheath, Lewisham, Lee, Charlton next Woolwich, Kidbrook, Upper Kidbrook, Lower Kidbrook, Woolwich, Southend, Eltham, Mottingham, Bexley, Hurst, Halfway Street, Sidcup, Chiselhurst, Bridgend, Upton, Blendon, Crayford, North End, Slade Green, Dartford, Stone near Dartford, Wilmington, Swanscombe, Greenhithe, Northfleet, Southfleet, Betsom, Gravesend, Milton next Gravesend, Ifield, Denton, Chalk, Shorne and Merston, Higham, Higham Upshire, Cliffe, Cooling, Frindsbury, Hoo, Strood, Rochester, Saint Margaret Rochester, Saint Nicholas Rochester, Chatham, Brompton, Gillingham, Grange, Lidsing, Rainham, Upchurch, Lower Halstow, Iwade, Bobbing, Milton next Sittingbourne, Borden, Hartlip, Sittingbourne, Tunstall, Tonge, Bapchild, Rodmersham, Lynsted, Murston, Newington next Sittingbourne, Teynham, Buckland, Stone next Faversham, Luddenham, Ore, Norton, Davington, Ospringe, Faversham, Faversham in Liberty, Faversham next Liberty, Goodnestone next Faversham, Preston next Faversham, Boughton under Blean, Boughton, Dunkirk, Selling, Chartham, Badlesmere, Sheldwick, and Chilham, in the county of Kent.

Also a railway or railways, commencing from and

out of the said first-mentioned intended railway or railways, in the parishes of Saint Paul, Deptford, Greenwich, and Lewisham, or one of them, in the county of Kent, and terminating by a junction with the first-mentioned intended railway or railways, near to the town of Dartford, in the parish of Dartford, in the same county, which said last-mentioned intended railway or railways will pass from, through, or into, the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Paul Deptford, Greenwich, Saint Alphage Greenwich, Lewisham, Charlton next Woolwich, Kidbrook, Lower Kidbrook, Upper Kidbrook, Woolwich, Plumstead, East Wickham, Erith, Beadonwell, Lessness Heath, Picardy, Northumberland Heath, Bexley, Bridgend, Upton, Blendon, Crayford, North End, Slade Green, and Dartford, in the said county of Kent.

Also a railway or railways commencing from and out of the London and Greenwich Railway, at or near Deptford Creek, in the parishes of Saint Paul Deptford and Greenwich, or one of them, in the county of Kent, passing through or into the parishes of Saint Paul Deptford, Greenwich, and Charlton next Woolwich, some, or one of them, in the said county of Kent, and terminating by a junction with the secondly-mentioned intended railway in the said parishes of Greenwich and Charlton next Woolwich, or one of them, in the said county of Kent.

Also a branch railway or railways commencing from and out of the said first-mentioned intended railway or railways in the parish of Lower Halstow in the county of Kent, and terminating at or near to Sheerness, in the parish of Minster-in-Sheppy, in the Isle of Sheppy, in the county of Kent, which said branch railway or railways will pass from, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them; that is to say, Lower Halstow, Upchurch, Iwade, Eastchurch Minster in Sheppy, Queenborough, the Borough of Quinborowe, Miletown, Bluetown, Banks Town, and Sheerness, in the said county of Kent.

Also a branch railway or railways, tramway or tramways, commencing from and out of the said first-mentioned intended railway or railways, in the parish of Preston next Faversham, and terminating on Faversham Creek, at or near a place, called Foreman's Hard, and also near to the Sluice Bridge, in the Parish of Faversham, and which said last-mentioned branch railway or railways, tramway or tramways, will pass from, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them; that is to say, Preston next Faversham, Faversham, Faversham in Liberty, and Faversham out Liberty, in the county of Kent.

And it is further proposed in and by such intended Act or Acts to obtain powers enabling the South-Eastern Railway Company, or other the company who may be authorized to carry the said proposed undertaking or any part thereof into effect, to purchase or rent, and work and use the canal, railway, lands, and works known as the Gravesend and Ro-

chester Railway and Canal, and all rights, powers, and privileges of the company of proprietors of the said last-mentioned canal, railway, and works in relation thereto, and for adapting the same to the purposes of the said first-mentioned intended railway or railways, and to enable the said company of proprietors to sell or lease and transfer the same to the said South-Eastern Railway Company, or such other company as aforesaid, and to enable the said South-Eastern Railway Company or the company who may be so authorized as aforesaid, and the said company of proprietors respectively to enter into mutual agreements and arrangements for the joint or several use and occupation of the said line of railway and canal.

And it is also intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said canal and railway, passed respectively in the session of the thirty-ninth and fortieth, and forty-fourth, fiftieth and fifty-eighth years of the reign of King George the Third, and the fifth year of the reign of King George the Fourth, and the eighth and ninth years of the reign of Her present Majesty, and, if need be, to dissolve the said company of proprietors.

And it is proposed to take power by the said intended Act or Acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways, branch railways, tramways, and works respectively.

And it is also intended by the said Act or Acts or take powers for the compulsory purchase of 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 or railways, branch railways, tramways, and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or with the said Gravesend and Rochester Railway and Canal, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such intended Act or Acts, to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed railway or railways, and branch railways or tramways, or some of them, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway or railways, and branch railways or tramways, 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, 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; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; with the clerk of the peace for the county of Sussex, at his office in Lewes; and with the clerk of the peace for the county of Kent, at his office in Maidstone; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways, branch railways or tramways and works respectively, will 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, at their respective places of abode.

Dated this 1st day of November, 1845,

John P. Fearon, Temple.

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 hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing from and out of the line of the South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chislet, in the county of Kent, and terminating at or near a certain public house, called Buenos Ayres, in the parish of Saint John the Baptist Thanet, in the said county of Kent, which said proposed railway or railways, works and conveniences is or are intended to pass or be made from, in, through, or into the several parishes, townships and extra-parochial or other places, or some of them, following, that is to say, Chislet, Sarr, Saint Nicholas at Wade, Monckton, Wood otherwise Acol, Birchington, Minster in Thanet, and Saint John the Baptist Thanet, in the county of Kent.

And it is proposed to take power by the said intended Act or Acts to stop up, alter and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers and railways, as it may be necessary to stop up, alter or divert, for the purpose of constructing maintaining, or 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 compulsory purchase of 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 or railways and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such intended

Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway or railways, 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, 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 of the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex at his office in Lewes; and a copy of so much of the said plans, sections and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing by a junction with the South-Eastern Railway at or near the Reigate station of the same railway in the parishes of Gatton, Reigate, and the Foreign of Reigate, or one of them, in the county of Surrey, and terminating at or near the town of Dorking, in the parish of Dorking, in the same county, which said proposed railway or railways, works and conveniences, is or are intended to pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Reigate, Foreign of Reigate, Borough of Reigate, Linkfield Street, Hooley Borough, Santon Borough, Colley Borough, Buckland, Betchworth, and Dorking, in the county of Surrey.

And it is proposed to take power by the said intended Act or Acts to stop up, alter and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter or divert for the purpose of

constructing, maintaining or 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 compulsory purchase of 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 or railways, and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with the London and Brighton Railway Company, or with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company and to the London and Brighton Railway Company, or either of them, and with powers to the last-mentioned companies respectively, or either of them, to purchase or rent, and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, 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, 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; with the clerk of the peace for the county of Kent, at his office in Maidstone and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways, and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing from or from near the south-west side of the Waterloo Road, near to the York Road, in the parish of Lambeth, in the county of

Surrey, to the station of the branch railway belonging to the South Eastern Railway Company, known as the Bricklayers' Arms Branch, in the parish of Saint Mary Magdalen Bermondsey, in the county aforesaid; and from thence to and terminating by a junction with the London and Greenwich Railway, at or near the point where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary Rotherhithe, and Saint Paul Deptford, in the county aforesaid, and Saint Paul Deptford, in the county of Kent, some or one of them; which said proposed railway or railways, works and conveniences is or are intended to pass or be made from, through, in or into the several parishes, townships, and extra-parochial or other places, next hereinafter mentioned, or some of them, that is to say, Lambeth, Saint John Waterloo, Saint Mark Kennington, Saint Mary Newington, Saint Peter Walworth, Holy Trinity Newington, Saint Giles Camberwell, Saint George Camberwell, Peckham, Hatcham, Saint James Bermondsey, Saint Mary Magdalen Bermondsey, Saint Mary Rotherhithe, Saint Paul Deptford, and Saint George the Martyr Southwark, in the county of Surrey, and Saint Paul Deptford, in the county of Kent.

And it is intended to apply for power in and by the said proposed Act or Acts to raise or lower, and to divert, alter, widen and improve, and also to abandon, so far as may be necessary for the purposes of the said projected undertaking, certain portions of the aforesaid Bricklayers' Arms Branch Railway, in the parishes of Saint Paul Deptford, Saint Giles Camberwell, Saint Mary Rotherhithe, and Saint Mary Magdalen Bermondsey, or some or one of them, in the said county of Surrey, and also certain portions of the said London and Greenwich Railway, and of the London and Croydon Railway, or one of them, or of the works connected therewith, in the parishes of Saint Mary Rotherhithe, and Saint Mary Magdalen Bermondsey, and Saint Paul Deptford, or some or one of them, in the county of Surrey, and Saint Paul Deptford, in the county of Kent.

And it is proposed to take power by the said intended Act or Acts to stop up, raise, lower, alter and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers and railways, as it may be necessary to stop up, raise, lower, alter or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways and other works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of 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 or railways and works.

And it is further proposed to vary or extinguish all existing powers, rights and privileges affecting or connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And it is further proposed in and by such in-

tended Act or Acts to empower the South Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent, and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, and other works hereinbefore mentioned, 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, 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; with the clerk of the peace for the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes through or in which the said proposed railway or railways, branch railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon, Temple.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to construct a railway, with all proper works, stations, and other conveniences connected therewith, commencing by means of a junction with the proposed Trent Valley Railway, in the parishes of Colton and Rugeley, or one of them, in the county of Stafford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Colton, Colwich, Bishton, Wolsley, Rugeley, Brereton, Mavesyn Ridware, Hill Ridware, Armitage, Hansacre, Armitage with Hansacre, Longdon, Farewell and Chorley otherwise Farewell with Chorley, Cannock, Cannock Wood, Leacroft, Great Wyrley, Little Wyrley, Hednesford otherwise Hedgford, Norton Canes otherwise Norton under Cannock, Brown Hills, Lichfield, Saint Michael (Lichfield,) Saint Chad or Stowe (Lichfield,) Curborough, Elmhurst, Curborough and Elmhurst, Burntwood, Edial otherwise Edjall otherwise Edgall, Woodhouses, Burntwood Edial and Woodhouses, Hammerwich, Ogley Hay, Pipe, Pipe Hill, Wall, Fulfin otherwise Fulfen, Walsall, the township of the borough of Walsall, the borough of Walsall, the township

of the Foreign of Walsall, the Foreign of Walsall, Bloxwich, Great Bloxwich, Little Bloxwich, Walsall Wood, Shelfield, Wood End, Wolverhampton, Pelsall otherwise Pclshall, Rushall, Shenstone, Little Aston, Catshill, Chesterfield, Fotherley, Hilton, Little Hay, Stonnall, Over Stonnall, and Lynn, Lower Stonnall and Thornes, Wood End, Mill Green, Aldridge, Druid Heath, Great Barr otherwise Perry Magna, otherwise Barr Magna, Daw End, Hardwick, Sneals Green, otherwise Snails Green, Queeslet otherwise Questlett otherwise Questley, Handsworth, Perry Barr, otherwise Perry Parva, Perry Bridge, and Oscott, or some of them, in the county of Stafford; Lichfield, Saint Chad, otherwise Stowe (Lichfield,) Saint Michael (Lichfield,) and Pipe Hill, or some of them, in the city and county of the city of Lichfield, or one of them; Sutton Coldfield, Aston, Aston juxta Birmingham, Aston Manor, and Witton, or some of them, in the counties of Warwick and Stafford, or one of them; Sutton Coldfield, Aston, Aston juxta Birmingham, Deritend, Bordesley, Erdington, Aston Manor, Ashted, Saltley, Duddeston, Duddeston cum Nechells, Birmingham, Saint Martin in the borough of Birmingham, Saint Martin Birmingham and Saint George Birmingham, or some of them, in the county of Warwick; and terminating in the parishes of Aston juxta Birmingham and Saint Martin Birmingham, or one of them, in the county of Warwick; or for power to construct so much and such part of such railway as may hereafter be determined on.

And also power to construct a branch railway, with all proper works, stations, and other conveniences connected therewith, diverging from the said before-mentioned railway in the said parish of Aston juxta Birmingham, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Aston, Aston juxta Birmingham, Witton, Aston Manor, Erdington, Duddeston, and Duddeston-cum-Nechells, or some of them, in the county of Warwick; and terminating by means of a junction with the Grand Junction Railway in the said parish of Aston juxta Birmingham, or for power to construct so much and such part of such branch railway as may hereafter be determined on.

And in the said Bill or Bills powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railway, or either of them, or the works, stations, and conveniences connected therewith respectively; and also to authorize junctions with the said before mentioned respective railways, as delineated on the said plans before mentioned or referred to.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railway; and also for the powers usually conferred

for the compulsory purchase of the lands, houses, and other property, to be described upon the said plans; and also for power to vary or extinguish all rights or privileges in any manner connected with such lands, houses, and other property, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railway, 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, will on or before the thirtieth day of November instant, be deposited for public inspection, at the office of the Clerk of the Peace for the county of Stafford at Stafford; at the office of the Clerk of the Peace for the said city and county of the city of Lichfield, at Lichfield; and at the office of the Clerk of the Peace for the county of Warwick, at Stratford-upon-Avon, in the said county; and that on or before the thirty-first day of December next, a copy of so much of the said plans, sections and books of reference as relates to the several parishes hereinbefore mentioned, from, in, through, or into which the said railway and branch railway, or either of them, will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this fourth day of November, 1845.

N. Stevens and Fearon, 1, Gray's Inn Square,
London.

Thomas Brook Bridges Stevens, Tamworth.

The Manchester and Birmingham Continuation
and Welsh 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 for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, landing-places, warehouses, works, communications, approaches and conveniences connected therewith, to commence at or near the terminus of the Manchester and Birmingham Railway, in the township of Crewe, in the parish of Bartholmey, in the county of Chester, and also by a junction with the Grand Junction Railway near the Crewe station thereof, in the township of Monks Coppenthal, in the parish of Church Coppenthal, in the county of Chester; and terminating at or near Mary Street, in the township of Aberystwith and liberties of Aberystwith, in the parish of Llanbadarn-fawr, in the county of Cardigan, in the principality of Wales.

Also a branch railway from and out of the last-mentioned railway, such branch railway to commence at or near Mary Street, in the township of Aberystwith aforesaid; and terminating at the harbour of Aberystwith aforesaid, and which said railway, branch railway and works will pass 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, Bartholmey, Crewe, Haslington, Wybunbury, Basford, Shavington-cum-Gresty, Batherton, Stapeley, Rope, Willaston; Sound, Wistaston, Church Cop-

penhall, Nantwich, Acton, Monks Coppenthal, Alvaston, Eddlestone, Burland, Baddington, Newhall, Wrenbury-cum-Frith, Broomhall, Woodcot, Baddiley, Audlem, Dodcot-cum-Wilkesley, Smeaton Wood, Marbury, Marbury-cum-Quoisley, Whitchurch, Wirswell, all in the county palatine of Chester; Whitchurch, Chinnel, Blackpark, Hinton, Hollyhurst, Broughall, Doddington, Edgeley, Alkington, Old Woodhouses, Tilstock, all in the county of Salop; Hammer, Bronington, Bettlesfield, Malpas, Iscoyd, all in the county of Flint, in the principality of North Wales; Prees, Wixall, Wem, Welsh-Hampton, Ellesmere, Hampton Wood, Old Hardwick, Stocks-Coptiveney, Upper and Lower Ridge, Newens, Birchinlyth, Teachall, Oatley-Newtown and Spinhill, Lee, Colemore, Leneal, Hordley, Whittington, Welsh Frankton, Old Marton, Henelle, Hindford, Halston, Fernhill, Ebnall, Birghill, Selattyn, Porkington, the town of Oswestry, Oswestry, Middleton, the liberties of Oswestry, Weston, Sweeney, Crickheath, Maesbury, Llanforda, Moreton, Llanyblodwell, Llyncllys, Llan-y-mynech, Treprenal, Llyntidman, Kinnerley, Upper Maesbrook, all in the county of Salop; Llan-y-mynech and Carraghofa respectively, in the county of Denbigh; Llan-y-Mynech in the counties of Salop and Denbigh; Llandisilio, Rhantraganwen, Rhynsant, Haughton, Domgay, Llandrinio, Haimwood, Penthryn Vechan, Penthryn Vawr, Trederwen, Guildsfield, Burgedin, Rheteskin, Gungrog-fawr, Welsh Town, Buttington, Trewern, Leighton, Hope, Cletterwood, Welch Pool, Welch Town, Trallwingollen, Tyddynprydd, Trehelig, Stredalfedan, Coffronydd, Brithdir, Brithdir, Lower Elt, Upper Elt, Vaynor Issa, Garthmill, Trewstweewyln, Llandinior, Liviore, Keel, Montgomery, Caerhowell, Forden, Bettws, Aberbechan, Llandysil, Bryntalch, Rhandir, Bronywood, Llanmerewig, Llanllachairn, Gwystydd, Scafell, Newtown, Kerry, Dolerw, Moughtre, Penstrowed, Aberhafasp, Tregonon, Llandinam, Maesmawr, Gweruernyn, Detegnith, Heng-y-nwith-fach, Caersws, Llanidloes, Heng-y-nwith-fawr, Morfodion, Cilfachallt, Llangurig, Cefenhavodau, Glyng-wy-mnydd, Glynbrochen, Llanewerid, Llanyfynny, all in the county of Montgomery, in the principality of Wales; Llanbadarn-fawr, Broncastellan, Clarach, Tyr-y-mynach, Trefeirig, Melindwr, Cwmrheidol, Parcel Canol, Llanbadarn-y-Croyddin-Ucha, Llanbadarn-y-Croyddin-Issa, Llanfihangel-y-Croyddin, Llanfihangel-y-Croyddin-Ucha, Llanfihangel-y-Croyddin-Issa, Llanychaiarn, Llanbadarn-fawr, Issa-yn-dre-Ucha-yn-dre, Vaenor Issa, Vaenor Ucha, town of Aberystwith, liberties of Aberystwith, all in the county of Cardigan.

And it is intended to apply for powers in the said Bill or Bills to make lateral deviations from the line of the proposed railway or 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, and other highways, rivers, streams, sewers, canals, creeks, arms or branches of the sea, navigations, reservoirs, aqueducts, bridges, railways, and tram roads, 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 railway and works.

And notice is hereby further given, that duplicate plans and sections of the said railway, branch railway and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county palatine of Chester, at his office at Chester, in the said county; and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county; and with the Clerk of the Peace for the county of Flint, at his office at Mold, in the said county; and with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin in the said county; and with the Clerk of the Peace for the county of Montgomery, at his office at Welchpool, in the said county; and with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith, 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 then next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway, branch 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 for the purpose of carrying into effect the proposed railway, branch railway and works, or some parts thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway, branch railway, 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 further proposed by the said Bill or Bills to authorize the union or amalgamation of the said company with a certain other proposed company, called the Manchester and Milford Haven Railway 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 railways and works, and to take tolls in respect thereof.

Dated this eighth day of November, 1845.

John Bethell, 78, King William Street, London,
Solicitor for the Bill.

Manchester and Milford Haven Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to construct a railway, with all proper works, stations, and other

conveniences, and with such piers, basins, breakwaters, landing-places, and other works, as may be necessary in connexion therewith, commencing either by a junction or junctions with the proposed Shropshire Union Railway, or by a distinct terminus, at or near the canal basin in that part of the town of Newtown, which is situate in the parish of Llanllwchaiarn, in the county of Montgomery, or by a junction or junctions with the proposed Manchester and Birmingham Continuation and Welsh Junction Railway, or by a distinct terminus, near the village of Llangerrig, in the parish of Llangurig otherwise Llangerrig otherwise Llangirrig, in the said county of Montgomery, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Llanllwchaiarn, Hendidley, Gwestydd, Newtown, Dyffryn Llanfair, Aberhafesp, Penstrowed, Llanwnog, Caersws, Esgob and Castle, Llandinam, Trewythen, Dethenydd, Hengynwydd-fawr, Maesmawr, Carnedd, Gwernerin, Rhydaes, Llanidloes, Hengynwydd-fach, Kilmachallt otherwise Kilmacher otherwise Cilmachallt, Morfodion, Croesllwybir otherwise Croesllwybr, Brithdir, Glynhafren Iscoed, Llangerrig otherwise Llangirrig, otherwise Llangurig, Glynbrochan, Cefnnode otherwise Cefnhafode, Llanywared, Glyn-gynwydd otherwise Glyngynwidd, Llanyfynny, Cefnhafodan, Glynfahen Uchcoed, Llandinam, or some of them, in the county of Montgomery; Gwnnws, Gwnnws Issaf otherwise Gwnnws Issa otherwise Gwnnws Lower, Gwnnws Uchaf otherwise Gwnnws Ucha, otherwise Gwnnws Upper, Llanfihangel-y-Croyddin otherwise Llanfihangel-y-Creiddyn, Llanfihangel Upper otherwise Llanfihangel Uchaf otherwise Llanfihangel-y-Croyddin Upper otherwise Llanfihangel-y-Croyddin Uchaf otherwise Llanfihangel-y-Creiddyn Upper otherwise Llanfihangel-y-Creiddyn Uchaf, Llanfihangel-y-Croyddin Lower, Eglwysnewydd, Ysptyty Ystwyth, Ystrad Meyric otherwise Ystrad Mirrig otherwise Ysptyty Ystrad Meyric otherwise Ysptyty Ystrad Mirrig, Caron otherwise Carron, Mynachlogfawr otherwise Monachlogfawr otherwise Strata Florida otherwise Caronywchlawdd otherwise Carronywchlawdd, Caron-isclawdd otherwise Carronisclawdd, Llanfihangel Lledrod otherwise Lledrod, Llanfihangel Lledrod Uchaf otherwise Llanfihangel Lledrod Ucha otherwise Lledrod Uchaf otherwise Lledrod Ucha, Llanfihangel-ar-arth, Saint Mary's in Cardigan, Borough of Cardigan, Llangoedmore, Llechryd, Llanugwydd, Brongwyn Bettws Evan otherwise Bettws Ifan, Llandyfriog, Adpar Llanfair Treflygen otherwise Llanfair Trefheligen, Llanfair Orllwyn Llangynllo otherwise Llangynllo, Henllan, Bangor, Llandyssil Llanwenog, Llanwnnen, Cellan otherwise Kellan, Lampeter pont Steven otherwise Lampeter pont Stephan, Trefigoed, Silian, Bettws Bledrws Llanfair Clydogan, Llanybi, Llanddewi Brefi, Gorwydd, Prisk and Carfan, Garth and Ystrad, Gogoyan, Llanis, Bettws Leiki otherwise Bettws Lleiki and Llegenydd, Gartheli, Gwynfil, Blaenpennal, otherwise Llan Penal, Argoed and Ystrad, Blaencaron, Blaencaron, Croes and Berwyn, Treflyn, Trecefel, Llanbadarn Odwyn, otherwise Llanbadarn Odin, Dothie, Camddwr Dothie, Piscottwr Gorywdd, or some of them, in the county of Cardigan; Egremont, Cilmaenllwyd, Castledwyran Llanfallteg, Llandysilio, Llangan,

Henllan-Amgoed, Eglwysfairachurig Llanboidy, Llanglydwen, Llanwinio, Trelechur-Bettws, Capel Bettws, Cilrhedyn, Cenarth, hamlet of Emlyn, Pemboyr, Llangeler, Llanfihangel-ar-arth, Llanllwni, Llan-y-byther, Pencarreg, or some of them, in the county of Carmarthen; Mountain Chapel, Narberth, Narberth South, Narberth North, Robeston Wathan, Lawhaden, Bletherstone, Llandewi Velfrey, Grondre, Llanfallteg, Llandysilio, Llan-ycefn, Llangolman, Monach-logddu, Llanfiraach, Llandilo, Maenclochog, Morvill, Henry's Moat, Moat Llys-y-fran, Walton East, Castlebythe, Castle Bigh, Puncteston, Slebech, Boulston, Uzmaston, Wiston, Clarboston, Prendergast, Ruddbaxton, Steynton, Milford, Hubberston, Hakin, Herbrandston, Robeston, Robeston West, Walwyn's Castle, Johnston, Lambston, north hamlet of Saint Thomas, south hamlet of Saint Thomas, Harroldstone, Saint Issels, Freystrop, Saint Thomas, Langwm, Rosemarket, Lanstadwell, Burton, Saint Martin, hamlet of Saint Martin, Camrose, Trefgarn, Spittal, Ambleston, Saint Dogwells, Hayscastle, chapelry of Ford, Saint Lawrence, Letterston, Mathry, Llanfair-nant-y-gof, Little Newcastle, Jordanston, Manorowen, Llanstinan, Fishguard parish, Fishguard township, Llanwnda, Llan-llawer, Llan-y-chaer, Pont-faen, Llan-yeh-llwydog, Dinas, Newport, Newport, Nevern, Cregie, Morva, Trewern, Cilgwyn, Bayvil, Meline, Y-Meline, Eglwys-wen, Whitechurch, Eglwys-wrw, Llanfair, Nantgwyn, Castellau, Penrydd, Penrith, Clyde, Cilrhedyn, Llantoed, Monington, Molygrove otherwise Moilgrove, Trewyddel, Saint Dogmels otherwise Llandu-doch, Bridell, Cilgerran, Llanfihangel Penbedw, Capel Coleman, Manordivey, Llangoedmore, Llandugwydd, Furzypark, Portfield, or some of them, in the county of Pembroke; Saint Thomas, north hamlet of Saint Thomas, south hamlet of Saint Thomas, Saint Mary, Saint Martin, hamlet of Saint Martin, Prendergast, Prendergast, Uzmaston, Cartlett, Portfield, Furzypark, some or one of them, in the town and county of Haverfordwest otherwise the town and county of the town of Haverfordwest in the said county of Pembroke; and terminating in or near the town of Milford, in the said parish of Steynton, in the said county of Pembroke.

And also for power to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said before-mentioned line of railway, either in the said hamlet of Saint Martin, in the said parish of Saint Martin, in the said town and county of Haverfordwest, and in the said county of Pembroke, or in the said parish of Prendergast, in the said town and county of Haverfordwest, and in the said county of Pembroke, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Saint Thomas, north hamlet of Saint Thomas, south hamlet of Saint Thomas, Saint Mary, Saint Martin, hamlet of Saint Martin, Prendergast, Uzmaston, Cartlett, Portfield, Furzy Park, some or one of them, in the town and county of the town of Haverfordwest, in the said county of Pembroke; Slebech otherwise Slimebeach, Boulston, Uzmaston, Newton North, Minwear,

Loveston, Martletwy, Marteltewi, Coedcanlass, Coedcanlass, Yerboston, Jeffreston, Llawrenny, Tenby, Tenby, Saint Mary, Saint Mary Tenby in liberties, Saint Mary Tenby out liberties, Gurfreston, Penally, Saint Florence, Vorlan, Manorbear, Hodgoston, Redbarth, North Carew, South Carew, Carew, Upton, Nash, Cosheston, Saint Michael Pembroke, Lamphey, Pater, Saint Mary Pembroke, or some of them, in the said county of Pembroke, and terminating at or near Pater, in the said parish of Saint Mary Pembroke, in the said county of Pembroke.

And the promoters reserve to themselves the power to confine the application to Parliament in the next session to a portion only, instead of the whole of the said undertaking. 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 all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways, within the parishes, townships, and extra-parochial, or other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter for the purposes of such railway and branch railway, or the works, stations, and conveniences connected therewith respectively. And also to authorize junctions with the said before-mentioned proposed railways; or either of them, as delineated on the said plans before-mentioned or referred to.

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

And it is further intended by such Bill or Bills to enable the company or companies to be thereby incorporated to sell or lease the said railway and branch railway, or either of them, to any other company or companies, and to amalgamate such railway and branch railway with the undertaking or undertakings promoted by such last-mentioned company or companies, and generally to enter into such other arrangements as may be mutually agreed upon for effecting such sale, lease, or amalgamation.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railway, with books of reference to such plans, containing the names of the owners or reputed owners, leasees or reputed leasees, 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 Montgomery, at Welshpool; for the county of Cardigan, at Aberystwith; for the county of Carmarthen, at Carmarthen; for the county of Pembroke, at Haverfordwest; and for the town and county of the town otherwise the

town and county of Haverfordwest, at Haverfordwest. And that on or before the thirty-first day of December next a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes hereinbefore-mentioned, from, in, through, or into which the said railway and branch railway will pass, or be situate, will be deposited with the parish clerk of each such parish.

Dated this eleventh day of November, 1845.

Marriott, } Solicitors,
Ridgways, } Manchester,
Kinderley, Denton, and Kinderley,
Solicitors, London.

Guildhall, London,
7 November, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal, alter, and amend the several Acts or parts of Acts for regulating the supply and sale of fish at Billingsgate Market in the city of London, and to consolidate the provisions thereof into one general Act, and which said Acts so proposed to be repealed, altered, and amended, are as follows; that is to say, an Act passed in the tenth and eleventh years of the reign of King William the Third, intituled "An Act for making Billingsgate a free market for sale of fish;" an Act passed in the ninth year of the reign of Queen Anne, intituled "An Act for the better preservation and improvement of the fishery within the river of Thames, and for regulating and governing the Company of Fishermen of the said river;" an Act passed in the first year of the reign of King George the First, intituled "An Act for the better preventing fresh fish taken by foreigners being imported into this kingdom, and for the preservation of the fry of fish, and for the giving leave to import lobsters and turbot in foreign bottoms, and for the better preservation of salmon within several rivers in that part of this kingdom called England;" an Act passed in the twenty-second year of the reign of King George the Second, intituled "An Act for making a free market for the sale of fish in the city of Westminster, and for preventing the forestalling and monopolizing of fish, and for allowing the sale of fish under the dimensions mentioned in a clause contained in an Act of the first year of his late Majesty's reign, in case the same are taken with a hook;" an Act passed in the twenty-ninth year of the reign of King George the Second, intituled "An Act for explaining, amending, and rendering more effectual an Act made in the twenty-second year of his present Majesty's reign, intituled 'An Act for making a free market for the sale of fish in the city of Westminster, and for preventing the forestalling and monopolizing of fish, and for allowing the sale of fish under the dimensions mentioned in a clause contained in an Act of the first year of his late Majesty's reign, in case the same are taken with a hook;'" an Act passed in the thirty-third year of the reign of King George the Second, intituled "An Act to repeal so much of an Act passed in the twenty-ninth year of his present Majesty's reign, concerning a free market for fish at Westminster, as requires fishermen to enter

their fishing vessels at the office of the Searcher of the Customs at Gravesend, and to regulate the sale of fish at the first hand in the fish markets in London and Westminster, and to prevent salesmen of fish buying fish to sell again on their own account, and to allow brett and turbot, brill and pearl, although under the respective dimensions mentioned in a former Act, to be imported and sold, and to punish persons who shall take or sell any spawn, brood, or fry of fish, unsizeable fish, or fish out of season, or smelts under the size of five inches, and for other purposes;" an Act passed in the second year of the reign of King George the Third, intituled "An Act for the better supplying the cities of London and Westminster with fish, and to reduce the present exorbitant price thereof, and to protect and encourage fishermen;" an Act passed in the thirtieth year of the reign of King George the Third, intituled "An Act for vesting the estate and property of the trustees of Westminster Fish Market in the Marine Society for the purposes therein mentioned, and for discontinuing the powers of the said trustees;" an Act passed in the thirty-sixth year of the reign of King George the Third, intituled "An Act to authorize the sale of fish at Billingsgate by retail;" an Act passed in the forty-first year of the reign of King George the Third, intituled "An Act for granting bounties for taking and bringing fish to the cities of London and Westminster, and other places in the United Kingdom;" an Act passed in the forty-second year of the reign of King George the Third, intituled "An Act to amend so much of an Act made in the twenty-ninth year of the reign of his late Majesty King George the Second, intituled 'An Act for explaining, amending, and rendering more effectual an Act made in the twenty-second year of his present Majesty's reign, intituled An Act for making a free market for the sale of fish in the city of Westminster, and for preventing the forestalling and monopolizing of fish, and for allowing the sale of fish under the dimensions mentioned in a clause contained in an Act of the first year of his late Majesty's reign, in case the same are taken with a hook,' as relates to the sale of eels;" another Act passed in the forty-second year of the reign of King George the Third, intituled "An Act for repealing so much of an Act made in the second year of the reign of his present Majesty, intituled 'An Act for the better supplying the cities of London and Westminster with fish, and to reduce the present exorbitant price thereof, and to protect and encourage fishermen,' as limits the number of fish to be sold by wholesale within the said city of London, and for the better regulation of the sale of fish by wholesale in the market of Billingsgate within the said city;" an Act passed in the forty-fifth year of the reign of King George the Third, intituled "An Act to amend an Act made in the forty-first year of his present Majesty, for granting bounties for taking and bringing fish to the cities of London and Westminster, and other places in the United Kingdom;" and an Act passed in the fourth year of the reign of King William the Fourth, intituled "An Act to explain and amend an Act passed in the thirty-third year of the reign of his late Majesty King George the Second, to regulate the conveyance and sale of fish at first

hand:" and it is intended by the said Act to take power for improving, repairing, maintaining, and regulating Billingsgate Market aforesaid, and to make bye-laws for those purposes, and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

Edward Tyrrell, City Remembrancer.

Glamorgan Central Mineral 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 alter, amend, and enlarge the powers and provisions of the several Acts of Parliament following, that is to say, an Act passed in the sixth year of the reign of King George the Fourth, intituled "An Act for making and maintaining a railway or tram-road from or from near to a certain place, called Duffryn Llynvi, in the parish of Llangonoyd, in the county of Glamorgan, to or near to a certain bay called Pwll Cawl otherwise Porth Cawl, in the parish of Newton Nottage, in the same county, and for extending and improving the same Bay by the erection of a pier and other suitable works for that purpose;" also another Act passed in the tenth year of the reign of His said Majesty King George the Fourth, intituled "An Act to alter, amend, and enlarge the powers of an Act passed in the sixth year of the reign of His present Majesty for making and maintaining the Duffryn Llynvi and Porth Cawl Railway, and other works connected therewith;" and another Act passed in the third year of the reign of Her present Majesty, intituled "An Act to enable the Duffryn Llynvi and Porth Cawl Railway Company to raise a further sum of money, and to amend the Acts relating to the said railway and to the Bay of Porth Cawl, in the county of Glamorgan;" and to enable the Duffryn Llynvi and Porth Cawl Railway Company to take and use and be incorporated by the name and style of "The Glamorgan Central Mineral Railway Company," in lieu of their present name and style. And to enable the said company to extend and enlarge and make alterations and deviations in, or to reconstruct the present line of railway or tramroad belonging to the said company, which said railway or tramroad commences from or from near to the said place called Duffryn Llynvi, in the parish of Llangonoyd aforesaid, and terminates at or near the said harbour and bay called Pwll Cawl otherwise Porth Cawl, in the parish of Newton Nottage aforesaid, and to adapt the same and render it more convenient and capable of being used and worked by locomotive engines or other mechanical power, which said line of railway when so altered or reconstructed will pass through the several parishes, townships, extra-parochial, and other places following, that is to say, Llangonoyd, Llangonoyd Higher, Cwmdu, Llangonoyd Middle, Bayden, Bettws, Saint Brides Minor, Ynisawdra, Newcastle, Newcastle Higher, Laleston, Tythegstone, Tythegstone Higher, Tythegstone Lower, Margam, Pyle and Kenfig, Pyle, The borough of Kenfig, Kenfig

Higher, Kenfig Lower, and Newton Nottage, all in the county of Glamorgan.

Also to enable the said company to make and maintain a branch railway from the present line of railway, to commence at or near a certain place called Llwynduris, in the parish of Llangonoyd aforesaid, and to terminate at or near a certain place called Blaen-Cwmdu in the said parish of Llangonoyd, and which said branch railway will pass through the several parishes, townships, and extra-parochial and other places following, that is to say, Llangonoyd, Llangonoyd Middle, Bayden, Bettws, and Cwmdu, all in the said county.

Also to enable the said company to make and maintain another branch railway from the present line of railway, to commence at or near Tydraw, in the parish of Pyle and Kenfig aforesaid, and to terminate at or near Morfa-Vach, in the parish of Margam aforesaid; which said branch railway will pass through the several parishes, townships, and extra-parochial, and other places following, that is to say, Pyle and Kenfig, Pyle, The borough of Kenfig, Kenfig Higher, Kenfig Lower, Sker and Margam, all in the county of Glamorgan.

Also to enable the said company to make and maintain a new line of railway, to commence at or near Melin-du, in the parish of Landevoduck, in the said county of Glamorgan, and to terminate at or near the said harbour or bay of Porth Cawl, by a junction with the present or improved line of railway, or by an independent terminus there. Also a connecting railway, to commence from and out of the proposed new line of railway, at or near the parish church of St. Brides Minor, in the parish of Saint Brides Minor, in the said county, and to terminate by a junction with the present line of railway, at or near Ffôs, in the said parishes of Laleston, Tythegstone, and Newcastle, or one or more of them, which said new line of railway and connecting railway will be made from, through, in, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Landevoduck, Langeinor, Coychurch, Coychurch Higher, Bettws, Saint Brides Minor, Ynisawdra, Coity, Coity-Higher, Coity-Lower, Newcastle, Newcastle-Higher, Newcastle Lower, Merthyr-Mawr, Ewenny, Saint Brides Major, Tythegstone, Tythegstone Lower, Newton-Nottage, Langonoyd, Bayden, Laleston, Tythegstone-Higher, and Margam, all in the said county.

Also to make and maintain a branch railway, to commence from the said proposed new line of railway at or near Melin-du aforesaid, and to terminate at or near Pwlyfelin, in the parish of Landevoduck aforesaid, with an extension from the terminus at or near Pwlyfelin aforesaid, to, at, or near Penrhiew, in the said parish of Landevoduck.

Also another branch railway from and out of the said last-mentioned branch railway, to commence at or near a place called Aber-iechyd, in the said parish of Landevoduck, and to terminate at or near Melin-pantylfu, in the said parish of Landevoduck, with an extension therefrom to, at, or near a certain farm-house called Pantylfu, in the parish of Landevoduck aforesaid.

Also another branch railway, to commence from and out of the said proposed new line of railway

at or near Melin-du-afosaidd, in the parish of Landevoduck aforesaid; and to terminate at or near Nantyrns, in the said parishes of Landevoduck and Langeinor, or one of them, with an extension therefrom to, at, or near Blaen-ogwr-issa, in the same parish of Landevoduck.

Also a branch railway, to commence from and out of the proposed new line of railway at or near Abergarw, in the said parish of Langeinor, or in the said parish of Saint Brides Minor, and to terminate at or near Coed-Llest, in the said parish of Langeinor, with an extension from, at, or near Coed-Llest aforesaid, to, at, or near Blaen-garw, in the said parish of Langeinor, which said four last-mentioned branch railways, and extensions, and other works last-mentioned, will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Landevoduck, Coychurch, Coychurch-Higher, Lantrissent, Langeinor, Saint Brides Minor, Ynisawdra, Llangonoyd, Llangonoyd-Higher, Cwmdu and Bettws, all in the county of Glamorgan.

And it is also intended to apply for powers to enable the said Duffryn, Llynvi, and Porth Cawl Railway Company, to make and maintain further improvements in the harbour and bay of Porth Cawl, and to construct and erect one or more piers, jetties, breakwaters, groins, locks, sluices, flood-gates, docks, bridges, wharfs, quays, warehouses, approaches, and other works and conveniences connected therewith, all which undertakings and works will be made and maintained within the parish of Newton Nottage, in the county of Glamorgan, and within the harbour and bay of Pwll Cawl otherwise Porth Cawl aforesaid.

And it is also intended to apply for powers in the said Bill or Bills, to make lateral deviations from the lines of the said several railways, branches, extensions, and works, and of the proposed works and lands, to be taken at the said harbour of Porth Cawl, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, rivers, streams, canals, sewers, navigations, railways, and tramroads within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up; for the purposes of the respective works.

And notice is hereby further given, that it is intended in the said Bill or Bills to apply for powers for the compulsory purchase of lands and houses, and all rights and interests therein which may be necessary or required for the purposes of the said works, and for the improvements and works in the harbour and bay of Porth Cawl aforesaid, 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, rents, or duties upon or in respect of the said intended railways and other works; and to alter existing tolls, rates, or duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given, that a plan of the said several railways and other works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Glamorgan, at his office at Cardiff, in the said county, on or before the thirtieth day of November, 1845, and on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish, in or through which the said 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 also given, that powers will be applied for in the said Bill or Bills, to make alterations in the Bridgend Railway, within the parishes, townships, and extra-parochial and other places of Tythegstone, Tythegstone-Higher, Laleston, Margam, Newcastle, Newcastle Higher, Newcastle Lower, Saint Brides Minor, Ynisawdra, Coity, Coity-Higher, and Coity Lower, all in the said county of Glamorgan; and to enable the said Duffryn Llynvi and Porth Cawl Railway Company, and the said Bridgend Railway Company, and all other persons who may be interested in the said Bridgend Railway, or in the rates, tolls, and duties arising therefrom, to enter into and carry into effect such mutual arrangements as may be expedient for the purchase and sale, or for the letting, taking on lease, or using the said Bridgend Railway, or of any portion thereof, and of all or any of the powers of the said Bridgend Railway Company in connection therewith, or to consolidate the said last mentioned company with the said Duffryn Llynvi, and Porth Cawl Railway Company, or to enable the said Bridgend Railway Company to make such alterations in the said parishes, townships, and extra-parochial and other places aforesaid; or some or one of them, to connect the same with the intended new line of railway, and for adapting the said railway to the several purposes of both or either of the said companies, and for the purposes aforesaid; or some of them, to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth year of the reign of His late Majesty King George the Fourth, intituled "An Act for making and maintaining a Railway or Tramroad from the Duffryn Llynvi, and Pwll Cawl otherwise Porth Cawl Railway; to commence at a certain point therein, in the parish of Laleston, in the county of Glamorgan, and to terminate near to the town of Bridgend, in the same county."

Dated the fifth day of November, 1845.

Rowland, Hacon, and Rowland,
38, Threadneedle Street,

Wm. Lewis,

Bridgend;

Solicitors for the Bill or Bills.

Birkenhead and Holyhead Junction and Mold Extension Railway, with its Branches.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making and main-

taining a railway or railways with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches and conveniences connected therewith, to commence at or near a certain plot of land, counting-house, turner's shop and buildings, used for ship-building purposes, situate in the township or chapelry of Birkenhead, in the county of Chester, belonging to and in the occupation of Mr. William Adamson, and bounded on the north by Wallasey Pool, on the south by Canning Street or Corporation Road, on the east by land belonging to the corporation of Liverpool and in lease to the Birkenhead Dock Warehouse Company, and on the west by land belonging to the said corporation of Liverpool and in lease to Mr. Thomas Boydell Golborne, and to terminate by a junction with the Chester and Holyhead Railway now in the course of formation at or near Flint, in the county of Flint, and which said railway or railways and other works are intended to be made and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Birkenhead, Bidston, Bidston-cum-Ford, Leasowe, Moreton, Saughall Massie, Newton, Grange, Great Meolse, Little Meolse, Hoose, West Kirby, Caldy, Thurstaston, Heswell-cum-Oldfield, Heswell, Gayton Leighton, Parkgate and Great Neston, all in the said county of Chester, and from, in, through, into, and across the river Dee, and the bed and banks thereof, in the said counties of Chester and Flint, or one or both of them, and from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places of Flint and Holywell, both in the county of Flint, or one of them, and also for making and maintaining a railway or railways, with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at a croft or field belonging to Charles Dean, Esquire, bounded on the south by houses and gardens, the property of Lord Mostyn, and by the road from Flint aforesaid to Chester aforesaid, and by a house and garden belonging to Ralph Richardson, Esquire; on the east by a field occupied by Mr. Robert Evans, on the north by houses and gardens belonging to Colonel Williams, and by a lane there, and certain erections and buildings belonging to George Roskell, Esquire, and diverging from the said Chester and Holyhead Railway, at or near Aisly Fields, or lands belonging to the said Lord Mostyn, and bounded on the south by the turnpike road from Flint to Holywell aforesaid; on the east by a field and garden belonging to the said Lord Mostyn, on the north by a garden, the property of the said Lord Mostyn, and on the west by a field, the property of the said Lord Mostyn, all in the said parishes of Flint and Holywell, or one or both of them in the said county of Flint, and to terminate by a junction with the North Wales Mineral Railway, at or near a field called the Chapel Field, situate at Gwersyllt, in the parish of Gressford, in the county of Denbigh, belonging to Sir William Watkin Wynne, and in the occupation of Mrs. Birch, and bounded on the north by land belonging to the said Sir William Watkin Wynne,

and in the occupation of the said Mrs. Birch, on the south, partly by a field belonging to Mr. Connah, and partly by two cottages and a garden belonging to Mr. William Burton, on the east by the said North Wales Mineral Railway, or the site thereof, and on the west by a road leading from Wrexham to Gwersyllt Mill, and which said last mentioned railway or railways, and other works, are intended to be made, and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Flint, Holywell, Coleshill, Vawr, Halkin, Northop, Caervallwoch, Gwysaney, Soughton, Llwynegrin, Mold, Brongoed, Leewood, Bistree, Hartsheath, Hope, Rhanbarfedd, Hope-owen, Cairgwry, Estyn and Cynnay, all in the county of Flint, and Gressford and Gwersyllt, both in the county of Denbigh; and also for making, and maintaining a railway or railways with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at and diverge from the said first mentioned intended railway at or near a certain brickfield, situate in the township or chapelry of Birkenhead, in the said county of Chester, belonging to the Birkenhead dock warehouse company, and bounded on the north by Wallasey Pool, on the south by Canning Street or Corporation Road, on the east by a certain Occupation Road belonging to, and used by the said Birkenhead dock warehouse company, and on the west by a certain inlet being part of Wallasey Pool, and to terminate at or near to a certain field situate at or near to New Brighton, in the township of Liscard, in the parish of Wallasey, in the said county of Chester, belonging to Mr. John Davies, and in the occupation of Mr. John Griffith, and bounded on the north by Wallasey Sands, on the south by land belonging to the said Mr. John Davies, on the east by a warren belonging to Mr. John North, and on the west by property also belonging to the said Mr. John Davies, and which said last mentioned intended railway or railways, and other works, are intended to be made, and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Birkenhead, Bidston, Bidston-cum-Ford, Wallasey, Liscard, and New Brighton, all in the said county of Chester; and also for making and maintaining a railway or railways with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at and diverge from the said first mentioned intended railway, at or near a certain field situate in the parish of Neston, in the said county of Chester, belonging to the Honourable Edward Loyd Mostyn, and in the occupation of Mr. William Quay, and bounded on the north by other property of the said Honourable Edward Loyd Mostyn, on lease to Colonel John Baskerville Glegg, on the south by a road leading from Neston to Moorside, on the east by other property belonging to the said Honourable Edward Loyd Mostyn, and on the west by the River Dee, and to terminate by a junction with the Chester and Birkenhead Railway, at or near a cer-

tain field known as the Lower Field, situate in the township of Childer Thornton, in the parish of Eastham, in the said county of Chester, belonging to Sir William Massey Stanley, Knight, and bounded on the north by a road leading from Parkgate and Neston to Little Sutton and Eastham, on the south by other land belonging to the said Sir William Massey Stanley, on the east by the said Chester and Birkenhead Railway, and on the west by land and buildings belonging to the said Sir William Massey Stanley, and which said last mentioned intended railway or railways, and works are intended to be made, and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Neston, Great Neston, Little Neston, Ness, Willaston, Raby, Childer Thornton, Hooton, Little Sutton, and Eastham, all in the said county of Chester; and it is intended to apply for powers in the said Act or Acts, to make lateral deviations from the lines of the said proposed railways and works respectively, to the extent or 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, and other highways, footpaths, watercourses, streams, rivers, canals, navigations, railways, and tramroads, within the said parishes, townships, townlands, hamlets, chapelries, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said proposed works: And it is intended by the said Act or Acts to incorporate a company or companies for the purpose of making, maintaining, working, and using the said railways, and for other purposes and to obtain powers for the compulsory purchase of messuages, lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the messuages, lands, tenements, and hereditaments proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said proposed railways and works, and to confer exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is intended to apply for powers in the said Act or Acts to enable the company or companies thereby incorporated to sell, let, or transfer the said intended railways and works, or any of them, or any part or parts of the same respectively, or the tolls thereof respectively, and all or any of the powers obtained in reference thereto to The Chester and Holyhead Company, The Chester and Birkenhead Railway Company, and The North Wales Mineral Railway Company, or any of them, or any other railway company or companies, and to authorize such company or companies to purchase, take and use the said intended railways and works, and every or any of them, and every or any part or parts thereof respectively, and generally to enter into and carry into effect all necessary arrangements whatsoever in reference thereto.

And notice is hereby further given, that plans and sections and also duplicate plans and sections of the said intended railways and works, together with books of reference thereto, will be deposited

for public inspection with the clerk of the peace for the county of Chester, at his office at Chester, in the said county of Chester; and also with the clerk of the peace for the county of Flint, at his office at Mold, in the said county of Flint; and also with the clerk of the peace for the county of Denbigh, at his office at Ruthin, in the said county of Denbigh, on or before the thirtieth day of November instant; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said railways and works or any of them are intended to be made, will be deposited for public inspection with the parish clerk of each such parish.

Dated this sixth day of November, 1845.

Rd. Easterly,

Liverpool,
Solicitor to the 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 or Bills for making and maintaining the several railways hereinafter mentioned or some of them with all proper and convenient stations erections bridges wharfs warehouses works communications approaches and conveniences connected therewith that is to say a railway or railways commencing at or near a certain field near Pousendane Bridge in the parish of Gulval near Penzance in the county of Cornwall or at or near the northern arm of the pier of Penzance in the borough of Penzance in the said county of Cornwall and to terminate by a junction with the proposed Exeter Yeovil and Dorchester Railway at or near a certain field adjoining the north-eastern corner of certain buildings called Park Place in the parish of Saint Sidwell in the county of the city of Exeter or by an independent terminus there and which said railway and works will pass from in through or into the several parishes townships and extra-parochial and other places following or some of them that is to say Penzance the sea shore Madron Gulval Ludgvan Marazion Saint Hilary Lelant otherwise Lalant otherwise Unylelant Saint Erth Phillack Germoe Breage Gwinear Crowan Camborne Illogan Redruth otherwise Saint Uny Saint Agnes otherwise Saint Ann's Saint Day otherwise Saint Dye Gwennap Feock Kea borough of Truro Saint Mary Truro Saint Clement Kenwyn Perranzabuloe Saint Allen Saint Erme Ladock Newlyn otherwise Newlyn East Mitchell otherwise Saint Michael Saint Enoder Saint Columb Major Saint Dennis Saint Wenn Roche Withiel Luxulian Lanivet Lanhydrock town and borough of Bodmin Bodmin Helland Cardinham Saint Neot Temple Blisland Saint Breward otherwise Simonward Advent Altarnun otherwise Altonon Davidstow Saint Cleather Laneast Lewanick South Petherwin Trevenn otherwise Trevenn Egloskerry Borough of Launceston Borough of Dunheved otherwise Launceston Saint Mary Magdalene Saint Thomas Street Hamlet otherwise the Hamlet of Saint Thomas Street Lawhitton Saint Thomas otherwise Saint

Thomas the Apostle Newport Saint Stephens by Launceston in the county of Cornwall The River Tamar and the beds and shores thereof in the counties of Devon and Cornwall and Werrington-Lifton Saint Giles in the Heath Northcot Hamlet Luffincot Beckett Broadwoodwidge Upcott Virginstowe Panson Ashwater Cowditch Germansweek otherwise Week Saint Germans Bratton-cloyelly Clawton Hollacombe Halwill Black Torrington West Chill East Chill Beaworthy Ashbury Northlew Highampton Sheepwash Hatherleigh Inwardleigh Oakhampton otherwise Oakhampton Jacobstowe Monk oakhampton otherwise Monk oakhampton Exbourne Honeychurch Bondleigh Sampford Courtenay South Tawton North Tawton Newland Spreyton Hittesleigh Drewsteignton Broadnymet Loosebeer otherwise Loosebere Bow alias Nymet Tracey Zeal Monachorum Colebrooke otherwise Colebrook or Bishop's Colebrook Clannaborough otherwise Clannaborough Crediton Shobrook otherwise Shobrooke otherwise Shobrooke Cheriton Bishop The Hamlet of Oldridge Dunsford Holcombe Burnel Tedburne Saint Mary otherwise Saint Mary Tedburne Kenton The Hamlet of Cutridge Whitstone or Whitstone Alphington Newton Saint Cyres Upton Pyne The Hamlet of Cowley Bramford Speke otherwise Bramford Speeke Saint Thomas the Apostle and Saint David in the county of Devon and Saint Sidwell and Saint David in the county of the city of Exeter

And it is also intended to take power to make the following branch railways or some of them with all proper works wharfs and conveniences connected therewith that is to say a branch commencing at or near Penwithies in the parish of Kea in the county of Cornwall 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 Kea Feock Perranarworthal Mylor Gluvias otherwise Saint Gluvias Mabe Borough of Penryn Budock otherwise Saint Budock Penryn Creek and the beds and shores thereof and Falmouth and the beds and shores of the harbour of Falmouth all in the county of Cornwall and terminating on the shore or beach of Falmouth Harbour at or near a certain place called Green Bank Quay in the parish of Budock otherwise Saint Budock near Falmouth in the county of Cornwall or at or in a field near a certain place called Turnpike Creek part of Penryn Creek aforesaid in the Barton of Penwerris in the said parish of Budock otherwise Saint Budock near Falmouth aforesaid

A branch commencing in the said parish of Lanhydrock and Bodmin in the county of Cornwall or out of them 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 Lanhydrock Bodmin and town and borough of Bodmin Cardinham Saint Neot Saint Wiunow Brodoak Warleggan Saint Cleer Saint Pinnock Liskeard town and borough of Liskeard Menheniot Quethiock Saint Ive Altarnun otherwise Altonon Lewannick North Hill Länkinherne South Hill Stoke Climsland Callington Calstock Saint Dominic Saint Mellion Pillaton Landrake Saint Erney Saint Germans Botusfleming Landulph Morwelham Creek

and the beds and shores thereof Saint Stephen by Saltash borough of Saltash Saint Budeaux Sheviock otherwise Cheviock the bed and shores of Lynher River and Lynher Creek the bed and shores of Saint German's Creek Polbathick Creek Sheviock Creek and other creeks connected with the Lynher River Antony otherwise Antony Saint Jacob otherwise Antony in the East Antony Creek and the beds and shores thereof Saint John's and Saint John's and Trevol Creeks and the beds and shores thereof respectively Milbrook and Torpoint all in the county of Cornwall the River Tamar and the bed and shores thereof or sea shore in the counties of Cornwall and Devon and Pennycross otherwise Pennycomequick Stoke Damerel Saint Budeaux Tamerton Foliot otherwise Tamerton Foliot Tamerton Lake and the beds and shores thereof Beer Ferrers otherwise Beer Ferris Beer Alston Buckland Monachorum Bickleigh Egg Buckland Stonehouse East Stonehouse Devonport Saint Andrew (Plymouth) Charles Compton Gifford Plymouth town and borough of Plymouth in the county of Devon and terminating on the shores at Sutton Pool at or near Jory Street in the said parishes of Charles and Saint Andrew or one of them in Plymouth aforesaid

A branch commencing in the parish of Roche and passing from through or into the several parishes townships and extra-parochial and other places following or some of them that is to say Roche Withiel Lanivit Luxullian Saint Stephens in Branwell Saint Blazey Saint Austell town of Saint Austell Saint Mewan all in the county of Cornwall and terminating at or near the town of Saint Austell aforesaid in a field in the parish of Saint Austell on the eastern side of a lane leading towards Mennacuddle out of the road from Saint Austell to Tregonissey

A branch commencing in the said parishes of Saint Cleather Laneast Altarnun otherwise Altonon or one of them and passing from through or into the several parishes townships and extra-parochial or other places following or some of them that is to say Saint Cleather Laneast Altarnun otherwise Altonon Davidstow Lesnewth Minster Lanteglos by Camelford Saint Teath Saint Kew Endellion Saint Minver Saint Minver Highlands and Saint Michaels and Saint Endock in Saint Minver Lowlands in the said county of Cornwall and terminating at or near Rock in the said parish of Saint Michael in Saint Minver Lowlands aforesaid or at Mellorn in the said parish of Minster by a junction with the proposed Delabole and Rock Railway

A branch commencing in the said parish of Lanhydrock 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 Lanhydrock Bodmin town and borough of Bodmin and terminating at or near the town of Bodmin aforesaid by a junction with a branch of the Bodmin and Wadebridge Railway all in the said county of Cornwall

A branch commencing in the parish of Saint Erth and passing from through or into the several parishes townships and extra-parochial and other

places following or some of them that is to say Saint Erth Phillack the Harbour of Hayle and the beds and shores thereof and terminating at or near the new quay at Hayle in the said parishes of Saint Erth and Phillack or one of them all in the said county of Cornwall

A branch commencing in the said parish of Saint Erth and passing from through or into the several parishes townships and extra-parochial and other places following or some of them that is to say Saint Erth Lelant otherwise Lalant or Uny Lelant the Harbour of Hayle and the bed and shores thereof and terminating at or near a certain place called Norwayman's Quay in the said parish of Lelant all in the said county of Cornwall

And it is also intended by the said Bill or Bills so to be applied for as aforesaid to take powers to make and construct a public quay or quays at or near Norwayman's Quay aforesaid in the parish of Lelant or Unylelant aforesaid whereat passengers goods and merchandize may be embarked or landed and also to take powers for levying tolls rates and duties in respect of the same

And it is intended to apply for powers to make lateral deviations from the line of the proposed railway or 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 and other highways streets harbours docks creeks rivers 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 railway or railways and works

And notice is hereby further given that duplicate plans and sections of the said railway or railways and branch or branches and works together with books of reference thereto will be deposited for public inspection with the clerk of the peace for the county of Cornwall at his office at Saint Austell in the said county of Cornwall and with the clerk of the peace for the county of the city of Exeter at his office in the said city and with the clerk of the peace for the county of Devon at his office at the Castle at Exeter in the said county of Devon and with the clerk of the peace for the borough town of Plymouth at his office at Plymouth aforesaid and with the clerk of the peace for the town and borough of Penzance at his office at Penzance aforesaid on or before the thirtieth day of November 1845 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 the said railway or railways and branch or branches and works are intended to be made together with a book of reference thereto will be deposited with the parish clerks 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 of them and to apply for powers for the compulsory purchase of lands and houses and to vary or extinguish all rights and privileges in any manner connected

with the lands and houses proposed to be taken for the purposes aforesaid and also to levy tolls rates or duties upon or in respect of the said railway or railways and branch or branches and works and to alter existing tolls rates or duties and to confer vary or extinguish exemptions from the payment of tolls rates and duties and other rights and privileges

And it is also proposed in and by the said Bill or Bills to empower the said company or companies to be thereby incorporated to let on lease sell or transfer the said intended railway or railways and branch or branches and works or any part of the same or the tolls thereof to any railway company or companies now or hereafter to be incorporated and to delegate to 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 other company or companies either jointly or severally to take shares in and subscribe for or towards the making maintaining working and using the said intended railway or railways and branch or branches 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 such other 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 or railways and branch or branches and works and to take tolls in respect thereof

And it is further intended by the said Bill to enable the company or companies to be thereby incorporated as aforesaid and the owners or owner for the time being of the Newquay Harbour and tramroad and the company of proprietors of the Hayle Railway and the company of proprietors of the Bodmin and Wadebridge Railway and the company of proprietors of the Delabole and Rock Railway and the company of proprietors of the Liskeard and Caradon Railway and the company of proprietors of the Liskeard and Looe Union Canal and the company of proprietors of the Redruth and Chacewater Railway and the company of proprietors of the Exeter and Crediton Railway and the company of proprietors of the projected Plymouth Devonport and North Cornwall Railway and the company of proprietors of the Truro and Saint Agnes Railway to enter respectively into and carry into effect such mutual arrangements as to them may seem expedient for the sale or for the letting of any or either of the said last-mentioned railways or canals or any portion thereof or of the tolls and duties payable in respect thereof and of all or any of the powers of either of the said last-mentioned companies or proprietors in relation to the said railways or canals or any of them to the company or companies so to be incorporated as aforesaid and for enabling the said proposed company or companies to take tolls rates and duties upon or in respect thereof and for adapting the said

last-mentioned railways or canals or any or either of them to the purposes of the said last-mentioned company or companies and with such objects as last aforesaid

It is proposed to amend or enlarge as far as it may be necessary the powers and provisions of the following Acts relating to the said Newquay Harbour and tramroad that is to say an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria intituled "An Act for maintaining the pier and harbour of Newquay in the county of Cornwall" an Act passed in the seventh year of the reign of Her present Majesty Queen Victoria intituled "An Act to amend an Act for maintaining the pier and harbour of Newquay in the county of Cornwall and to make certain tramroads in connexion therewith"

And to alter amend and enlarge the powers and provisions of the following Acts relating to the Hayle Railway Company that is to say an Act passed in the fourth and fifth years of the reign of His late Majesty King William the Fourth intituled "An Act for making and maintaining a railway from Hayle in the parish of Saint Erth in the county of Cornwall to Tresavean Mine in the parish of Gwennap in the said county with several branches therefrom" and an Act passed in the sixth and seventh years of the reign of His late Majesty King William the Fourth intituled "An Act to enable the Hayle Railway Company to make certain alterations in the lines of such Railway and for other purposes relating thereto"

Also to alter amend and enlarge the powers and provisions of the following Acts relating to the Bodmin and Wadebridge Railway Company that is to say an Act passed in the second year of the reign of His late Majesty King William the Fourth intituled "An Act for making and maintaining a Railway from Wadebridge in the Parish of Saint Breoke to Wenford Bridge Saint Breward with a collateral Branch to the Borough of Bodmin and certain other Branches all in the County of Cornwall" and of an Act passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth intituled "An Act to amend an Act relating to the Bodmin and Wadebridge Railway"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the said Delabole and Rock Railway Company that is to say an Act passed in the seventh and eighth years of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Mel-lorn in the Parish of Minster to Black Rock in the Parish of Saint Michael in Saint Minver Lowlands in the County of Cornwall"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the said Liskeard and Caradon Railway Company that is to say an Act passed in the sixth and seventh years of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Lamel-lion Bridge in the Parish of Liskeard to Tokenbury Corner in the Parish of Linkinhorne with a Branch Railway from Crows Nest to Cheesewring all in the County of Cornwall"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the Liskeard and Looe Union Canal Company that is to say an Act passed in the sixth year of the reign of His late Majesty King George the Fourth intituled "An Act for making and maintaining a Navigable Canal from Tarras Pill in the parish of Duloe in the County of Cornwall to or near Moors Water in the Parish of Liskeard in the said County and for making several Roads to communicate therewith"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the Redruth and Chacewater Railway Company that is to say an Act passed in the fifth year of the reign of His late Majesty King George the Fourth intituled "An Act for making and maintaining a Railway or Tramroad from the Town of Redruth in the County of Cornwall to Point Quay in the Parish of Feock in the same County with several Branches therefrom and also for restoring improving and maintaining the Navigation of Restrongett Creek in the same County"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the Exeter and Crediton Railway Company that is to say an Act passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Exeter to Crediton in the County of Devon"

And it is also proposed by the said intended Act or Acts to enable the company or companies to be thereby incorporated as aforesaid to advance on loan at interest to the commissioners appointed under or by virtue of a certain Act of Parliament made and passed in the eighth and ninth years of the reign of Her present Majesty intituled "An Act for deepening regulating and otherwise improving Falmouth Harbour in the county of Cornwall and for forming basins docks and other works in Penryn Creek in the aforesaid Harbour and for other purposes" any sum of money not exceeding two hundred and twenty thousand pounds to be laid out and expended by the said commissioners in the improvement of the said Harbour of Falmouth and the forming such basins docks and other works and other the purposes of the said Act

Dated this eighth day of November 1845

Johnston Farguhar and Leech
London

Bull and Tilly
Falmouth

Whitehaven and Furness 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 alter, amend, explain, repeal, enlarge, and render more effectual some of the powers and provisions of an Act passed in the last session of Parliament, intituled "An Act for making a Railway from Whitehaven, in the county of Cumberland, to a point of junction with the Furness Railway, in the parish of Dalton, in the County Palatine of Lancaster, to be called the Whitehaven and Furness Junction Railway."

And notice is hereby also given, that it is intended to apply for powers in the said Act or Acts to make and maintain a line or lines of railway (with all proper works and conveniences connected therewith, and approaches thereto), for the purpose of connecting the line of the "Whitehaven and Furness Junction Railway" with the line of the "Whitehaven Junction Railway," and also with the town and harbour of Whitehaven. Such intended line or lines of railway to commence at and by a junction with the said "Whitehaven and Furness Junction Railway," in the township of Preston Quarter, in the parish of Saint Bees, in the county of Cumberland, in or near a field situate at Corkickle, the property of the Right Honourable William Earl of Lonsdale, numbered 25 in the said township of Preston Quarter, upon the plan of the said Whitehaven and Furness Junction Railway referred to in the said recited Act, and to terminate by a junction with the said Whitehaven Junction Railway at or near the station of the said last-mentioned railway, situate in the said township of Preston Quarter, or by an independent terminus at or near to the ship-building yards and coal yard of the said Earl of Lonsdale in the said township of Preston Quarter, and which said intended extension railway, and the works, tunnels, and conveniences connected therewith will pass, or be made from, in, through, or into the several parishes, townships, and places of Saint Bees, Preston Quarter, and Whitehaven, or some or one of them, all in the said county of Cumberland.

And further notice is hereby given, that provision will be made in the said intended Act or Acts for the making, maintaining, working, and using another line or lines of railway (with all proper works and conveniences connected therewith and approaches thereto,) commencing at and by a junction with the said Whitehaven and Furness Junction Railway, in the parish of Whicham, in the said county of Cumberland, in or near a field numbered 1 in the said last mentioned parish, upon the plan of the said Whitehaven and Furness Junction Railway, referred to in the said recited Act, and terminating at and by a junction with the said Whitehaven and Furness Junction Railway in or near a field, situate in the township of Chapel Sucken, in the parish of Millom, in the county of Cumberland, numbered 61 in the said last mentioned township, upon the said plan referred to in the said recited Act, and which last mentioned intended line or lines of railway, and the works and conveniences connected therewith will pass, or be made from, in, through, or into the several parishes, townships, or places of Whicham, Millom, Chapel Sucken, and Kirksanton, or some, or one of them, all in the said county of Cumberland.

And further notice is hereby given, that provision will be made in the said intended Act or Acts to relinquish and abandon so much of the Whitehaven and Furness Junction Railway, authorized by the said recited Act, as will be rendered unnecessary by the making of the said new line or lines of railway last hereinbefore mentioned, being so much of the said original railway within the said parishes, townships, or places of Whicham, Millom,

Chapel Sucken, and Kirksanton, or some, or one of them, as would have extended from or near the said field numbered 1 in the parish of Whicham southwards, to or near the said field numbered 61 in the township of Chapel Sucken aforesaid.

And further notice is hereby given, that provision will be made in the said intended Act or Acts for extending to the said new lines of railway the same or similar powers of levying tolls, rates, and duties on and for the use of the same and otherwise, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and for the compulsory purchase of lands and houses, and all estates, rights, and interests therein, for the purposes thereof, as are given by, or contained in the said recited Act, together with all further and other needful powers in relation to the matters aforesaid. And that it is intended to alter, repeal, vary, or extinguish all existing rights and privileges connected with the lands and houses so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended new or other lines of railway, or of any or either of them, or of the said Whitehaven and Furness Junction Railway in such new lines, or with any of the other purposes of the said intended Act or Acts.

And further notice is hereby given, that it is proposed by the said intended Act or Acts to empower and authorize lateral deviations from the said intended new railways and works respectively, to the extent, or within the limits laid down on the plans to be deposited as hereinafter mentioned; and also in and by the said intended Act or Acts to give the said Whitehaven and Furness Junction Railway Company, either separately or in conjunction with any other Railway Company or Companies, power to stop up, or to alter and divert, either temporarily or permanently, all such turnpike roads, highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, navigations, streams, sewers, and watercourses, as it may be necessary or expedient so to stop up, alter, or divert, for the purpose of making, maintaining, or using the said railways to be authorized by the said intended Act or Acts, or any of the works or conveniences connected therewith.

And notice is hereby further given, that plans and sections describing the lines, levels, and situation of the said intended works, and the lands 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 respectively, will, on or before the thirtieth day of November instant, be deposited with the clerk of the peace for the county of Cumberland at his office at Carlisle, in the same county, and that a copy of so much of the said plans, sections, and books of reference respectively as relates to each of the parishes from, in, through, or into which the said intended lines of railway and works, or any, or either of them will be made or pass, will be deposited for public inspection on or before the thirty-first day of December next, with

the parish clerk of each such parish at his place of abode.

And further notice is hereby given, that it is also proposed to apply for powers in and by the said intended Act or Acts to enable the said Whitehaven and Furness Junction Railway Company, and the said Whitehaven Junction Railway Company, or either of such railway companies to contribute, and raise by mortgage, or the creation of additional capital, a further sum or sums of money for the construction, maintenance, and use of the said intended lines of railway and works, and for all or any of the purposes aforesaid, and for other the purposes of the said last mentioned railway companies respectively, or either of them, in addition to the several sums which they are authorized to raise and borrow by the several Acts of Parliament relating to such companies respectively, and generally to authorize the said railway companies to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon, and which may be sanctioned by Parliament.

And it is proposed by such intended Act or Acts to enable the said Whitehaven and Furness Junction Railway Company to lease or rent, and use the said Whitehaven Junction Railway, and the works thereof, or connected therewith, and to enter into, and to carry into effect any arrangements with the proprietors of such undertaking, either with reference to the objects aforesaid, or with reference to the use or working of such undertaking, or the amalgamation thereof, or of any part thereof, with the undertaking of the said Whitehaven and Furness Junction Railway.

Dated this 5th day of November, 1845.

Roy, Blunt, and Company,

London.

Armitstead and Musgrave,

Whitehaven.

Leeds, Wakefield, Pontefract, and Grimsby Junction Railway.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for leave to bring in a Bill or Bills to make and maintain the railway and branch railways following, or some of them, or some part or parts of the same respectively, as the promoters may hereafter determine, that is to say, a railway, together with all necessary and convenient stations, staiths, landing-places, jetties, wharfs, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and other works connected with and to the said railway, such railway commencing by a junction with the main line of the Wakefield, Pontefract, and Goole Railway, now in course of construction, at or near the Headlands road, in the township of Knottingley, in the parish of Pontefract, in the West Riding of the county of York, and passing thence, from, through, or into the several parishes, townships, and extra-parochial places of Pontefract, Knottingley, Darrington, Cridling Park, Cridling Stubbs, Womersley, Walden Stubbs other-

wise Stubbs Walden, Campsall, Norton, Moss otherwise Moseley, Fenwick, Ladythorpe, Hawkhouse Green, East End, Kirkhouse Green, Woodend, Barmby-upon-Dun, Kirk Bramwith, Sand Bramwith, Fishlake, Sykehouse, Stainforth, Hatfield, Thorne, Tudworth and High Levels, in the West Riding of the county of York; Crowle, Eastoft, Sandtoft, Belton, Durtness, Owston, Beltoft, West Butterwick, Epworth, Haxey, Garthorpe, Derrythorpe, Althorpe, Luddington, the River Trent, Butterwick, Burringham, East Butterwick, Bottesford, Ashby, Ashby by Brigg, Ashby Vill, Brumby, Sounthorpe, Messingham, Yaddlethorpe, Holme, Twigmoor, Twigmore, Appleby, Manton, Manby, Gokewell, Raventhorpe, Beckingham Shaw, Castlethorp, Frodingham, Barlings, Susworth, Glandford Bridge, Glamford Briggs, Brigg, Wrawby cum Brigg, Bigby, Scawby, Scawby cum Sturton, and Broughton, in the parts of Lindsey, in the county of Lincoln, or some of them, and terminating by a junction with the main line of the Great Grimsby and Sheffield Junction Railway, at or near the old River Ancholme, in the parish of Scawby cum Sturton, in the parts of Lindsey, in the county of Lincoln. Also a branch railway, together with piers, jetties, wharfs, and other works connected therewith, such branch railway commencing from and out of the main line of the said intended railway, in the township of West Butterwick, in the parish of Owston, and passing thence from, through, or into the several parishes, townships, and extra-parochial places of Owston, Belton, Beltoft, Epworth, Haxey, Luddington, Eastoft, Garthorpe, Derrythorpe, Althorpe, and West Butterwick, or some of them, and terminating at or near the west bank of the River Trent, in the said township of West Butterwick, all in the parts of Lindsey, in the county of Lincoln.

Also another branch railway, together with piers, jetties, wharfs, and other works connected therewith, such branch railway commencing from and out of the main line of the said intended railway, at or near the West Common North Drain, in the township and parish of Messingham, and passing thence, from, through, or into the several parishes, townships, and extra-parochial places of Messingham, Bottesford, Burringham, Butterwick, Susworth, Barlings, and East Butterwick, or some of them, and terminating at or near the east bank of the River Trent, in the said township of East Butterwick, in the said parish of Messingham, all in the parts of Lindsey, in the county of Lincoln.

Also another branch railway, commencing from and out of the main line of the said intended railway, in the township of Moss otherwise Moseley, in the parish of Campsall, and terminating by a junction with the intended line of the London and York Railway, at or near the highway from Thorne to Askern, in the said township of Moss otherwise Moseley, in the said parish of Campsall, all in the West Riding of the county of York.

Also, another branch railway, commencing from and out of the main line of the said intended railway, in the township of Moss otherwise Moseley, in the parish of Campsall, and terminating by another junction with the intended line of the said London and York Railway, at or near Hayworth Lane, in the said township of Moss otherwise

Moseley, in the said parish of Campsall, all in the West Riding of the county of York.

And also for power to purchase, take, and hold the ferry across the River Trent, called the Butterwick Ferry, and to acquire and exercise all the powers, rights, and privileges now possessed by the owners, lessees, or occupiers thereof. And it is also intended to alter and improve such ferry, and to construct and maintain piers, landing-places, wharfs, and other works and conveniences connected therewith; which said ferry, and also the said piers, landing-places, wharfs, and other works, are or will be situate in the parishes, townships, and extra-parochial places of Burringham, Susworth, Scotter, Scotton, Owston, West Butterwick, Butterwick, Barlings, Messingham, Bottesford, and East Butterwick, or some of them, in the parts of Lindsey, in the county of Lincoln. And it is also intended to authorize the company to levy rates, tolls, and duties, for the use of the said ferry and piers, landing-places, wharfs, and other works. And also to alter any existing rates, tolls, and duties, collected by custom, usage, or otherwise, at the said ferry. And it is intended by the said Act or Acts, to incorporate a company for executing the said undertaking, and also to deviate in the construction of the said railway and branches, from the line or situation thereof, as laid down on the said plans, 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, canals, navigations, and railways, tram-roads, rivers, drains, brooks, streams, and water-courses, within the parishes, townships, and extra-parochial places aforesaid, as may be required to be diverted or altered, stopped up, cut off, or crossed, for the purposes of such railway and branch railways and works.

And it is also intended by the said Act or Acts to apply for the powers usually conferred for the compulsory purchase of the lands, buildings, and houses, and other hereditaments to be described on the said plans, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, buildings, and houses, and other hereditaments which can in any manner impede or interfere with the execution of the aforesaid works, and to levy tolls, rates, and duties in respect of the use of the said railway, branch railways, and other works; and to grant such exemptions from such tolls, rates, or duties, and to confer, vary, or extinguish such rights and privileges as to such intended company shall seem meet.

And it is further intended by the said Act or Acts to enable the Great Grimsby and Sheffield Junction Railway Company, and also the Wakefield, Pontefract, and Goole Railway Company, to raise funds and to take shares in, and subscribe for or towards the making, maintaining, working, and using of the said intended railway, and branch railways, and works.

And it is further intended 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 railway, branch railways, and other works, or any part thereof, to the said Wakefield,

Pontefract, and Goole Railway Company, or to the said Great Grimsby and Sheffield Junction Railway Company, or to both of them, and to enable the said Wakefield, Pontefract, and Goole Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, or either of them, to purchase or rent, and use and work the said intended railway, branch railways, and works, or any part thereof, and to take tolls, rates, and duties for and 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 to authorize the company to be incorporated as aforesaid, and the said Wakefield, Pontefract, and Goole Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, 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 intended railway, branch railways and works, and also to carry into effect and confirm any agreements or arrangements made, or to be made, for or in respect of, the traffic passing, or which may hereafter pass on the respective lines of the said two last-mentioned railway companies, and the railway intended to be constructed under the authority of the said Act or Acts, so to be applied for as aforesaid, and also to authorize the said Great Grimsby and Sheffield Junction Railway Company to carry and convey the traffic which may have passed, or intend to pass, over their line of railway or branch railways, or any part thereof, over the said Wakefield, Pontefract, and Goole Railway, and any branches thereof, and to regulate the rates and tolls to be taken for passing over such last-mentioned railway and branches, or any part thereof.

And also to authorize the said Wakefield, Pontefract, and Goole Railway Company to carry and convey the traffic which may have passed or intend to pass over their line of railway or branch railways, or any part thereof, over the said Great Grimsby and Sheffield Junction Railway, and any branch thereof, and to regulate the rates and tolls to be taken for passing over such last-mentioned railways and branches, or any part thereof. And for all or any of the purposes aforesaid, it is proposed by the said intended Act or Acts to authorize the said Wakefield, Pontefract, and Goole Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, to increase their respective capitals by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And notice is hereby further given, that it is intended by the said Act or Acts to alter, amend, and enlarge the powers and provisions of two several Acts passed in the last session of Parliament, the one relating to the said Wakefield, Pontefract, and Goole Railway Company, and the other relating to the said Great Grimsby and Sheffield Junction Railway Company.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections of the said railway,

branch railways, and of the other works aforesaid, together with books of reference thereto, will be deposited with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield; with the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at his office at Spilsby; and with the clerk of the peace for the borough of Pontefract, in the West Riding of the county of York, at his office at Pontefract; 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 in or through which the said railway, branch railways, and works, are intended to be made, or in which the said ferry and the improvements thereof will be situated, will be deposited with the parish clerk of every such parish.

Dated the first day of November, 1845.

*Haywood, Bramley, and Gainsford,
Smith and Hinde,*

Solicitors to the Great Grimsby and Sheffield Junction Railway Company.

Leeman and Clark,

Solicitors to the Wakefield, Pontefract, and Goole Railway Company.

Nicholson, Hett, and Freer,

Solicitors, Brigg.

Tunbridge and Rye-Harbour direct 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 the necessary powers for making and maintaining a railway or railways, with all proper bridges, stations, works, and conveniences connected therewith, and approaches thereto, commencing at or near to Paddock Wood, in the parish of Brenchley, in the county of Kent, and terminating at a point on the Ashford, Rye and Hastings branch of the South-Eastern Railway, at or near Craven Bridge, in the parish of Iden, in the county of Sussex; and which said intended railway and other works are intended to pass from, in, through, or into, or be situate within the several parishes, townships, townlands, extra-parochial, or other places following, or some of them, that is to say, Brenchley, Mereworth, Horsmonden, Marden, Goudhurst, Cranbrook, Benenden, Hawkhurst, Sandhurst, Rolvenden, Newenden, and Wittersham, all in the county of Kent; Iden, Winchelsea, East Guldeford, and Rye, all in the county of Sussex.

And also for the making and constructing a branch railway or railways, with all proper bridges, stations, works, and conveniences, from the Ashford, Rye, and Hastings branch of the South-Eastern Railway, at or near the junction of the parishes of East Guldeford and Rye, in the county of Sussex, to the eastern part of the harbour of Rye, in the parish of Winchelsea, in the county of Sussex; and which said railway or railways, and other works, are intended to pass from, through, or into, or be situate within the parishes of Rye, East Guldeford, and Winchelsea, all in the county of Sussex, or some of them.

And also for making and constructing a branch

railway or railways, with all proper bridges, stations, works, and conveniences, from the Ashford, Rye, and Hastings branch of the South-Eastern Railway, at or near the Fish Market near the town, and in the parish of Rye, to the Strand, at or near the Ferry-Bridge, over the Tillingham channel, in the parish of Rye, in the county of Sussex; and which said intended railway or railways, and other works, are intended to pass from, in, through, or into or be situate within the said parish of Rye, in the county of Sussex.

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 or railways from the lines of situation thereof respectively, as laid down on the plans thereof, deposited as hereinafter mentioned, to the extent shown or defined in the said plans, and to stop up or divert, whether temporarily or permanently, within the several parishes, townships, townlands, and extra-parochial or other places aforesaid, or some of them, all such turnpike roads, highways, canals, rivers, streams, sewers, pipes, bridges, aqueducts, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or 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 lands and houses for the purposes aforesaid; and also powers for the levying rates, tolls, and duties, in respect of the use of the said proposed railway or railways, and works, and to vary or extinguish all existing rights and privileges 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 or Acts to empower the said company to be thereby incorporated as aforesaid, to raise money for the several purposes aforesaid, and other the several purposes of the said Act or Acts, by the creation of shares, or some other mode to be by the said Act or Acts authorized and provided for, and to 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 it is further proposed in and by the said intended Act or Acts to empower the said company to be thereby incorporated, to sell, let, or transfer the said proposed railway or railways, and works, or any part thereof, and all or any powers of such company, in connection therewith or relating thereto, to any other company or parties; and to enable such last-mentioned company or parties to purchase or rent, and to construct, and use, and work the same, or any part thereof, and generally to enter into and carry into effect such arrangements in reference to the objects aforesaid as may be mutually agreed upon by the said last-mentioned company or parties, and the company to be incorporated as aforesaid.

And for all or any of the purposed 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, party or parties, 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 proposed 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 owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands respectively, together with duplicates of the same, 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 Kent, at his office at Maidstone; and with the Clerk of the Peace for the county of Sussex, at his office at Lewes; with the Clerk of the Peace for the borough and port of Rye, at his office in Rye aforesaid; and with the Clerk of the Peace for the borough of Winchelsea, at his office in Rye aforesaid; and a copy 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 will pass or 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 places of abode; and in the Private Bill Office, and in the office of the Clerk of Parliament.

Dated this eighth day of November, 1845.

Emslie and Preston,
47, Moorgate Street, London.

Direct Manchester, Leeds, and York 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 making and maintaining of a railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction or junctions with the Leeds, Dewsbury, and Manchester Junction, or with the Huddersfield and Manchester Railway and Canal, at or near Bradley, in the township of Huddersfield, in the parish of Huddersfield, in the west riding of the county of York, or at or near Colne Bridge, in the township of Kirkheaton, in the parish of Kirkheaton, in the said riding, or at or near Cooper Bridge, in the township of Hartshead-cum-Clifton, in the parish of Dewsbury, in the said riding, or at such other place or places as may be deemed advisable, in the township of Huddersfield, in the parish of Huddersfield, the township of Kirkheaton, in the parish of Kirkheaton, the township of Hartshead-cum-Clifton, in the parish of Dewsbury, or some or one of them, all in the said 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 Bradley, Deighton, Sheepridge, Dalton, Colne Bridge, Huddersfield, Kirkheaton, Upper Heaton, Heaton Moor, Cooper Bridge, Mirfield, Hopton, Crossley, Hartshead, Hartshead-cum-Clifton, Clifton, Dewsbury, Robert Town, High Town, Little Town, Mill Bridge, Liversedge Heckmondwike, White Lee, Brownhill, Batley, Birkinshaw, Cleckheaton, Gomersal, Little Gomersal, Great Gomersal, Brook Boyd, Holden, Clough, Birstall, Gildersome-street, Gildersome, Bruntcliffe, Morley, Adwalton, Drighlington, Farnley, Tarnley, Moor Side, Wortley, Lower Wortley, New Wortley, Armley, Churwell, Royds, Mill Shaw, Beeston, Cad Beeston, Holbeck, Hunslet, and Leeds, or some of them, all in the said west riding; and terminating at or near the town of Leeds, in the township and parish of Leeds, and borough of Leeds aforesaid.

And it is also intended to obtain powers in such Act or Acts, to deviate from the line or lines laid down on the 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, public streets, streams, canals, aqueducts, navigable rivers, navigations, and 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 or expedient to cross, vary, divert, alter or stop up, for the purpose of such railway, or the works, stations, and conveniences connected therewith respectively; and also to authorize junctions, unions, or amalgamations with any railways or railway, at the commencement or termination or in the line or course of such proposed railway, in the several parishes, townships, townlands, chapelries, and extra-parochial places, before mentioned, or some or any of them.

And it is also proposed by the said intended Act or Acts to incorporate a company or companies, for the purpose of carrying into effect the proposed railway and works, and to obtain such powers as are usually conferred 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 intended railway and works, and to confer, vary, or extinguish any exemption from the payment of such tolls, rates, and duties, and other rights and privileges as to the said company may seem meet.

And it is also intended to vary or extinguish all existing rights or privileges connected with the lands and houses so proposed to be purchased, or which would in any manner interfere with or impede the construction, maintenance, or use of the said intended railway and 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 enable the company thereby to be incorporated as aforesaid, to sell or let and transfer the said intended railway and works, or any of them, or any part thereof, and the tolls to be derived therefrom, and all or any of the powers of the said company, in connexion therewith, to any railway company now or hereafter existing, and to enable any such last-mentioned company to purchase or rent the same, at such rent and upon such

terms and conditions as may be mutually agreed on, and to exercise all powers and authorities to be conferred by the said Act or Acts in connection therewith, and to enter into all such other arrangements as may be deemed advisable by such company to be incorporated by the said intended Act.

And notice is hereby also given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the lines and levels of the said intended railway, and the works connected therewith, and describing also the lands and buildings 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 and buildings, will be deposited for public inspection, with the Clerk of the Peace of the west riding of the county of York, at his office in Wakefield, in the said west riding; and with the Clerk of the Peace of the borough of Leeds, at his office in Leeds in the said riding; and that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes, in or through which the said railway and works are intended to pass or be made, will be deposited with the parish clerk of every such parish, for the inspection of all parties concerned.

Dated the seventh day of November, 1845.

Wright and Hanbury, Solicitors.

Eastern Counties Railway. (March and Lincoln Extension.)

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 railway and branch railway hereafter described, or one of them, or some part or parts thereof respectively, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing by a junction with the line of the Brandon and Peterborough Extension of the Eastern Counties Railway, as at present authorized to be made in the hamlet of March, in the parish of Doddington, in the Isle of Ely, and county of Cambridge, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of March, Chatteris, Upwell-End, Doddington, Elm, Wisbeach Saint Mary, Wisbeach Saint Peter, Leverington otherwise Leverington Saint Leonard's, Newton, Leverington Parson Drove, Tydd Saint Giles, or some of them, in the Isle of Ely and county of Cambridge aforesaid; Tydd Saint Mary, Sutton Saint Mary otherwise Long Sutton otherwise Sutton in Holland, Sutton Saint Edmunds, Sutton Saint James, Sutton Saint Mary, Sutton Saint Nicholas otherwise Lutton, Long Sutton, Gedney, Gedney Hill otherwise Gedney Fen, Fleet, Holbeach, Whaplode, Whaplode Drove otherwise Whaplode Fen, Moulton, Weston, Cowbit, Spalding, Pinchbeck, Surfleet, Gosberton, the Roman Bank, Sutterton, Algarkirke, Kirton, Frampton, Wyberton, Skirbeck,

Skirbeck Quarter, Skirbeck Quarter Fen, Wyberton Fen, Boston, Boston West, Brothertoft, Fosdyke Fen, Fosdyke, Pelham's Land, North Forty-foot Drain and Banks, Kirton Fen, Sutterton Fen, Harts Grounds, the ancient bed of the river Witham, Chapel Hill, Swineshead, Holland Fen, Dogdyke, North Gowt, Wildmore Corner, Langrick Ferry otherwise Langret Ferry, Langrickville otherwise Langrville, Terry Booth, Reed Point, and Old Marsh, or some of them, in the parts of Holland, in the county of Lincoln; Coningsby, Langrickville otherwise Langrville, Langrick Ferry otherwise Langret Ferry, North Gowt, Wildmore Corner, and the ancient bed of the river Witham, or some of them, in the parts of Lindsey, in the county of Lincoln; Kyme Eau, South Kyme, North Kyme, North Kyme Fen, Dogdyke, Billinghay Dales, Billinghay Fen, Walcott, Walcott Fen, Billinghay, Thorpe Tilney otherwise Timberland Thorpe, Thorpe Tilney Fen, Martin, Martin Fen, Timberland, Timberland Fen, Linwood, Linwood Fen, Blankney, Blankney Fen, Metheringham, Metheringham Fen, Dunston, Dunston Fen, Nocton, Nocton Fen, Hare-booths, Hanworth-booths, Potter Hanworth, Potter Hanworth Fen, Meer-oak Wood, Branston-booths, Branston with Long Hills, Branston, Branston Fen, Heighington, Washingborough Fen, Washingborough, Canwick, the Foss Dyke Navigation and Canwick Common, or some of them, in the parts of Kesteven, in the county of Lincoln; the Foss Dyke Navigation, Canwick Common, Canwick, Branston, Branston-booths, Branston Fen, Saint Swithin, Saint Benedict, Saint Botolph, Saint Mary-le-Wigford, Saint Peter at Gowts, and Saint Mark, or some of them, in the city of Lincoln and county of the same city, and terminating in the parish of Saint Mark aforesaid; and also a branch railway commencing by a junction with the line of the said intended railway, in the said parish of Spalding, passing thence, from, in, through, or into the several parishes, townships, extra-parochial and other places of Spalding, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Gedney Hill, Lutton, and Sutton Saint Mary aforesaid, and terminating in the said parish of Sutton Saint Mary.

And it is proposed in and by the said intended Act or Acts, to empower the Eastern Counties Railway Company to execute the said intended railway and branch railway, and other works, and to raise such capital as may be necessary for that 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 to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, or duties.

And it is further intended by the said Act or Acts, to vary or extinguish all existing rights and privileges connected with the lands so proposed to be purchased or taken for the purposes of the said intended railway and branch railway respectively, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is also intended by 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, rivers, and sewers, within the aforesaid parishes, townships, 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 works, or any of them.

And it is further intended by such Act or Acts, in the event of a separate company being incorporated for carrying the said intended undertaking into effect, to enable such company to sell, let, 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 Eastern Counties Railway Company, and to enable such 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 enable the said companies respectively to enter into, and carry into effect, such arrangements in reference thereto as may be mutually agreed upon between them.

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections describing the line and levels of the said intended railway and branch railway respectively, and the situation of the lands proposed to be taken for the purposes thereof respectively, 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 city of Lincoln, and county of the same city, at his office in Lincoln; with the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; with the clerk of the peace for the parts of Kesteven, in the said county, at his office in New Sleaford; with the clerk of the peace for the parts of Holland, in the said county, at his office in Spalding; with the clerk of the peace of the Isle of Ely, in the county of Cambridge, at his office in Wisbeach; and with the clerk of the peace for the county of Cambridge, at his office in Cambridge; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railway, and branch 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 respectively, at their respective residences.

Dated this eighth day of November, 1845.

Roy, Blunt and Co.,
37, Great George Street, Westminster,
Solicitors.

Eastern Counties Railway.—Epping Extension.
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 railways hereafter described, or one of them, or some part or parts thereof respectively, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing at or near to the town of Epping, in the parish of Theydon Gernon otherwise Theydon Gernon otherwise Theydon Gernon otherwise Coopersale, in the county of Essex, passing thence from, in, through, or into the several parishes, townships, extra-parochial, and other places of Theydon Gernon otherwise Theydon Gernon otherwise Theydon Gernon otherwise Coopersale, Theydon Mount otherwise Theydon Mount, Theydon Bois otherwise Theydon Bois, Epping, Stapleford Abbots, Stapleford Tawney, Loughton, Buckhurst Hill, Abridge, Lambourn, Lamborne, Chigwell, Chingford, Walthamstow, Whips Cross, Woodford and Woodford Bridge, or some of them, in the county of Essex, and thence by two diverging lines, or one of them; one thereof passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Woodford, Woodford Bridge, Chigwell, Chingford, Walthamstow, Whips Cross, Wanstead, Leytonstone otherwise Laytonstone, Low Leyton otherwise Low Layton and Leyton otherwise Layton, or some of them in the county of Essex, and terminating by a junction with the Cambridge line of the Eastern Counties Railway, in the parishes of Walthamstow and Low Leyton otherwise Low Layton, or one of them, at or near the Lea Bridge station thereon, and the other of such diverging lines passing from, in, through, or into the several parishes, townships, and extra-parochial, and other places of Woodford, Woodford Bridge, Chigwell, Buckhurst Hill, Barking-side, Barking, Chadwell, Ripple, Aldborough, Whips Cross, Wanstead, Leytonstone otherwise Laytonstone, Leyton otherwise Layton, Low Leyton otherwise Low Layton, Ilford, Great Ilford and Little Ilford, or some of them, in the county of Essex, and terminating by a junction with the Colchester line of the Eastern Counties Railway, in the said parish of Little Ilford, at or near the Ilford station thereon.

And it proposed by the said intended Act or Acts to authorize the Eastern Counties Railway Company to execute the said intended railways and other works, or any part thereof, and to raise such capital as may be necessary for that 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 to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, or duties.

And it is further intended by the said Act or Acts to vary or extinguish all existing rights and privileges connected with the lands so proposed to be purchased or taken for the purposes of the said intended railways respectively, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is also intended by 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, rivers, and sewers within the aforesaid parishes, townships, 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 railways, or either of them.

And it is further intended by such Act or Acts in the event of a separate company being incorporated for carrying the said intended undertaking into effect, to enable such company to sell, let, 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 Eastern Counties Railway Company, and to enable such last-mentioned company to purchase or rent the said intended railways and works, or either 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 railways and works, or either of them, 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 upon between them.

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections describing the line and levels of the said intended railways respectively, and the situation of the lands proposed to be taken for the purposes thereof respectively, 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 county of Essex, at his office at Chelmsford; and that copies of so much of the said plans, sections, and book of reference, as relates to the several parishes in or through which the said intended railways and works respectively 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 respectively, at their respective residences.

Dated this eighth day of November, 1845.

Roy, Blunt and Co., Solicitors,
37, Great George Street, Westminster.

Glasgow, Strathaven, and Lesmahagow Direct 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 commence at a point upon the Glasgow, Barrhead, and Neilston Direct Railway, at or near to Pollokshaws, or at or near to Crossmyloof, by a junction with the said railway, and to terminate at or near to the town of Strathaven, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of East-

wood, Govan, Cathcart, Mearns, Carmunock, Eagleshame, Kilbride or East Kilbride, Glassford, and Avondale or Strathaven, in the counties of Renfrew and Lanark; Second, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway, at or near to the town or village of Strathaven, and to terminate at or near to the coal-fields of the estates of Auchlochan and Stockbriggs, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of Avondale or Strathaven, Stonehouse, and Lesmahagow, in the county of Lanark; Third, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described, at or near to the town or village of Strathaven, and to terminate at or near to the town or village of Muirkirk, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of Avondale or Strathaven, and Muirkirk, in the counties of Lanark and Ayr; Fourth, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described at or near to the lands of Bogton, and to terminate at or near to the village of Eagleshame, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of East Kilbride or Kilbride and Eagleshame, in the counties of Lanark and Renfrew; Fifth, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described at or near to the lands of Bogton, and to terminate at or near to the village of East Kilbride, and to pass from, in, through, or into the parish of Kilbride or East Kilbride, in the county of Lanark.

And it is also intended by the said Act or Acts to incorporate a company for making and maintaining the said railway or railways, continuation or branch railways, and other works, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties, on and for the use of the said railway or railways, continuation or branch 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 or alter, within the parishes and places aforesaid, the turnpike and other roads, streets, railways, tramways, rivers, streams, canals, and watercourses, which it may be necessary to interfere with in the construction of the said intended railway or railways, continuation or branch railways, and other works. And it is further proposed by the said intended Act or Acts to enable the company to be thereby incorporated to sell and transfer, or lease, the said intended railway or railways, continuation or branch railways, and works respectively, or any of them, or any part thereof, and all or any of the powers

of the said company to be thereby incorporated in connection therewith, or in relation thereto; to the Glasgow, Barrhead, and Neilston Direct Railway Company; the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company; the Glasgow, Paisley, and Greenock Railway Company; and 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, continuation or branch railways, 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, continuation or branch railways, and 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 and 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 any or either of them, and the company to be incorporated as aforesaid, 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, 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 the 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.

And notice is hereby given, that plans, sections, and duplicates thereof, describing the lines or situations and levels of the said intended railway or railways, continuation or branch railways, 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 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 the present year, in the office of the principal sheriff clerk of the county of Renfrew, at Paisley; in the office of the principal sheriff clerk of the county of Ayr, at Ayr; and in the offices of the principal sheriff clerk of the county of Lanark, at Glasgow, Hamilton, and Lanark; 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, continuation or branch railways, and 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

No. 20532.

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dwelling-places of each such schoolmaster or session clerk.

Campbell and Tennents,
40, George Square, Glasgow,
G. H. Lang,
37, Great George Street, Westminster,
Glasgow, eighteenth October, 1845.

Solicitors for
the Bill.

Lanark, Stirling, and Clackmannan Counties Junction 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 commence at a point on the Castlecarr Branch of the Caledonian Railway, near to Castlecarr, by a junction with the said Castlecarr Branch of the said Caledonian Railway, and also at a point on the Edinburgh and Glasgow Railway, near to Castlecarr, by a junction with the said Edinburgh and Glasgow Railway, or at one or other of the said points, and to terminate at a point on the proposed Glasgow and Dundee Junction Railway, at or near to the town of Alva, by a junction with the said proposed Glasgow and Dundee Junction Railway, and also at a point on the said proposed Glasgow and Dundee Junction Railway, at or near the town of Tillicoultry, by a junction with the said proposed Glasgow and Dundee Junction Railway, or at one or other of the said points; or otherwise at or near to the towns of Alva and Tillicoultry; and to pass from, in, through, or into the following parishes or places, or some of them, viz.:—the parishes of Cumbernauld, Falkirk, Denny, Dunipace, Larbert, Saint Ninian's, Airth, Alloa, Clackmannan, Alva and Tillicoultry, in the counties of Dumbarton, Stirling, and Clackmannan: as also to make and maintain a branch railway or railways to diverge out of the main line of the said intended railway or railways at or near to Dennyloanhead, and to terminate at a point on the proposed Caledonian and Dumbartonshire Junction Railway, and the proposed Edinburgh and Glasgow and Dumbartonshire Junction Railway, by a junction with the said proposed railways, or one or other of them, at or near to Kelvindock, in the barony parish of Glasgow, and county of Lanark, and to pass from, in, through, or into the following parishes or places, or some of them, viz.:—the parishes of Denny, Kilsyth, Campsie, Kirkintilloch, Balernoek, East or New Kilpatrick, Cadder, and barony parish of Glasgow, in the counties of Stirling, Dumbarton, and Lanark respectively: as also to make and maintain a branch railway or railways, to diverge out of the main line of the said intended railway or railways, at or near to the town of Denny, and terminate at a point on the proposed Forth and Clyde Junction Railway, by a junction with the said proposed railway at or near to the royal burgh of Stirling, or otherwise at a separate station at or near to the said royal burgh of Stirling, and to pass from, in, through, or into the following parishes or places, or some of them, viz.:—the parishes of Denny

Dunipace, Saint Ninian's, and Stirling, and the royal burgh of Stirling in the county of Stirling.

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 branch railway or railways, and other works, and also for the purpose of purchasing or leasing the ferry at Alloa, called the Craigward Ferry, or for one or other of said purposes, and to authorize and empower the proprietors, trustees, or lessees of the said ferry, to sell and transfer or lease the same to the company to be thereby incorporated, and to unite and incorporate the said railway or railways, branch railway or railways, and ferry, into one undertaking, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on, and for the use of said railway or railways, branch railway or railways, and works, and ferry, 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 parishes, royal burgh, and places aforesaid, the turnpike and other roads, streets, railways, tramways, canals, rivers, ferries, streams, and water-courses, which it may be necessary to interfere with in the construction of the said intended railway or railways, branch railway or railways, and other works, and also to carry the said railway or railways by a bridge across the river Forth, and to make and maintain all proper works and conveniences, depôts, landing, loading, and shipping places on the line, and at the termination of the said railway or railways, and branch railway or railways.

And it is further proposed by the said intended Act or Acts, to enable the company to be thereby incorporated to sell, and transfer, or lease, the said intended railway or railways, branch railway or railways, and ferry, and works respectively, or any of them, or any part thereof, and all or any of the powers of the said company to be thereby incorporated in connection therewith, or in relation thereto, to the Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, and 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, and ferry 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 railways, branch railways, and 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 any one or more of

them, and the company to be incorporated as aforesaid, and with such objects, or otherwise to alter and amend, extend or enlarge; the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, third and fourth, the fifth, the seventh, and eighth, and the eighth and ninth years of the reign of Her present Majesty, and the Acts relating to the said Scottish Central and Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty.

And notice is hereby given, that plans and sections, and duplicates thereof, describing the lines, or situations and levels of the said intended railway or railways, and branch railway or railways, 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 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 the present year, in the office of the principal sheriff-clerk of the county of Lanark, at Glasgow; in the office of the principal sheriff-clerk of the county of Dumbarton, at Dumbarton; in the office of the principal sheriff-clerk of the county of Stirling, at Stirling and Falkirk respectively; and in the office of the principal sheriff-clerk of the county of Clackmannan, at Alloa; and that a copy of so much of the said plans and sections, and book or books of reference, as relates to each parish or royal burgh in or through which the said railway or railways, branch railway or railways, and 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, and with the town-clerk of the said royal burgh of Stirling, at his office in Stirling.

Campbell and Tennents,
40, George Square, Glasgow.

William M' Ewan,
24, Saint Vincent Place, Glasgow.

John Donald, Writer, Alloa.

James Laing, Writer, Denny.

James Kerr, Writer, Stirling.

Glasgow, eighteenth October, 1845.

Glasgow Southern Terminal 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 commence at or near the lands of Titwood, on the estate of Polloc, by a junction with the Glasgow Barrhead and Neilson Direct Railway, and to terminate at a point in or near to Dunlop Street, in the city of Glasgow, and to pass from, in, through, or into the following parishes, royal burgh, or places, or some of them, viz., the parishes of Cowan

and Gorbals, in the counties of Renfrew and Lanark, and the royal burgh of Glasgow, the parish of Glasgow, and Saint Enoch's parish of Glasgow, in the county of Lanark.

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 other works, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on and for the use of the said railway or railways, and other 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 or alter within the parishes, royal burgh, and places aforesaid, the turnpike and other roads, streets, gas pipes, water pipes, railways, tramways, canals, rivers, ferries, streams, sewers, and water courses, which it may be necessary to interfere with in the construction of the said intended railway or railways, and other works, and also to carry the said railway or railways across the River Clyde, and to make and maintain all proper works and conveniences, depôts, landing, loading, and shipping places on the lines and at the terminations of the said railway or railways.

And it is further proposed by the said intended Act or Acts to enable the company to be thereby incorporated to sell and transfer, or to lease the said intended railway or railways, and other works respectively, or any of them, or any part thereof, and all or any of the powers of the said company to be thereby incorporated in connection therewith, or in relation thereto, to the Glasgow Barrhead and Neilston Direct Railway Company, the Glasgow, Paisley and Greenock Railway Company, the Clydesdale Junction Railway Company, the Polloc and Govan Railway Company, and 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, 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, 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 one or more of them, and the company to be incorporated as aforesaid, and with such objects, or otherwise, to alter and amend, extend or enlarge the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth and the sixth years of the reign of Her present Majesty; the Act relating to the Clydesdale Junction Railway passed in the eighth

and ninth year of the reign of Her present Majesty; the Acts relating to 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; 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.

And notice is hereby given, that plans and sections, and duplicates thereof, describing the line or situation and levels of the said intended railway or railways, 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 respectively, will be deposited for public inspection on or before the thirtieth day of November in the present year, in the office of the principal sheriff-clerk of the county of Renfrew at Paisley, and in the office of the principle sheriff-clerk of the county of Lanark at Glasgow; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish or royal burgh in or through which the said railway or railways, and 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, and the town clerks of the royal burgh of Glasgow, at their office in Glasgow.

Campbell and Tennents,

40, George Square, Glasgow,

G. H. Lang,

37, Great George Street, Westminster,

Solicitors for the Bill.

Glasgow, 18th October, 1845.

Lincolnshire and Eastern 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 authorize the construction and maintenance of the railway or railways hereinafter mentioned, or some 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 to a point on the river Humber, in the parish of Barrow, in the parts of Lindsey and county of Lincoln, and terminating at and by a junction with the Eastern Counties Railway, in the parish of Chesterton, in the county of Cambridge, which said intended railway and other works connected therewith will pass from, in, through or into, or be situate within the several parishes, townships, districts, extra-parochial and other places following, or some of them, that is to say, Goxhill, Goxhill Ferry, Littleworth, and Barrow otherwise

Barrow upon Humber, Thornton Curtis, South Goxhill, Burnham, Wootton, East Halton, North Killingholme, Habrough, Welby, South Killingholme, Ulceby, Ulceby Skittor, Croxton, Kirmington, Melton Ross, Barnetby-le-Wold Brocklesby, Brocklesby Thoresway with Little Limber otherwise Limber Parva with Brocklesby, Great Limber otherwise Limber Magna otherwise Limbergh Magna, Bigby, Somerby, Searby-cum-Owmbly, Searby, Owmbly, Grassby, Grassby Bottoms, Clixby, Crassby, Cadney cum Howsham, Caister otherwise Castor, Hundon Fonnaby, Audleby, Caistor Moor, Cabourn, Nettleton, Rothwell, North Kelsey, South Kelsey, Moortown, Holton, Holton-le-Moor, Thornton-le-Moor, Owersby, North Owersby, South Owersby, Claxby by Normanby, Claxby, Walesby, Othy, Risby, Normanby on the Wolds, Normanby, Usselby Kirkby-cum-Osgodby, Kingerby, Middle Rasen, Middle Rasen Topholme, Middle Rasen Drax, town of Market Rasen in the parish of Market Rasen otherwise East Rasen, Market Rasen, East Rasen, Rasen, Tealby otherwise Tevilby, Linwood, North Willingham, Legsby, Bleasby, Collow otherwise Collar, Old Collow otherwise Old Collar, New Collow otherwise New Collar, East Torrington, West Torrington, Lissington, Sixhills, Hainton, South Willingham, East Barkwith, West Barkwith, Holton, Holton Beckering otherwise Holton-le-Beckering, Beckering, Panton, Benniworth, Market Stainton, Wragby, Ranby, Sotby, Langton, Hatton, Stourton otherwise Great Stourton, Baumber otherwise Bamburgh otherwise Baumburgh, Little Stourton, Minting, Hemingsby, Wispington, Edlington, West Ashby, Middlethorpe, Farthorpe, Thimbleby, Low Toynton, High Toynton, Horncastle, Langton, Horsington, Thornton, Woodhall, Martin, Mareham in the Hill, Dalderby, Scrivelsby, Roughton, Haltham, Haltham upon Bain, Haltham Wood, Wood Enderby, Moorby, Wilksby, Tumby in Kirkby, Burkwood, Fullsby, Kirkby super Bain, Toft Hill, Toft Grange, Mareham-le-Fen, Revesby, Tumby, Tumby Wood, Medlam, Moor Houses, Frithville, Frithbank, Westville, Royalty in Westville, Coningsby, Bolingbroke, Carrington, Toynton Saint Peters, Fishtoft, Sibsey, Leverton, Freiston, Thornton-le-Fen, Woodhall, Kirkstead, West Ashby, Newham, Meerbooth, Langrickville, Sibsey, Willows, Swincote, Boston, Boston West, Skirbeck, and Skirbeck Quarter, or some of them, all in the parts of Lindsey, in the said county of Lincoln; Brothertoft, Boston, Boston West, Skirbeck, Skirbeck Quarter, Skirbeck West, Fishtoft, Wyberton, Wyberton End, Wyberton West End, Frampton, Kirton, Sandholme, Sutterton, Algarkirk, Skeldyke, Bucklegate, Fosdyke, Fosdyke Wash, Dowdyke, Gosberton, Surfleet, Moulton, Holbeach, Weston, Whaplode, Whaplode Saint Catherine otherwise Whaplode Drove, Fleet, Sutton Saint Mary otherwise Long Sutton otherwise Sutton in Holland, Gedney, Gedney Hill otherwise Gedney Fen, Sutton Saint James, Tydd Saint Mary, Tydd Gout otherwise Tydd Gowt otherwise Tydd Gote, Sutton Saint Edmunds, Sutton Saint Nicholas otherwise Lutton, Spalding, Spalding Marsh, and Tydd Saint Giles, or some of them, in the parts of Holland, in the said county of Lincoln; Tydd

Saint Giles, Newton, Sutton Saint Edmunds, Leverington, Parson Drove otherwise Leverington Parson Drove, Wisbeach Saint Peter, Wisbeach Saint Mary, Elm, Emneth, Walderssea, Needham, Stanford, Laddus, Coldham, Grasemoor, Norwood, March, Wimblington, Doddington, Turf Fen, Chatteris, Sutton, Sutton Galt, Sutton Meadlands, Welshes Dam, The Hundred Feet Washes, Mepal, Haddenham, Hilrow, Stretham, Wilburton, and Aldreth, or some of them, in the Isle of Ely, in the county of Cambridge; Willingham, Smithy Fen, Rampton, Cottenham, Landbeach, Dunston, Histon, Impington, Milton, and Chesterton, or some of them, in the county of Cambridge.

A railway or branch railway with all proper works, approaches, and conveniences connected therewith, commencing at or near the proposed terminus of the Nottingham and Lincoln Railway, in the parishes of Saint Marks and Saint Peters at Gowts, or one of them, at or near the city of Lincoln, in the county of the same city, and terminating at or near the town of Louth, in the parish of Louth, in the county of Lincoln; which said intended railway or branch railway and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, districts, and extra-parochial or other places following, or some of them, that is to say, Saint Mark, Saint Botolph, Saint Benedict, Saint Peters at Arches, Saint Peters at Gowts, Saint Mary-le-Wigford, Saint Swithin Saint Paul Saint Michael Eastgate, Monks Lees Common otherwise the Liberty of the Monks, Saint John, Saint Martins, Saint Nicholas in Newport, Saint Mary Magdalen, Saint Peter in Eastgate, Saint Margaret in the Close, The Fossdyke and Witham Banks, in the city of Lincoln and county of the same city; Canwick, Canwick Common, Bracebridge, Greetwell, Washingborough, Cherry Willingham, Heighington, Nettleham, Repham or Reepham, Fiskerton, Sudbrooke, Barlings, Barlings cum Langworth, Langworth, Barlings Abbey, Stainton by Langworth, North End Wood, Reasby, Newbold or Newball, Apley, Hoplane and Kingthorpe, Stainfield, Bullington, Bullington Abbey, Colstead or Colsted Rand, Rand cum Fulnetby, Fulnetby, Thisleton, Kingthorpe otherwise Kingathorpe, Goltho, Goltho cum Bullington, Langton by Wragby, Langton Wood, Low Langton, Langton Hill and Strubby, Bardney, Holton, Beckering otherwise Holton-le-Beckering, Beckering Hatton, West Torrington, East Torrington, Torrington, West Barkwith, East Barkwith, Barkwith, Ranby, Panton, Sotby, South Willingham, Benniworth, Hainton, Market Stainton, Brough-upon-Bain cum Girsby otherwise Burgh-upon-Bain cum Girsby, Brough-upon-Bain otherwise Burgh-upon-Bain, Brough, Burgh, Biscathorpe, Girsby, Donington upon Bain, Donington, Grimblethorpe, Gayton-le-Wold, Gayton, Goulsby otherwise Goulceby, Stenigot, Asterby, Scamblesby, Cawkwell, Cadwell otherwise Cardale, Welsdale, Withcall, Tathwell, Raithby on the Wolds, Raithby-cum-Maltby, Maltby in the Wolds, Raithby, Maltby, Dovendale, Hallington, Welton-le-Wold, Welton, South Elkington, and

Louth, or some of them, in the parts of Lindsey, in the said county of Lincoln.

A railway or branch railway with all proper works approaches and conveniences connected therewith, commencing at the terminus of the said last-mentioned railway or branch railway at Louth aforesaid, and terminating at or near to Great Grimsby, in the county of Lincoln, which said intended railway or branch railway and other works connected therewith will pass from in, through, or into, or be situate within the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Louth, Louth Park, Hackthorpe, Kelstern, Coates Grange, Calcethorpe, Keddington, Stewton, Fanthorpe, Agthorpe otherwise Ackthorpe, South Elkington, North Elkington, Brackenborough, Alvingham, North Cockerington otherwise Cockerington Saint Mary, Little Grimsby, Fotherby, North Ormsby otherwise Nun Ormsby, Utterby, Yarborough otherwise Yarburgh, Cavenham Saint Mary, Cavenham Saint Bartholomew, Ludborough, Wyham, Wyham with Cadeby, Beesby, Audby, Fulstow, Marsh Chapel, Fire Beacon, North Thoresby, Thoresby Fen, Haverby, Haverby with Beesby, Ashby Fenby, Ashby-cum-Fenby, Grainsby Holme, Grainsby Healing, Grainsby Waithe Mill otherwise Waythe, Waith, Tetney eum Holton, Tetney Wathall, Tetnev Grange, Briggsby Holton, Holton-le-Clay, Waltham Barnoldby-le-Beck, Humberstone Grange, Humberston, Scarthoe cum Cleethorpes, Scarthoe, Thrunscoe, Weelsby, Bradley, Great Coates, Little Coates, North Coates, Peaks, Peaks Closes, Cole Itterby, Bradley Wellow, Weelsby Clee, Wellow, Grimsby Abbey, and Great Grimsby, or some of them, all in the parts of Lindsey in the said county of Lincoln.

And a railway or branch railway with all proper works, approaches, and conveniences connected therewith, commencing at or near a point on the trunk line of the said hereinbefore first-mentioned railway, in the parishes of Revesby, Wilksby and Mareham-le-Fen, or one of them, all in the parts of Lindsey, in the said county of Lincoln, and terminating at or near to the town of Spilsby, in the parish of Spilsby; which said intended railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Revesby, Wilksby, Buckwood, Asgarby, East Kirkby, Hagnaby, Miningsby, Stickford, Bolingbroke, East Keal, West Keal, Raithby, Claxby Pluck-Acre, Keal Coates, Mavis Enderby, Laythorpe, Toynton All Saints, Toynton Saint Peters, Eresby, Hundleby, Halton, Halton Holgate, Little Steeping, and Spilsby, or some of them, all in the parts of Lindsey in the said county of Lincoln.

And it is intended by such Act or Acts to incorporate a company for the purposes of carrying the said intended undertakings or any of them into effect, and to take powers for the purchase of lands and buildings by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties on and for the use of the same railway and works, and to grant

certain exemptions from such tolls, rates, and duties.

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 undertakings, or any of them, 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 take powers to stop up, alter, and divert, whether temporarily or permanently, all turnpike and other roads, and highways, railways, tramways, aqueducts, canals, streams, rivers, pipes, water-courses, sewers, and other such works within the aforesaid parishes, townships, districts, 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 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 railway or railways, and works, or any of them.

And notice is hereby further given, that 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 reputed owners, lessees, and occupiers of such lands and buildings, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the division of Lindsey, at his office in Spilsby, in the said county of Lincoln; with the Clerk of the Peace for the division of Kesteven, at his office in Sleaford, in the said county of Lincoln; and with the Clerk of the Peace for the division of Holland, at his office in Spalding, in the said county of Lincoln; 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; with the Clerk of the Peace for the county of the city of Lincoln, at his office in the city of Lincoln aforesaid; with the Clerk of the Peace for the Isle of Ely, at his office in Wisbeach St. Peter's, in the Isle of Ely and county of Cambridge aforesaid; and with the Clerk of the Peace for the county of Cambridge aforesaid, at his office in the parish of Little St. Mary's, in the town of Cambridge, in the county of Cambridge aforesaid; 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 from, in, through, or into 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 each such parish respectively, at the place of abode of such parish clerk.

Dated the fifth day of November, 1845.

Loveland and Beckett, Solicitors,

64, Lincoln's Inn Fields.

Wm. Benson Beckett, Solicitor, Thorne.

Bulmer and Durnford, Parliamentary Agents,
44, Parliament Street.

Worcester and South Wales 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 for making and maintaining a Railway, with all proper and convenient stations, erections, bridges, wharfs, landing-places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence by a junction or junctions with the intended Oxford, Worcester, and Wolverhampton Railway, or by a distinct terminus in the parishes of Claines and Saint Martin, or in one of them, partly in the city of Worcester, and county of the same city, and partly in the county of Worcester, and terminating near the town of Ross, in the county of Hereford, either by a junction or junctions with the intended Monmouth and Hereford Railway, in the parishes of Ross and Bridstow, in the county of Hereford, or one of them, or partly in the said parish of Ross, and partly in the said parish of Bridstow, or at a distinct terminus in the said parish of Ross, or in the said parish of Bridstow, or partly in the said parish of Ross, and partly in the said parish of Bridstow, and which said railway and works will 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 Peter otherwise Saint Peter the Great, Whittington, Battenhall Middle, Battenhall Lower, Battenhall, Saint Martin, Claines, Whistones otherwise Whitstones, Saint George, Saint Oswald, Pitchcroft, Saint Clement, parish of Saint John in Bedwardine otherwise Saint John; township of Saint John in Bedwardine otherwise Saint John, Oldbury, Wick Episcopi, Broad Heath, Broadmore Green, Upper Wick, Lower Wick, or some of them, in the county of Worcester, and in the city of Worcester, and county of the same city, or in one of them, or partly within, and partly without the boundaries of the said county of Worcester, city of Worcester, and county of the same city, Saint Michael, College Precincts, Saint Andrew, Saint Helen, Saint Alban, All Saints, Saint Nicholas, Saint Swithin, Saint Clement, the Block House otherwise Block House Fields otherwise Saint Paul's, Pitchcroft, the bed and shores of the river Severn, in the city of Worcester, and county of the same city, Hallow, Grimley, Cotheridge, Powick, Woodsfield, Cleveload, otherwise Cleveloads, Bransford, Leigh, Leigh Sinton, Braces Leigh, otherwise Leigh Braces, Upper Howsell, Lower Howsell, Sherridge, Sandlin otherwise Sanlin, Brockamin, Hill End, Link End, Newland, Great Malvern, Madresfield otherwise Maddresfield, Hanley Castle, Little Malvern, Mathon, or some of them, in the county of Worcester; Evesbatch, Cradley, Colwall, Coddington, Bosbury, Ledbury, Little Marcle, Donnington, Much Marcle, Walton, Kinaston, Yatton, Aston Ingham, or some of them, in the county of Hereford; Preston, Dymock, Kempsey, Newent, Newland, or some of them, in the county of Gloucester; Upton Bishop, Linton, Foy, Eaton Treagoes, Brampton Abbots, Bridstow, Wilton Castle, Weston-under-Penyard, Ross, and Walford, or some of them, in the said county of Hereford. And the promoters reserve to themselves the right to confine the application to a part

only instead of the whole of the aforesaid undertaking, and it is intended to apply for powers in the said Bill or Bills to make lateral deviations from the line of the proposed railway 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, and other highways, rivers, streams, sewers, canals, navigations, reservoirs, aqueducts, railways and 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 railway and works.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Worcester, at his office in the city of Worcester; with the clerk of the peace for the county of Gloucester, at his office in the city of Gloucester; with the clerk of the peace for the county of Hereford, at his office in the city of Hereford; and with the clerk of the peace for the city of Worcester, and county of the same city, at his office in the city of Worcester, on or before the thirtieth day of November, 1845, and on or before the thirty-first day of December then next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made; together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill or Bills to incorporate a company 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 lands and houses, and to vary or extinguish all rights and privileges, in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway and works; and to 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 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 any other railway company or companies, or persons with whose line the said intended railway or works may unite, and to delegate to such other company or companies or persons as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize such other company or companies, or persons as aforesaid, to purchase, rent, work, or construct the said intended railway and works, or any part of the same; and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills to authorize the union or amalgamation of the said 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 sixth day of November, 1845.

Gilbert, Hooke, Street and Cutleres,
Philpot Lane, London.

Charles Guvilliam Jones,
11, Gray's Inn Square.

J. A. and F. Higgins and Chamberlain,
Ledbury.—Solicitors for the 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 or Bills for making and maintaining a railway or railways with all proper and convenient stations erections bridges wharfs warehouses works communications approaches and conveniences connected therewith to commence either by an independent terminus or by a junction with the Syston and Peterborough Railway at or near to a field or close called "Prior's Close" in the parish of Melton Mowbray in the county of Leicester and to terminate either by an independent terminus or by a junction with the Midland Counties Railway at or near to the Nottingham station of the said railway in the parish of Saint Mary in the town and county of the town of Nottingham and which said railway or railways and works will pass from in through or into the several parishes townships and extra-parochial or other places following or some of them that is to say Melton Mowbray Eye Kettleby Sysonby Kirby Bellars otherwise Bellairs Frisby otherwise Frisby on the Wreak Asfordby otherwise Ashfordby Saxelby Welby Scalford Holwell Abb Kettleby Wartinaby Grimston Dalby otherwise Old Dalby otherwise Dalby on the Wouds Nether Broughton Claxton otherwise Long Clawson and Hose in the county of Leicester Upper Broughton otherwise Over Broughton otherwise Broughton Sulney Hickling Willoughby Wysall Widmerpool Lodge on the Wouds Keyworth Stanton on the Wouds Kinoulton Colston-Basset Clipston on the Wouds Owthorpe Bradmore Bunny Flawforth Plumtree on the Wouds Normanton on the Wouds Plumtree Ruddington Tollerton Edwalton Clipston Cotgrave Cropwell Bishop Cropwell Butler Tithby Cropwell on the Wouds Owthorpe on the Wouds Stragglethorpe Basingfield Ratcliffe otherwise Radcliffe Gamston Holme Pierrepont otherwise Holme Pierrepont Colwick West Bridgeford Adbelton Sneinton and Wilford in the county of Nottingham and Saint Mary in the town and county of the town of Nottingham.

And it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned and also to cross divert alter or stop up whether temporarily or permanently all such turnpike-roads parish roads and other highways and footpaths streets rivers streams sewers canals navigations rail-

ways or tramroads within the said parishes townships and extra-parochial or other places aforesaid or some of them as it may be necessary to cross divert alter or stop up for the purposes of the said works.

And notice is hereby further given that duplicate plans and sections of the said railways and works together with books of reference thereto will be deposited for public inspection with the clerk of the peace for the county of Leicester at his office at Leicester in the same county with the clerk of the peace for the county of Nottingham at his office at Newark upon Trent in the same county and with the clerk of the peace for the town and county of the town of Nottingham at his office at Nottingham aforesaid on or before the thirtieth day of November 1845 and on or before the thirty-first day of December next a copy of so much of the said plans and sections as relates to each parish in or through which the said 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 purposes of carrying into effect the proposed works or some part thereof and to apply for powers for the compulsory purchase of lands houses and tenements and to vary or extinguish all rights and privileges in any manner connected with the lands houses and tenements 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 and works or any part of the same or the tolls thereof to any other railway company or companies or persons with whose line the said intended railways and works may unite and to delegate to such other company or companies or persons as aforesaid the execution of all or any of the powers of the said intended Bill or Bills and to authorize such other company or companies or persons 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 railways and works or any part thereof or to purchase rent work or construct the said intended railways and works or any part of the same and to take tolls and duties upon or in respect thereof and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills to authorize the union and amalgamation of the company or companies proposed to be incorporated by the said Bill or Bills with such other company or companies aforesaid 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 railways and works and to take tolls in respect thereof.

Dated this sixth day of November 1845

Walker and Gridley Solicitors
5 Southampton Street
Bloomsbury Square London

Peterborough and Nottingham 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 for making and maintaining a railway or railways with all proper and convenient stations erections bridges wharfs warehouses works communications approaches and conveniences connected therewith to commence either by an independent terminus or by a junction with the Syston and Peterborough Railway at or near to the George Hotel in the parish of Saint Martin Stamford Baron in the liberty or soke of Peterborough in the county of Northampton and to terminate either by an independent terminus or by a junction with the Midland Counties Railway at or near to the Nottingham station of the said railway in the parish of Saint Mary in the town and county of the town of Nottingham and which said railway or railways and works will pass 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 Martin Stamford Baron and Wothorpe in the liberty or soke of Peterborough in the county of Northampton Easton in the said county of Northampton Saint John Stamford All Saints Stamford Saint George Stamford Saint Michael Stamford and Saint Mary Stamford in the borough of Stamford in the parts of Kesteven in the county of Lincoln Tinwell in the county of Rutland and All Saints Stamford in the borough of Stamford in the parts of Kesteven in the county of Lincoln intermixed Ketton Tinwell Ingthorpe Little Casterton Tolthorpe Ryhall Great Casterton otherwise Bridge Casterton Tickencote Empingham Pickworth Horne Exton Hardwick Greetham Cottemore Clipsham Stretton Hooby Barrow Market Overton Ashwell Thistleton Teigh and Whisandine in the county of Rutland Edmond-Thorpe Wymondham Stapleford Garthorpe Saxby Freeby Brentingby Wyfordby otherwise Wyverby Brentingby cum Wyfordby otherwise Wyverby Burton Lazars Thorpe Arnold Melton Mowbray Melton Mowbray Thorpe Arnold and Wyfordby otherwise Wyverby intermixed Eye Kettleby Sysonby Kirby Bellars otherwise Bellairs Frisby otherwise Frisby on the Wreak Asfordby otherwise Ashfordby Saxelby Welby Scalford Holwell Abb Kettleby Wartnaby Grimston Dalby otherwise Old Dalby otherwise Dalby on the Woulds Nether Broughton Claxton otherwise Long Clawson and Hose in the county of Leicester Upper Broughton otherwise over Broughton otherwise Broughton Sulney Hickling Willoughby Wysall Widmerpool Lodge on the Woulds Keyworth Stanton on the Woulds Kintoulen Colston-Basset Clipston on the Woulds

Owthorpe Bradmore Bunny Flawforth Plumtree on the Woulds Normanton on the Woulds Plumtree Ruddington Tollerton Edwalton Clipston Cotgrave Cropwell Bishop Cropwell Butler Tithby Cropwell on the Woulds Owthorpe on the Woulds Stragglethorpe Basingfield Ratcliffe otherwise Radcliffe Gamston Holme Pierrepoint otherwise Holme Pierrepoint Colwick West Bridgeford Adbolton Sneinton and Wilford in the county of Nottingham and Saint Mary in the town and county of the town of Nottingham. And also to make and maintain another railway or branch railway with all proper works and conveniences connected therewith from and out of the said first-described railway at or near to a certain field or close called "the Ten Acre" in the parish of Melton Mowbray in the county of Leicester near to "Melton Lodge" in the hamlet of Sysonby in the said parish of Melton Mowbray and to terminate either by an independent terminus or by a junction with the Syston and Peterborough Railway at or near to a field or close called "Prior's Close" in the said parish of Melton Mowbray in the said county of Leicester and which said last-mentioned railway or branch railway will pass from in through or into the several parishes townships and extra-parochial or other places following or some of them that is to say Melton Mowbray Eye Kettleby Sysonby Kirby Bellars otherwise Bellairs Frisby otherwise Frisby on the Wreak Asfordby otherwise Ashfordby Saxelby Welby Abb Kettleby Wartnaby Scalford and Holwell in the county of Leicester. And it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned and also to cross divert alter or stop up whether temporarily or permanently all such turnpike roads parish roads and other highways and footpaths streets rivers streams sewers canals navigations railways or tramroads within the said parishes townships and extra-parochial or other places aforesaid or some of them as it may be necessary to cross divert alter or stop up for the purposes of the said works.

And notice is hereby further given that duplicate plans and sections of the said railways and works together with books of reference thereto will be deposited for public inspection with the clerk of the peace for the county of Northampton at his office at Northampton in the same county with the clerk of the peace for the liberty or soke of Peterborough at his office in the city of Peterborough with the clerk of the peace for the parts of Kesteven in the county of Lincoln at his office at Sleaford in the same county with the clerk of the peace for the borough of Stamford in the said parts of Kesteven in the said county of Lincoln at his office at Stamford aforesaid with the clerk of the peace for the county of Rutland at his office at Oakham in the same county with the clerk of the peace for the county of Leicester at his office at Leicester in the same county with the clerk of the peace for the county of Nottingham at his office at Newark upon Trent in the same county and with the clerk of the peace for the town and county

of the town of Nottingham at his office at Nottingham aforesaid on or before the thirtieth day of November 1845 and on or before the thirty-first day of December next a copy of so much of the said plans and sections as relates to each parish in or through which the said 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 purposes of carrying into effect the proposed works or some part thereof and to apply for powers for the compulsory purchase of lands houses and tenements and to vary or extinguish all rights and privileges in any manner connected with the lands houses and tenements 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 and works or any part of the same or the tolls thereof to any other railway company or companies or persons with whose line the said intended railways and works may unite and to delegate to such other company or companies or persons as aforesaid the execution of all or any of the powers of the said intended Bill or Bills and to authorize such other company or companies or persons 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 railways and works or any part thereof or to purchase rent work or construct the said intended railways and works or any part of the same and to take tolls and duties upon or in respect thereof and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills to authorize the union and amalgamation of the company or companies proposed to be incorporated by the said Bill or Bills with such other company or companies aforesaid 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 railways and works and to take tolls in respect thereof.

Dated this sixth day of November 1845.

Walker and Gridley

Solicitors.

5 Southampton Street
Bloomsbury Square London.

South Midland and Southampton Junction
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next
No. 20532. G

session, for an Act or Acts to authorize the formation and maintainance of a railway, with all proper stations, works, approaches, and conveniences connected therewith, to commence by means of a junction with the London and Birmingham Railway, in the parish of Blisworth, in the county of Northampton, and to terminate by means of a junction with the South Western Railway, in the parish of Basingstoke Saint Michael, in the town of Basingstoke, in the county of Southampton, which said proposed railway, works, and conveniences are intended to be situated in, or to pass from, in, through, or into the several parishes, townships, and extraparochial or other places, or some of them, following, that is to say, Blisworth, Middleton or Milton Malsor, Gayton, Banbury Lane, Tiffield, Grafton Regis, Salcey Forest, Salcey Lodge, Hartwell Lodge, Alderton, Stoke Bruerne, Shuttlehanger, Paules-Pury, Wicken, Passenham, Denshanger, Puxley, Pottersbury, Yardley Gobion, Old Stratford, Furtho and Cosgrave, all in the county of Northampton. Lillingstone Dayrell, Leckhampstead, Middle End, South End, Akeley, Foxcott, and Maids-Moretton, Saint Peter and Saint Paul, Lenborough, Gawcott, Bourton, Bourton Hold, and Prebend-End, all in the borough of Buckingham. Thornborough, Padbury, Adstock, Stony Stratford, Thornton, Addington, Steeple Claydon, Middle Claydon, East Claydon, Botolph Claydon or Bottle Claydon, Twyford, Charndon, Poundon, Edgcott or Edgcolt, Quainton Parish, Quainton Township, Dereham, Doddeshall, Shipton Lee, Denham, Grendon Underwood, Wotton Underwood, Waddesdon Parish, Waddesdon Township, Westcott, Woodham, Ashendon, Pollicott, Little Pollicott, Brickley, Dorton, Over Winchendon, Nether Winchendon, Chilton, Easington, Cuddington, Long Crendon, Haddenham, Scotsgrove, Aston Sandford, Kingsey, Twythorp, Towersey, Ibstone, Turville, Turville Fingest and Fawley, all in the county of Buckingham. Lillingstone Lovell, Ibstone, Thame, Old Thame, New Thame, Priest End, North Weston, Moreton, Thame Park, Albury, Tiddington, Tetsworth, Sydenham, Sydenham Street, Emington, Adwell, Chinnor, Oakley, Hempton or Henton, Winnall, Sprigsally, Crowell, Aston Rowant, Chalford, Kingston Blount, Kingston Stirt, Lewknor, Lewknor Uphill, Postcombe, Ashampstead, Wheatfield, South Weston, Stokenchurch, Shirburn, Pirton or Pyrton, Upper Assendon, Clare, Golder, Standhill, Christmas Common, Watlington Parish, Watlington Liberty, Greenfield, Wormon-discombe, Britwell Salome, Swincombe or Swyncombe, Pishill, Nettlebed, Bix or Bixbrand, Stonor, Rotherfield Grays, Rotherfield Peppard, Saint Mary's Henley on Thames, Middle Assendon, Lower Assendon, North Field End, Shiplake, Harpsden, Bolney, Sonning, Sonning Eye, Dunsden Green, Caversham, Lower Caversham, Mapledurham, Chawsey, and Gurney, all in the county of Oxford. Sonning, Sonning-Eye, Dunsden Green, Coley Saint Lawrence Reading, Saint Mary's Reading, Southgate, Saint Giles Reading, Whitley, Tilehurst Pangbourn, Burghfield, Burghfield-Green, Beechill, Calcot Shinfield, Hartwell or Hartley-Dummer, Swallowfield, Arborfield, Sulhampstead Bannister, Lower Sulhampstead Bannister, Sul-

hampstead-Abbots otherwise Chilhampstead, and Graizeley or Graiseley Green, all in the county of Berks. Shinfield, Hartwell or Hartley Dummer, Swallowfield, and Arborfield, all in the county of Wilts. Stratfield Mortimer, Wokefield, Mortimer West End, Silchester, Stratfield Turges or Turgiss, Bramley, Bramley Green, Hartley-Westpall, Rotherwick, Sherfield-upon-Loddon, Sherborn Saint John, Hartley Priory or Hartley Dummer, Newnham, Monks or West Sherborn or Monk Sherborn, Chineham or Chinham, Woodgarston, Mapledurwell or Mapledurwell, Skewers or Scures, Eastrop, Basingstoke Saint Michael, Old Basing, Water End, and Up Nately, all in the county of Southampton, or so much and such part or parts of such railway as may hereafter be determined on.

And it is purposed to take power by the said intended Act or Acts to make lateral deviations from the line of the proposed works to the extent, or within the limits defined upon the plans hereinafter mentioned, and also to cross, stop up, alter and 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 and other roads, highways, canals, streams, sewers, pipes, aqueducts, rivers, bridges, railways, and tramroads as it may be necessary to stop up, alter, and divert for the purpose of constructing, maintaining, or using the said intended railway and works respectively.

And it is also intended by the said Act or Acts, to incorporate a company or companies to carry into effect the intended works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and all estates and interests therein for the purposes aforesaid, and for power to vary or extinguish all rights and privileges connected with such lands and houses; and also for powers for the levying of rates, tolls, and duties in respect of the said proposed railway and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and works, and the lands to be taken for the purposes of the same, together with books of reference thereto, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses will, on or before the 30th day of November instant, be deposited for public inspection at the office of the clerk of the peace for the county of Northampton at Northampton in the same county; at the office of the clerk of the peace for the county of Bucks at Aylesbury, in the same county; at the office of the clerk of the peace for the county of Oxford at the County Hall Oxford; at the office of the clerk of the peace for the county of Berks at Abingdon in the same county, at the office of the clerk of the peace for the county of Wilts at Wilton in the same county; and at the office of the clerk of the peace for the county of Southampton, at Winchester, in the same county; and a copy of so much of the said plans, sections, and books of

reference, as relates to each of the parishes, from, in, through, or into which the said intended railway and works respectively will pass or be made, will be deposited on or before the thirty-first day of December, 1845, with the parish clerk of each such parish.

Dated the fifth of November, 1845.

N. Stevens and Fearon,
1, Gray's Inn Square, London,
Thomas Brooke Bridges Stevens,
Tamworth,
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 to incorporate a company or companies, and to give to such company or companies, power to make and maintain a railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the Manchester South Junction and Altrincham Railway, in the township of Altrincham, in the parish of Bowdon, in the county of Chester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bowdon parish, Timperley, Dunham, Oldfield, Dunham Massey, Altrincham chapelry, Altrincham, Hale, Bowdon, Bollington, Agden, Ashley, Rosthern parish, Rosthern, Millington, High Legh chapelry, High Legh, Mere, Over Tabley, Great Budworth parish, Nether Tabley, Aston, Great Budworth, Pickmere, Marston, Linwoods, Wincham, Marbury, Anderton, Barnton, Witton chapelry, Lostock Gralam, Witton-cum-Twambrook, Northwich, Winnington, Castle Northwich, Hartford, Davenham parish, Rudheath, Rudheath lordship, Shurlach, Leftwich, Weaverham parish, Wallerscote, Weaverham, Weaverham lordship, Gorstage, Sandiway, Acton, Onston, Cuddington, Frodsham parish, Overton, Manley, Norley chapelry, Norley, Delamere parish, Oakmere, Kingswood, Edisbury, Tarvin parish, Kelsall, Ashton, Mouldsworth, Horton-cum-Peel, Tarvin, Barrow parish, Barrow, Great Barrow, Little Barrow, Guilden Sutton parish, Guilden Sutton, Plemonddestall parish otherwise Plemstall parish, Hoole, Mickle Trafford, Christleton parish, Christleton, Littleton, Saint John the Baptist parish, Saint Oswald parish, Great Boulton, Boughton, Newton, or some of them, in the county of Chester, Saint John the Baptist parish, Saint Oswald parish, Great Boulton, Boughton, Spital Boughton, or some of them, in the county of the city of Chester, and terminating at or near the station of the Chester and Crewe Railway (with which railway a junction at or near the same station is intended to be made), in the said parishes of Saint Oswald and Saint John the Baptist, or one of them, in the city and county of the city of Chester; or for power to construct so much and such part of such railway as may hereafter be determined on.

And also power to make and maintain a branch railway, with all proper works, stations, and other conveniences connected therewith, diverging from

the before-mentioned line of railway, in the parish of Great Budworth, and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Great Budworth parish, Witton chapelry, Lostock Gralam, Witton-cum-Twambrook, Northwich, Marston Linwoods, Wincham, Marbury, Anderton, Barnton, Castle Northwick, Winnington, Hartford, or some of them, in the county of Chester, and terminating by a junction with the said before-mentioned line of railway, in the said parish of Great Budworth, or so much of such branch railway as may hereafter be determined on.

And also power to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said first-mentioned line of railway, in the parish of Tarvin, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Tarvin parish, Horton-cum-Peel, Mouldsworth, Barrow parish, Barrow, Great Barrow, Little Barrow, Plemonddestall parish otherwise Plemstall parish, Mickle Trafford, Bridge Trafford, Picton, Frodsham parish, Overton, Manley, Thornton-in-the-Moors parish, Wimbolds Trafford, Saint Oswald parish, Wervin, Croughton, Stoke parish, Stoke, Little Stanney, Whitby, Backford parish, Backford, Chorlton, Caughall, Eastham parish, Great Sutton, Little Sutton, Childer Thornton, Shotwick parish, Capenhurst, Neston parish, Ledsham, or some of them, in the county of Chester; and terminating, by means of a junction with the Chester and Birkenhead Railway, in the said parish of Eastham, or so much of such branch railway as may hereafter be determined on.

And also power to make and maintain another branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said first-mentioned line of railway, in the parish of Weaverham, and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Weaverham parish, Weaverham, Weaverham lordship, Cuddington, Sandiway, Whitegate parish, Darnhall, Marton, New Church, Vale Royal lordship, Over parish, Over, Swanlow, Winsford, Davenham parish, Wharton, and terminating at or near Winsford Bridge, over the river Weaver, in the township and parish of Over, all in the said county of Chester, or so much of such branch railway as may hereafter be determined on.

And also power to make and maintain another branch railway, with all proper works, stations, and other conveniences connected therewith, also diverging from the said first-mentioned railway, in the said parish of Great Budworth, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places of Great Budworth parish, Witton chapelry, Witton-cum-Twambrook, Lostock Gralam, Marston, Linwoods, Pickmere, Nether Tabley, Wincham, Nether Peover chapelry, Nether Peover, Little Peover, Plumley, Davenham parish, Rudheath lordship, Rudheath, Shurlach, Knutsford parish, Bexton, Toft, Ollerton, Nether Knutsford, Over Knutsford otherwise Booths, Mobberly parish,

Mobberly, Rosthern parish, Tatton, Over Peover chapelry, Marthall otherwise Marthall-cum-Warford, Alderley parish otherwise Nether Alderley parish, Great Warford, Wilmslow parish, Bollin Fee, Dean Row, Pownall Fee, Hough, Fulshaw, Morley, Chorley, Prestbury parish, Newton, Mottram Saint Andrew, Adlington, Butley otherwise Butley-with-Newton, Prestbury, Bollington, or some of them, in the county of Chester; and terminating by means of a junction with the Macclesfield branch of the Manchester and Birmingham Railway, in the said parish of Prestbury, or so much of such branch railway as may hereafter be determined on.

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

And also to authorize junctions with the said before-mentioned respective railways, and with the said Manchester and Birmingham Railway, at or near Wilmslow aforesaid, and with the Grand Junction Railway, at or near the Hartford Station, on the said railway, as delineated on the said plans before mentioned or referred to. And also to authorize and enable the company or companies to be incorporated as aforesaid to let on lease or sell the said intended railway and branches, and works, or any part or parts thereof, to the said Manchester and Birmingham Railway Company, or to the said Manchester South Junction and Altrincham Railway Company, or to the Chester and Birkenhead Railway Company, or some or one of them; and to enable the said Manchester and Birmingham Railway Company to purchase or rent the said intended railway branches and works, or some part or parts thereof, and to use and work the same or such part or parts thereof respectively, and to take tolls, rates, or duties, for or in respect thereof, and for such purpose power will be applied for to alter, amend, and enlarge some of the powers and provisions of the several Acts relating to the said Manchester and Birmingham Railway Company hereinafter mentioned, that is to say, an Act passed in the first year of the reign of Her present Majesty, intituled, "An Act for making a Railway from Manchester to join the Grand Junction Railway, in the parish of Chebsey, in the county of Stafford, to be called the Manchester and Birmingham Railway, with certain branches therefrom;" an Act passed in the session of Parliament held in the second and third years of the reign of Her said present Majesty, intituled "An Act to enable the Manchester and Birmingham Railway Company to vary and extend the line of their Railway, and to amend the Act relating thereto;" an Act passed in the session of Parliament held in the seventh and

eight years of the reign of Her said present Majesty, intituled "An Act for enabling the Manchester and Birmingham Railway Company to vary the line of their Branch Railway to Macclesfield, and to make another Branch therefrom, and for amending the former Acts relating to the said Company;" and an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, intituled, "An Act for making a Railway to connect the Manchester and Birmingham and Sheffield Ashton-under-Lyne and Manchester Railways near Guides Bridge, and for other purposes connected with the said Manchester and Birmingham Railway."

Also to enable the said Manchester South Junction and Altrincham Railway Company to purchase or rent the said intended railway branches, and works, or some part or parts thereof, and to use and work the same, or such part or parts thereof respectively, and to take tolls, rates, or duties for or in respect thereof; and for such purpose power will be applied for to alter, amend, and enlarge some of the powers and provisions of the Act relating to the said Manchester South Junction and Altrincham Railway Company, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a Railway to connect the Manchester and Birmingham and Liverpool and Manchester Railways, in the parish of Manchester, and also to Altrincham, in the county of Chester, to be called 'The Manchester South Junction and Altrincham Railway.'"

And also to enable the said Chester and Birkenhead Railway Company to purchase or rent the said railway branches and works, or some part or parts thereof, and to use and work the same, or such part or parts thereof respectively, and to take tolls, rates, or duties, for or in respect thereof; and for such purpose power will be applied for to alter, amend, and enlarge some of the powers and provisions of the several Acts relating to the said Chester and Birkenhead Railway Company hereinafter mentioned, that is to say, an Act passed in the session of Parliament held in the seventh year of the reign of His late Majesty King William the Fourth, and the first year of the reign of Her present Majesty, intituled "An Act for making a Railway from the City of Chester to Birkenhead;" 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 to amend the Act relating to the Chester and Birkenhead Railway, and to raise a further sum of money for the purposes of the said Undertaking;" and an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act to authorize the Chester and Birkenhead Railway Company to extend the said Railway from Grange Lane to Bridge End, all in Birkenhead, and to amend the Acts relating to the said Railway."

And also to authorize and enable the company or companies to be incorporated as aforesaid, and the said Manchester and Birmingham Railway Company, or the said Manchester South Junction and Altrincham Railway Company, or the said

Chester and Birkenhead Railway Company, 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 branches, and works, or any part or parts thereof.

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 branches; and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans.

And also for power to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway and branches, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line or lines and levels of the said intended railway and branches, 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 office of the Clerk of the Peace for the county of Chester, at Chester, and at the office of the Clerk of the Peace for the county of the city of Chester, at Chester.

And that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes hereinbefore mentioned, from, in, through, or into which the said railway and branches, or any of them, will pass or be situate, will be deposited with the parish clerk of each such parish.

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

W. and H. Ormerod, Solicitors for the Bill.

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 third year of the reign of His late Majesty King William the Fourth; another Act passed in the fourth year of the reign of his said late Majesty King William the Fourth; another Act passed in the fifth year of the reign of his said late Majesty King William the Fourth; another Act passed in the fifth year of the reign of his said late Majesty King William the Fourth; another Act passed in the first and second years of the reign of Her present Majesty; another Act passed in the third 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 make and maintain the following branches from, extensions of, or additions to, the said Grand Junc-

tion Railway, or some part or parts thereof respectively, with all proper works and conveniences connected therewith or approaches thereto, that is to say,

Firstly, A 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 Aston by Sutton, in the parish of Runcorn, in the county of Chester, together with a branch railway or railways diverging from the said intended railway from Huyton to Aston, in the township of Runcorn, in the said parish of Runcorn, and county of Chester, and terminating on the shore of the River Mersey, near the Bridgewater Docks, in the said township of Runcorn, in the said parish of Runcorn, in the said county of Chester; which said railway and branch railway, and other works connected therewith, will pass by one or other of the routes which will be defined upon the plans hereinafter mentioned, from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, that is to say, West Bank, Cuerdley, Widnes, Upton within Widnes, Upton, Widnes cum Appleton, Appleton, Speke, Childwall, Penketh, Greystone Heath, Great Sankey, Little Sankey, Farnworth, Farnworth within Widnes, Ditton, Little Tarbock, Tarbock, Sutton, Hale, Halebank, Halewood, Little Woolton, Much Woolton, Garston, Allerton, Walton on the Hill, Halsnead, Cronton, Rainhill, Bold, Whiston, Huyton, Roby, Prescott, and Warrington, or some of them, all in the county of Lancaster; and Runcorn, Higher Runcorn, Lower Runcorn, Weston, Daresbury, Kekewick, Moore, Norton, Warford, Stockham, Clifton otherwise Rocksavage, Halton, Aston, Aston by Sutton, Sutton, Dutton, Hallwood, Preston-o'-th-Hill, Preston Brook, Astmore and Great Budworth, or some of them, all in the county of Chester.

Secondly, A 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 in and by a junction with a branch line of railway from Saint Helens to Rainford, authorized in the last session of Parliament, in the township of Windle, in the parish of Prescott, in the 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, Huyton, Whiston, Prescott, Saint Helens, Windle, Hardshaw, Hardshaw within, Windle, Parr, Sutton, and Eccleston, all in the county of Lancaster.

Thirdly, A railway commencing at, and by a junction with the Grand Junction Railway, in the township of Warrington, in the parish of Warrington, in the county of Lancaster, and terminating at, and by a junction with the said Grand Junction Railway (on that portion thereof, heretofore called the Liverpool and Manchester Railway), in the township of

Kenyon, in the parish of Winwick, in the 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, Warrington, Saint Paul Warrington, Burtonwood, Longford, Orford, Winwick, Winwick-with-Hulme, Hulme, Houghton, Middleton, Arbury, Houghton Middleton and Arbury, Highfields, Southworth, Southworth-with-Croft, Croft, Croft-with-Southworth, Newton, Newton-in-the Willows otherwise called Newton-in-Mackerfield, Golborne, Lowton, Kenyon, and Newchurch, all in the county of Lancaster.

Fourthly, A railway commencing at, and by a junction with the Grand Junction Railway in the township of Warrington, in the parish of Warrington, in the county of Lancaster, and terminating at, and by a junction with the North Union Railway, in the township of Golborne, in the parish of Winwick, in the 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, Warrington, Saint Paul Warrington, Burtonwood, Longford, Orford, Winwick, Winwick-with-Hulme, Hulme, Houghton, Middleton, Arbury, Houghton Middleton and Arbury, Highfields, Southworth, Southworth-with-Croft, Croft, Croft-with-Southworth, Kenyon, Newchurch, Culcheth, Lowton, Golborne, Newton, and Newton-in-the-Willows otherwise called Newton-in-Mackerfield, all in the county of Lancaster.

Fifthly, A railway commencing at and by a junction with the Grand Junction Railway in the township of Bushbury otherwise Byshbury, in the parish of Bushbury otherwise Byshbury, in the county of Stafford, and terminating at and by a junction with the said Grand Junction Railway, in the township of Willenhall, in the parish of Wolverhampton, 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 of Bushbury otherwise Byshbury, Bentley, Bentley Heath, Bentley Hay, Darlaston, Darlaston Green, Bughole, Wednesbury, Saint Bartholomew Wednesbury, Saint John Wednesbury, Show Hill, Gorsbrook, Wolverhampton, Wednesfield, Saint Giles Wednesfield, Rumballows otherwise Rumbelows, Wednesfield Heath, Moseley, Moseley Hole, Horsley Fields, Chillington Fields otherwise Chillington Works, Stowheath, Saint Peter Wolverhampton, Saint Mary Wolverhampton, Saint James Wolverhampton, Saint John Wolverhampton, Saint George Wolverhampton, Saint Paul Wolverhampton, Portobello, Wiltenhall, and Bilston, or some of them, all in the county of Stafford.

Sixthly, A railway parallel to, and for the purpose of adding an additional line of rails to the existing line of the Grand Junction Railway, (on that portion thereof heretofore called the Liverpool and Manchester Railway,) between Liverpool and Huyton, commencing at Edghill, in the town-

ship of West Derby, in the parish of Walton-on-the-Hill, in the county of Lancaster, and terminating at the point where the railway firstly hereinbefore described diverges from the main line of 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; 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 of Edghill, Walton, Walton-on-the-Hill, West Derby, Wavertree, Childwall, Thingwall, Thingwell, Much Woolton, Prescot, Roby, and Huyton, or some of them, all in the county of Lancaster.

And it is further intended by such Acts or Acts to take powers for the purchase of lands and houses by compulsion or agreement for the purpose of the said intended works, and for levying tolls, rates, and duties, in respect of the use thereof, and for altering the existing tolls, rates, and duties, payable in respect of the use of the Grand Junction Railway, and to grant certain exemptions from such tolls, rates, and duties; and that it is also intended to vary or extinguish all existing rights or privileges, in any manner connected with the lands and houses so proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use, of the said intended works, or any of them, and to confer other rights and privileges.

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

And it is also proposed by the said intended Act or Acts to enable the said Grand Junction Railway Company to enter into an agreement with the Right Honourable Francis Egerton, commonly called Lord Francis Egerton, for the making, working, and use of the said proposed branch railway at Runcorn hereinbefore mentioned as diverging out of the line of railway from Huyton to Aston, and the works connected therewith, or to let on lease, or to sell and transfer the same branch railway and works, or any part thereof, and all or any powers of the said Grand Junction Railway Company in connexion therewith or in relation thereto, to the said Lord Francis Egerton, his heirs or assigns, and to enable the said Lord Francis Egerton, his heirs or assigns, to purchase or rent the said intended branch railway and works, or any of them, or any part thereof, and to exercise such powers, or any of them, and generally to enter into and carry into effect such ar-

rangements in reference thereto, as may be mutually agreed upon between the said Lord Francis Egerton, his heirs and assigns, and the said Grand Junction Railway Company.

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; 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 Stafford, at his office in Stafford; 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 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 thirty-first day of October, 1845.

Clay, Swift, and Wagstaff,

Solicitors, Liverpool.

North Devon 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 herein after 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 to commence near the South Gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of St. Thomas the Apostle, St. Stephens by Launceston, St. Thomas Street otherwise St. Thomas Hamlet, St. Mary Magdalene, Lezant, and Lawhitton, all in the county of Cornwall; Bradstone, Kelly, Lifton, Stowford, Lew Trenchard, Mary Stow, Milton Abbot, Brentor, Coryton, Lamerton, Bride-stowe, Mary Tavy, Wilsworthy, Lydford otherwise Lidford, Sourton, Okehampton otherwise Oakhampton, Belstone, Sampford Courtenay, Exbourne, Inwardleigh, Jacobstow, Monkoakampton, Hatherleigh, Northlew, Highampton, Meeth, Petrockstow, Huish, Merton, Marland otherwise Peters Marland, Shebbear, Langtree, Little Torrington, Great Torrington, Frithelstock, Wear Gifford, Littleham, Lancross, Northam, Northam Ridge, Abbotsham, Bideford, Westleigh, Instow, Fremington, Bickington, Tawstock, Barnstaple, Bishop's Tawton, Pilton, Newport, Landkey, Swimbridge, Chittlehampton, West Buckland, East Buckland, Filleigh, Southmolton, Northmolton, Bishop's Nympton, Twitching, Molland otherwise Molland Botreaux, Lyddon.

Knowstone, West Anstey, East Anstey, Oakford, Stoodleigh, Hightleigh, Bampton, Morebath, Clayhanger, or some of them, in the county of Devon; Brushford, Dulverton, Raddington, Skilgate, Chipstable, Bathealton, Milverton, Wiveliscombe, Fitzhead, Oake, Hilfarrance, and Bradford, or some of them, in the county of Somerset, and to terminate in the said parishes of Hillfarrance and Bradford, or one of them, by a junction with the line of the Bristol and Exeter Railway.

Also a railway diverging out of the said first-mentioned intended Railway, at or near Burn, in the parishes of Lamerton and Mary Tavy, or one of them, in the said county of Devon, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bridestowe, Lydford otherwise Lidford, Wilsworthy, Lamerton, Brentor, Mary Tavy, Peter Tavy, Whitchurch, and Tavistock, or some of them, in the county of Devon, and terminating near the Abbey Bridge, in the said parish of Tavistock.

Also a railway diverging out of the said first-mentioned intended railway, at or near Shelstone, in the parish of Exbourne, in the county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Exbourne, Jacobstow, Honeychurch, Sampford Courtney, North Tawton, Broad Nymet, Bundleigh, South Tawton, Spreyton, Bow otherwise Nymat Tracy, Clannaborough, Zeal Monachorum, Colbrook, Tedburn St. Mary, and Crediton, or some of them, in the county of Devon, and terminating at or near Four Mills, in the said parish of Crediton, by a junction with the line of the intended Exeter and Crediton Railway.

Also a railway diverging out of the line of the said first-mentioned intended railway, at or near Morebath, in the county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Morebath, Bampton, Stoodleigh, Tiverton, and Washfield, some or one of them, in the county of Devon, and terminating by a junction with the proposed branch railway to Tiverton, from the Bristol and Exeter Railway, in the said parish of Tiverton.

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.

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 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 proposed undertaking, or some part or parts thereof into effect, and to take powers for the purchase of land by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to enable the company to be thereby incorporated, to sell or let and transfer the said intended railways and works, or any of them, or any part or parts thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, or any or either of them, or to the companies intended to be incorporated under the titles of the Cornwall Railway Company, and the Launceston and South Devon Railway Company, or any or either of them, and to enable the said several companies, or any or either of them, to purchase or rent the said intended railways and works, or any of them, 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 railways and works, or any of them, or any part thereof, and generally to enable the said companies, or any or either of them, to enter into and carry into effect such arrangements for the construction and working of the said intended railways and works, or any of them, as may be mutually agreed upon between them.

And it is further intended, by such Act or Acts, to enable the company to be thereby incorporated to purchase or rent the Bristol and Exeter Railway, the South Devon Railway, the Exeter and Crediton Railway, and certain projected railways, intended to be called the Cornwall Railway, and the Launceston and South Devon Railway, or any part or parts of the same respectively, and to use, exercise, and enjoy all powers with reference to such railways, or any or either of them, or any part or parts of the same respectively, to be so purchased or rented, which have been or may be created by any Act or Acts already passed, or which may be passed in the next session of Parliament, and generally to enter into and carry into effect such arrangements relative to the working of the aforesaid several railways, or any or either of them, or of the Great Western Railway, or any part or parts of the same respectively, as may be agreed upon between the companies incorporated, or to be incorporated, for constructing such aforesaid several railways, or any or either of them, and the company to be incorporated by the said Act or Acts so intended to be applied for. And it is further intended to enable the said company, so to be incorporated as aforesaid, to purchase or rent a certain canal, situate in the said county of Devon, and known as "Lord Rolle's Canal," with the rights and appurtenances thereto belonging, and to appropriate the same, or any part thereof, to the purposes of the said intended railways, or any of them, and to enable the proprietors of, and other persons interested in the

said canal, to sell or lease the same to the said company, so intended to be incorporated. 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 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 Devon, at his office, at the Castle of Exeter, in the said county; with the clerk of the peace for the county of Cornwall, at his office, in St. Austell, in the said county; and with the clerk of the peace for the county of Somerset, at his office, in Taunton, in the said county; and that a copy of so much of the said maps, or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended 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 fourth day of November, 1845.

Osborne, Ward, and Co., } Bristol, }
Savery, Clark, and Co., } } Solicitors.
Whiteford, Bennett, and Tucker, }
 Plymouth, }

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill or Bills, or to insert a clause or clauses in any other Bill or Bills which may be introduced into Parliament in the next session, for incorporating and amalgamating into one or more company or companies, the proposed or existing companies following, or some of them, that is to say, the Cornwall and Devon Central Railway Company; the Exeter, Yeovil, and Dorchester Railway Company; the London, Salisbury, and Yeovil Railway Company; the Wimborne and Poole Railway Company; and the London and South Western Railway Company; or to enable the said companies, or any of them, to let on lease, sell, or transfer their railways, or intended railways and works, or any part of the same, or the tolls thereof, to the other or others of them, and to enable the said companies or any of them to accept and take a lease of, or to purchase the railways and works of the other or others of them, and to delegate to any of the above-mentioned companies the execution of all or any of the powers of the Bill or Bills, Act or Acts, which may be introduced into Parliament, or which have or may be passed, authorizing the making and maintaining of the railways made or to be made by the said companies, or any of them; and to authorize the said companies, or any of them, 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 all or any of the said railways and works,

or any part or parts thereof; and to enable the said companies or any of them to purchase, rent, work, or construct the railway or railways and works of the other or others of them, or any part of the same, and to take tolls and duties upon or in respect of the said railways, or any of them, or any part thereof, and to raise money for the purposes aforesaid.

And it is also proposed to authorize such union and amalgamation of the said companies, or any of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the company which may be formed by such union or amalgamation, to use and work the said railways, all or any of them, and to take tolls in respect thereof, or of any part thereof, and to exercise all the rights, powers, and privileges, of or belonging to all or any of such companies which may be so united as aforesaid; and generally to carry into effect all such mutual arrangements and agreements for carrying on the traffic of the said railways respectively, or of any part thereof, and for the apportionment and distribution of the profits arising from the said railways and works connected therewith respectively, or from any part thereof, as may be deemed expedient; and for all or any of the objects aforesaid, to alter, amend, and enlarge the powers and provisions of the following Acts relating to the said London and South Western Railway Company; that is to say, an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, intituled, "An Act for making a railway from London to Southampton;" an Act passed in the first year of the reign of Her present Majesty, intituled, "An Act to alter the line of the London and Southampton Railway, and to amend the Act relating thereto;" an Act passed in the second year of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and Southampton Railway Company (thereafter to be called the London and South Western Railway Company), and to make a branch railway to the port of Portsmouth;" an Act passed in the fourth year of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway Company;" an Act passed in the fifth year of the reign of Her said Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway Company, and to authorize an agreement between the said company and certain inhabitants of Wandsworth and Battersea respecting an alleged loss in their supply of water;" an Act passed in the eighth year of the reign of Her present Majesty, intituled, "An Act to make a branch railway from the London and South Western Railway to Salisbury;" another Act passed in the said eighth year of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway, and to authorize the extension of the said railway and other works at or near the Nine Elms station;" an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western

Railway, and to authorize the London and South Western Railway Company to buy, and the Guildford Junction Railway Company to sell, the Guildford Junction Railway;" and another Act passed in the said session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway, and to authorize extensions thereof from the Nine Elms terminus to a point near to Waterloo and Hungerford Bridges, in the parish of Saint Mary Lambeth, and to the Thames at Nine Elms, in the parish of Battersea, all in the county of Surrey;" and also to alter the tolls, rates, and duties granted by the said Acts, or any of them, and to confer, vary, or extinguish exemption from payment of tolls, rates, and duties, and other rights and privileges.

Dated this third day of November, 1845.

Rugby, Warwick, and Worcester Railway.

Notice of Application to Parliament.

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 and to incorporate a company, for the purpose of making and maintaining, working and using, a railway, with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, to commence in the parish of Rugby, in the county of Warwick, and to terminate in or near to the city of Worcester, in the county of Worcester, which said proposed railway or work is intended to be made and maintained from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places, or some of them, following, that is to say, Rugby, Newbold-upon-Avon, Long Lawford, Church Lawford, Bilton, Dunchurch, Caus-ton otherwise Canston otherwise Cawston, Thurlaston otherwise Thurlstone, Bourton otherwise Bourton-upon-Dunsmore, Draycote otherwise Draicote, Frankton, Birdingbury otherwise Birbury, Marton, Princethorpe, Stretton-upon-Dunsmore, Eathorpe, Wappenbury, Hunningham otherwise Honingham, Weston-under-Wetherley, Cubbington, Lillington, Offchurch, Ufton otherwise Oloughton, Newbold Comyn, Leamington Priors, Milverton, Guyscliffe, Edmondscote otherwise Emscote, Warwick, Saint Nicholas Warwick, Saint Mary Warwick, Budbroke otherwise Budbrook, Wedgnoock Old Park, Wedgnoock, Deer Park, Grove Park, Hampton Curli otherwise Hampton on the Hill, Norton Lindsey otherwise Norton Limesi otherwise Norton Superior, Lower Norton otherwise Norton Curli otherwise Norton Inferior, Wolverton otherwise Wolverdington, Langley, Upper Langley, Lower Langley, Claverdon, Snitterfield, Wootton Wawen otherwise Waves Wootton, Edstone otherwise Edsone, Burley otherwise Bearley, Silesburne, Aston Cantlow, Newnham, Shelfhull otherwise Shelfield, Little Alne, Haseler otherwise Hazelor, Walcote, Great Alne, Kinwarton, Oversley, Alcester, Kingscoughton, Coughton otherwise Great Coughton,

No. 20532.

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Arrow, and Weethley, all in the county of Warwick; Saint Nicholas, Saint Mary, Saint Johns, The Priory, The Cape, Saltisford, Market Place Ward, Saltisford Ward, Jury Street Ward, Castle Street Ward, West Street Ward, High Street Ward, Bridge End Ward, Smith Street Ward, all in the borough and county of Warwick; Cook Hill, The Ridgway, Knighton, Inkberrow otherwise Inteborough, Dormston, Kington, Flyford Flavell, North Piddle, Grafton Flyford, Libbery, Upton Snodsbury, Broughton Hackett, Crowle, Bredicot, Spetchley, Tibberton, Warndon otherwise Warmedon, Saint Martin, and Claines, all in the county of Worcester; Claines, Whistones, Saint Oswald, Saint George, Saint Nicholas, Saint Clement, Pitchcroft Ham, and All Saints, all in the city of Worcester, and county of the same city; and to be called The Rugby, Warwick, and Worcester Railway.

And notice is hereby further given, that on or before the thirtieth day of November instant, a plan and duplicate of such plan, describing the line or situation of the whole of the said intended railway or work, and the lands in or through which the same is to be made and maintained, and through which every communication to or from the said intended railway or work is intended 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 respectively, and also a section, and a duplicate thereof, shewing the surface of the ground marked on the said plan, and the intended level of the proposed railway or work, with a datum horizontal line, will be deposited for public inspection with the clerk of the peace for the said county of Warwick, at his office at Stratford-on-Avon in the said last-mentioned county; and with the clerk of the peace for the said county of Worcester, at his office at the Shire Hall, in the city of Worcester and county of the same city; and with the clerk of the peace for the said city of Worcester and county of the same city, at his office in Foregate Street, in the said last-mentioned city and county of the same city; and that on or before the thirty-first day of December in this present year, a copy of so much of the said plans and sections as relates to each parish, in or through which the said intended railway or work, or any part thereof, is intended to be made and maintained, together with a book of reference thereto, will also 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 to apply for powers in the said Bill or Bills, for the compulsory purchase of all such lands, houses, or other property as may be necessary for the purposes of the said intended railway or work, or any part thereof; and for powers to levy tolls, rates, and duties for and in respect of such proposed railway or work, and to vary, repeal, or extinguish any existing rights or privileges connected with the houses, lands, and other property intended to be taken for the purposes of the said intended railway or work, or any part thereof, or which would in any manner interfere with or im-

pede the construction, maintenance, or use of the said intended railway and works, or any part thereof, and to confer other rights and privileges, and also powers to cross, alter, and divert, or stop up, within the several parishes, townships, extra-parochial, and other places aforesaid, or some of them, all such turnpike roads, highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to cross, alter, and divert, or stop up, for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said intended railway, or any of the works or conveniences connected therewith.

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

George Weller,
King's Road, Bedford Row, London,
George Pell, Jun.,
Of Northampton and Welford
in the county of Northampton,
Solicitors to the Rugby, Warwick, and Worcester
Railway Company.

Glasgow, Barrhead, and Neilston Direct Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of the Glasgow, Barrhead, and Neilston Direct Railway Act 1845, and to empower the company thereby incorporated to make and maintain a branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the main line of the said railway at or near to the Barrhead Station, or otherwise at or near to the lands of Townhead, near the said station, and to terminate at or near to the Paisley Station of the joint line of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, and the Glasgow, Paisley, and Greenock Railway, by a junction with the said joint line, or otherwise, at a separate station in the town of Paisley, and to pass from, in, through, or into the several parishes and places following, or some of them, that is to say, the parish of Neilston, the Abbey Parish of Paisley, and the Low Church Parish of Paisley, in the county of Renfrew; second, a branch railway to diverge out of and from the main line of the said railway, at or near to Crossmill or Corsemill, and to form a junction with the said branch railway last above described, at or near to the lands of Blackbyre or Logan's Rais, and to pass from, in, through, or into the Abbey Parish of Paisley and county of Renfrew; third, a branch railway to diverge out of and from the main line of the said railway, at or near to Woodneuk or Kennishead, and to terminate at or near to Thornliebank, and to pass from, in, through, or into the parish of Eastwood and county of Renfrew; fourth, a branch railway to diverge out of and from the main line of the said railway at or near to Nitshill Quarry, and to terminate at or near to the ironstone pits on the Househill Estate,

with a branch railway diverging out of the said branch railway to the Victoria Colliery on the said Househill Estate, which two last-mentioned branch railways pass from, in, through, or into the parish of Eastwood and the Abbey Parish of Paisley, or one or other of said parishes and county of Renfrew; and fifth, a branch railway to diverge out of and from the main line of the said railway at or near to Crossmill or Corsemill aforesaid, and to terminate at or near to Hurllet Alum Works, and to pass from, in, through, or into the Abbey Parish of Paisley and county of Renfrew.

And notice is hereby given, that it is intended to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on and for the use of the said branch railway or railways, 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 parishes, and places aforesaid, all turnpike and other roads, streets, railways, tramways, gas-pipes, water-pipes, sewers, canals, rivers, streams, and water-courses, which it may be necessary to interfere with, in the construction of the said intended branch railway or railways.

And it is proposed by the said intended Act or Acts to enable the said Glasgow, Barrhead and Neilston Direct Railway Company to subscribe or contribute towards the establishment and maintenance of, or to purchase or rent and use, or to take shares in any other railway or other undertakings which they may deem advantageous to the interests of the said company, and which may be sanctioned by Parliament, and to enter into and carry into effect any arrangements which they may think fit, with the proprietors of such railways or other undertakings, or with any existing railway companies, either with reference to the objects aforesaid, or with reference to the use or working of any other line of railway, or to the union or amalgamation thereof, or of any part thereof with the undertaking of the said Glasgow, Barrhead and Neilston Direct Railway, and to raise such additional capital as may be necessary for the formation and construction of the said branch railway or railways and other works, and the other purposes aforesaid, and generally to obtain all powers which may be necessary for any or all of such purposes, and for the management and control of the said Glasgow, Barrhead and Neilston Direct Railway, and any such other undertakings as aforesaid.

And it is further proposed by the said intended Act or Acts, to enable the said company to sell and transfer, or to lease the said Glasgow, Barrhead, and Neilston Direct Railway, and the said intended branch railway or railways, and other works, or any of them, or any part thereof, and all or any of the powers of the said company in connection therewith, or in relation thereto, to the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley, and Greenock Railway Company, and 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 Glasgow, Barrhead, and Neilston Direct Railway, and the said intended branch railway or railways, 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), as may be considered expedient and may be agreed upon, or to guarantee to the said Glasgow, Barrhead, and Neilston Direct Railway Company 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 and the said Glasgow, Barrhead, and Neilston Direct Railway Company; 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, 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 the sixth years of the reign of Her present Majesty; and the Acts relating to the said Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty.

And notice is hereby given, that plans and sections and duplicates thereof, describing the lines or situations and levels of the said branch railway or railways, and other works, and also describing the lands to be taken and used for the purposes thereof, together with a book or 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 in the present year, in the office of the principal sheriff-clerk for the county of Renfrew, at Paisley; 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 branch railway or railways and 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 his residence..

Campbell and Tennents,
40, George Square, Glasgow,

G. H. Lang,
37, Great George Street, Westminster,
Solicitors for the Bill.

Glasgow, eighteenth of October, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for enlarging the present boundaries of the borough of Blandford Forum, in the county of Dorset, by including therein all that part of the parish of Blandford Forum, in the

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same county, not now within the limits of the said borough, which lies between the said present borough, and a line to be drawn from the point at which the present boundary of the said borough crosses a lane called Damary Lane, near the National School northward, along the eastern side of the said lane to the Salisbury Road, thence across the said Salisbury Road to a lane called Little Lane, thence along the eastern and northern side of the said lane called Little Lane to the point at which the same meets the Sherborne and Shaston Road, thence across the said road, thence southward along the said road on the westernmost side thereof to the point at which the same meets a private road leading to a house now in the occupation of Mrs. Susannah Fisher; thence along the westernmost side of the said last-mentioned road, to a small gate leading from the said last-mentioned road into a meadow called Broad or Crown Meadow, the property of the Right Honourable Lord Portman, and now forming part of Bryanstone Park, and from thence eastward and southward along the northern and eastern boundary of the said meadow to the point where such boundary meets the present boundary of the said borough adjoining the road to Dorchester, at the south-eastern corner of a garden or lawn belonging to the Crown Hotel, and which said part of the said parish comprises all such parts of the streets called Salisbury Street and West Street, and of the place known by the name of the New Buildings, and of the said lane called Damary Lane, as are not now within the limits of the said borough, and also the several streets and lanes called Bryanstone Street or Back Lane, White Cliff Mill Street, and Little Lane, and the several adjacent lanes and alleys and other places, and comprises the whole of that part of the town of Blandford Forum, which is not now within the limits of the said borough; and for enabling the mayor, aldermen, and burgesses of the said borough of Blandford Forum, to hold the sheep and cattle fairs, heretofore held in the said borough, at any place within the limits of the parish of Blandford Forum aforesaid, with power to levy the same tolls and dues in respect thereof, as they could have done, if the same had been held within the limits of the borough of Blandford Forum aforesaid; and with powers for the said mayor, aldermen, and burgesses of the said borough to purchase such quantity of land as may be necessary for the holding of such sheep and cattle fairs; and for changing the time of holding the fair heretofore held in the said borough in the month of July to the month of September; and for enabling the mayor for the time being of the said borough, to act as a justice of the peace of and for the said borough, for the period of two years next after he shall cease to be such mayor, and for all such other powers and provisions as may be necessary for giving effect to the purposes aforesaid.

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

Septimus Smith,
Solicitor for the Bill.

Leeds and Thirsk Railway.
North Eastern Extension.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for making and maintaining the railway hereinafter mentioned, or some part or parts thereof, with proper works and conveniences connected therewith, and approaches thereto, to commence in the township of Wath, in the parish of Wath, in the North Riding of the county of York, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wath, Melmerby, Middleton, Middleton Quernhow, Sutton, Howgrave, Sutton-cum-Howgrave, Amderby, Amderby Quernhow, Kirklington, Sinderby, Pickhill, Pickhill-cum-Roxby, Swamby, Marmby, Kirby-Wiske, Newby-Wiske, North Otterington, South Otterington, Romanby, Northallerton, Brompton, Osmotherley, East Hursley, West Hursley, Deighton, Wellbury, Appleton, Wiske, Great Smeaton, West Rounton, East Rounton, Ruddy, Pickton, Crathorne, Leavington, Kirk Leavington, Worsall, High Worsall, Low Worsall, Peirsburgh and Yarm, or some of them, all in the said North Riding of the county of York; Newsham, Eaglescliffe, Aisleby, Preston, Elton, Long Newton, Hartburn, Stockton, Stockton-on-Tees, Norton, Bitlingham, Cowpen, Bewley, Newton Bewley, Wolveston, Claxton, Saltholme, Grant-ham, Grantham Hospital, Seaton Carew, Brearton, Stranton, Stranton Grange, Throston, Hart and Hartlepool, or some of them, all in the county of Durham; and to terminate by a junction or junctions with the railway belonging to the Hartlepool Dock and Railway Company, in the townships of Stranton, Throston, and Hartlepool aforesaid, or some or one of them, in the parishes of Stranton and Hartlepool aforesaid, or one of them, in which case powers will be sought to make a junction or junctions with the Stockton and Hartlepool Railway, in the townships of Billingham, Cowpen, Bewley and Stranton aforesaid, or some or one of them, in the parishes of Billingham and Stranton aforesaid, or one of them, or otherwise to terminate by a junction or junctions with the Stockton and Hartlepool Railway, in the said township and parish of Billingham, in which latter case powers will be sought by the said intended Act or Acts, for making a branch railway from the said Stockton and Hartlepool Railway, in the said township and parish of Stranton, to communicate with the said railway belonging to the said Hartlepool Dock and Railway Company, which said branch railway will pass from, in, through, or into, or be situate within the townships of Stranton, Throston, and Hartlepool aforesaid, or some or, one of them in the parishes of Stranton and Hartlepool aforesaid, or one of them.

And it is also proposed by the said intended Act or Acts, to take powers to make a branch railway from and out of the said first-mentioned intended railway, to form a junction or junctions

between the said intended railway, and the Great North of England Railway, in the said townships of Romanby and Northallerton, or one of them, in the parish of Northallerton aforesaid.

And power will also be sought by the said intended Act or Acts, to make a branch railway or branch railways, from and out of the first mentioned intended railway, to form a junction or junctions between the said intended railway and the line or lines of the Stockton and Darlington Railway Company, which said branch railway or branch railways will be situate in the townships of Eaglescliffe, Preston, and Stockton aforesaid, or some or one of them in the parishes of Eaglescliffe and Stockton-upon-Tees aforesaid, or one of them.

And power will also be sought by the said intended Act or Acts to form a junction or junctions between the said first-mentioned intended railway and the Clarence, in the townships of Stockton and Billingham aforesaid, or one of them, in the parishes of Stockton-on-Tees and Billingham aforesaid, or one of them, all in the said county of Durham.

And it is also proposed to take powers by the said intended Act or Acts to divert, alter, or stop up, within the several parishes, townships, and extra-parochial and other places aforesaid, all railways, highways, turnpike-roads, canals, and navigable and other rivers which it may be necessary or expedient to divert, alter, or stop up in the construction of the said intended works.

And it is also proposed to take powers by the said intended Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Company, to carry into effect the objects aforesaid, with powers to purchase lands and houses by compulsion or agreement for the purposes thereof, and to levy tolls, rates, and duties in respect of the use of the said intended railways and works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is also proposed to vary or extinguish all existing rights and privileges connected with the lands and houses so proposed to be purchased; 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 proposed by the said intended Act or Acts so to be applied for to empower the said Leeds and Thirsk Railway Company to raise further capital for all or any of the purposes aforesaid.

And it is also proposed by the said intended Act or Acts to apply for powers to enable the Stockton and Hartlepool Railway Company to sell, dispose of, and make over, or to lease for a term of years, or in perpetuity, all their estate right, title, and interest in and to the said Stockton and Hartlepool Railway, and all and singular the property and branches thereof, and the works and conveniences connected therewith, and the lands in or upon which the same respectively are made, and all their other property and effects, and all the

powers and privileges now vested in them, to the Leeds and Thirsk Railway Company, and to enable the said Leeds and Thirsk Railway Company to purchase, accept, and take the same, and to exercise all the powers and privileges now vested in the said Stockton and Hartlepool Railway Company, and to consolidate and unite the said Stockton and Hartlepool Railway, and the branches, property, and works thereof, respectively, with the said Leeds and Thirsk Railway and to enable the Leeds and Thirsk Railway Company to levy and receive the tolls, rates, and duties now payable on or in respect of the said Stockton and Hartlepool Railway and branches and works respectively, and to exercise all or any of the rights and privileges relating thereto, and if necessary, to alter, vary, and increase such tolls, rates, and duties, and to dissolve the said Stockton and Hartlepool Railway Company.

And it is also proposed to take powers by the said intended Act or Acts for enabling the said Leeds and Thirsk Railway Company to purchase by compulsion or otherwise the lands upon or over which the said Stockton and Hartlepool Railway and branches, and the works respectively, or any part thereof, respectively, pass or are made, and the fee simple and inheritance thereof, and all other estates and interests therein, and to vest the said lands in the same company freed from all annual or other rents or charges now payable by the said Stockton and Hartlepool Railway Company, or any person or persons whomsoever in respect of or for the use of the same, which said Stockton and Hartlepool Railway, and branches and works, respectively pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Billingham Cowpen, Bewley, Newton Bewley, Greatham, Hospital, Greatham, Leaton, Carew, and Stranton aforesaid, or some of them, and for such purposes to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the said Stockton and Hartlepool Railway, passed in the session of Parliament of the fifth and sixth years of the reign of Her present Majesty Queen Victoria.

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, describing the line and levels of the said intended new works, and describing also the lands proposed to be taken for the purposes of the said Railways, and also plans and sections shewing the line and levels of the said Stockton and Hartlepool Railway, and works, and the lands over which the same are made, with books of reference to such plans respectively, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the clerk of the peace of the West Riding of the county of York, at his office in Wakefield, in the said West Riding; with the clerk of the peace of the North Riding of the county of York; at his office in Northallerton, in the said North Riding; and with the clerk of the peace of the said county of Durham, at his office in the city of Durham; 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 the several parishes in or through which the said new works are intended to pass or be made, and in or through which the said Stockton and Hartlepool Railway and works are situate, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this . . . day of November, 1845.

Payne, Eddison and Ford,
Solicitors, Leeds.

Worcester and Leominster Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing at or near the Upper Quay, in the parishes of Saint Clement and Saint Nicholas, or one of them, in the city and county of the city of Worcester, and terminating at or near the borough of Leominster, in the county of Hereford, 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, Saint Clement and Saint Nicholas, in the said city and county of the city of Worcester; the bed and shores of the River Severn, Saint John in Bedwardine, partly in the said city and county of the city of Worcester and partly in the county of Worcester; Hallow, Broadwas, Leigh, Bransford, Cotheridge, Suckley, Lulsley, and Alfrick, in the county of Worcester; Linton, Avenbury, Stanford Bishop, Bromyard, Winslow, Norton, Wacton, Edwin Ralph, Thornbury, Bredenbury, Grendon Bishop, Puddleston cum Whyte, Docklow, Hampton Waver, Stoke Prior, Wickton, Humber, Risbury, Kimbolton, Stockton, Hamnish Clifton, Broadward, Brierly, Wharton, Eaton, Hennor, Stretford, Hide, Wintercote, Ivington, Newtown, Stagbatch, Cholstrey, Saint John Ivington, and Leominster, all in the county of Hereford. 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, 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 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 confer certain exemptions from such tolls, rates, and duties; and it is also intended by such Act or Acts to vary, alter, or extinguish all existing rights or privileges in any manner connected with the

lands or houses proposed to be purchased or taken for the purposes of the said intended undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, or any of them, 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, or 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 a company proposed to be incorporated by and under the name of the Great Eastern and Western Railway Company, and to enable such company to purchase or rent, or construct the same, or any part thereof, and to exercise such powers, or any of them; and also to enable the said Great Eastern and Western Railway Company, if so incorporated as aforesaid, to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect all such arrangements in reference to the objects aforesaid, as may be mutually agreed on between the said Great Eastern and Western Railway Company and the company to be thereby incorporated. 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 instant, with the clerk of the peace for the county of Worcester, at his office in the city of Worcester; with the clerk of the peace for the city and county of the city of Worcester, at his office in the said city of Worcester; and with the clerk of the peace for the county of Hereford, at his office in the city of Hereford; 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 tenth day of November, 1845.

Elmslie and Preston,
47, Moorgate Street, London.
Henry Foley,
Worcester,
W. and T. Deveroux,
Bromyard.

Hull and Holyhead 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 to incorporate a company or companies, for the purpose of making and maintaining a railway, with all proper stations, works, communications, ap-

proaches, and other conveniences connected therewith, commencing by a junction with the Chester and Crewe Railway, at or near a certain place in the township of Great Boughton, in the parish of Saint Oswald, in the county of Chester, and terminating by a junction with the Sheffield and Rotherham Railway, in the parish of Sheffield, in the West Riding of the county of York, which said intended railway and the works connected therewith, will pass from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following; that is to say, Great Boughton, Saint Oswald, Christleton, Church Christleton, Cotton Edmunds, Stanford, Littleton, Tarvin, Tarvin-cum-Osroft, Kelsall, Delamere, Oakmere, Weaverham, Sandiway, Whitegate, Marton otherwise Merton, Great Budworth, Hartford, Castle Northwich, Daverham, Leftwich, Witton, Witton-cum-Twambrooke, Rudheath, Lostock-Gralam, Hulse, Allostock, Nether Peover; Sandbach, Goosetrey-cum-Barnshaw; Prestbury, Adlington, Birtles, Bollington; Bosley, Butley-cum-Newton, Butley, Capesthorpe, Chelford, Fallibroome, Henbury, Lyme Handley, Marton, Mottram Andrew otherwise Mottram Saint Andrew, Newton, Poynton, North Rode, Siddington, Tytherington, Upton, Old Withington, Lower Withington, Woodford, Worth, Macclesfield, Hurdsfield, Kettleshulme, Pott Shrigley, Rainow, Sutton otherwise Higher Sutton, Chorley, Great Warford, Nether Alderley, Over Alderley, Snelson, Yeardsley-cum-Whaley, Whaley, and Taxall, in the said county of Chester, or some of them; and Fernilee, Hove, Boden Edge, Bradshaw Edge, Combs Edge, Chapel-en-le-Frith, Peak Forest, Castleton, Edale, Hope Woodlands, Derwent, Bamford, and Hathersage, in the county of Derby, or some of them; Bradfield, Ecclesfield, Upper Hallam, Nether Hallam, Brightside Bierlow, and Sheffield, in the West Riding of the county of York, or some of them.

And also for the purpose of making and maintaining a branch railway, with all proper stations, works, communications, approaches, and other conveniences connected therewith, diverging from and out of the said intended main line of railway in the township of Macclesfield, in the parish of Prestbury aforesaid; and thence passing from, in, through, or into the several parishes, townships, townlands, hamlets, extra-parochial or other places of Macclesfield, Macclesfield Forest, Wild Boarclough, and Winkle otherwise Winkle, in the said county of Chester, or some of them; and Bakewell, Hartington, and Buxton, in the said county of Derby, or some of them, and terminating in the township or chapelry of Buxton, in the parish of Bakewell, in the said county of Derby, either at a distinct terminus or by a junction with the intended "Great Grimsby, Sheffield, the Potteries, and Grand Junction Railway."

And notice is hereby further given, that in the said Bill or Bills powers will be applied for to make lateral deviations in the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined; and also to stop up, alter, extend, enlarge, or divert, either temporarily or permanently, all such railways, tramways, turnpike, and other roads and highways, cuts, canals,

reservoirs, aqueducts, navigations, rivers, streams, and watercourses, within the parishes, townships, townlands, hamlets, and extra-parochial, or other places aforesaid, or any of them, as may be necessary for the purposes of such intended railway and branch railway respectively; and works connected therewith, or any of them; and also to authorize junctions with any other railway or railways now or hereafter existing, at the commencement or termination, or in the line or course of the said intended railway, in the several parishes, townships, townlands, hamlets, and extra-parochial or other places aforesaid, or any of them; and also to levy tolls, rates, and duties, in respect of the use of the said intended railway and branch railway respectively; and to grant exemptions from payment of such tolls, rates, or duties, as to such company may seem meet; and also for the compulsory purchase of such lands, houses, and other property, as may be required for the purposes aforesaid, or any of them; and to vary or extinguish all existing rights or privileges connected with such lands, houses, or other property, which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further intended by the said Bill or Bills to enable the company or companies to be thereby incorporated to sell or let and transfer the said intended railway and branch railway and works, or any part thereof respectively, and all or any powers of such company or companies in connection therewith, or in relation thereto, to the "Chester and Crewe Railway Company;" the "Sheffield and Rotherham Railway Company," or the "Great Grimsby, Sheffield, The Potteries, and Grand Junction Railway Company," or either of them, or to any other railway company or companies, whether already incorporated or to be hereafter incorporated, or to agree with such last-mentioned companies, or any or either of them, for the making, executing, maintenance, use, and working of the said intended railway, and branch railway, or either of them, or of any part thereof respectively; and also to authorize such companies, or any or either of them, to hire, or purchase, or make, execute, and maintain, use, and work, or to enter into an agreement for the hire or purchase, making, executing, maintenance, use, and working of the said intended railway and branch railway, and works, or any part thereof respectively, and to exercise all such powers aforesaid, or any of them, and generally to enable such companies respectively to enter into and carry into effect all such agreements and arrangements in reference to the said intended railway and branch railway, or either of them, as may be mutually agreed on between them.

And notice is hereby further given, that a plan and section describing the lines and levels of the said intended railway and branch railway, and the works connected therewith respectively, and the lands and property to be authorized to be taken for the purposes thereof, and also a duplicate of such plan and section, 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 property, will, on or before

the thirtieth day of November instant, be deposited for public inspection with the clerk of the peace for the county of Chester, at his office at the city of Chester; and with the clerk of the peace for the county of Derby, at his office at Chesterfield, in the said county of Derby; and with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding; and that a copy of such plans, sections, and books of reference, together with a published map to a scale of not less than half an inch to a mile, with the line of the said intended railway and branch railway delineated thereon, so as to show their general course and direction, will on or before the same day be deposited in the office of the Railway Department of the Board of Trade; and also that on or before the thirty-first day of December next a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the proposed railway and branch railway, or either of them, or the works connected therewith is or are intended to pass or be situate, will be deposited for public inspection with the parish clerks of those parishes respectively at their respective residences.

Dated this eleventh day of November, 1845.

Lewis Jacobs, 2, Winchester Buildings,
London,
Frost and Moss, Hull,
Yates and Turner,
24, Great George Street, Westminster,
Parliamentary Agents.

Wolverhampton, Dudley, and Bilston Gas Light and Coke Company.

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 such parts of the respective parishes, townships, or places of Wolverhampton, Bilston, Willenhall, Wednesfield, and Sedgley, as are included within the Parliamentary boundary of the borough of Wolverhampton, in the county of Stafford, and also the parish of Dudley, in the county of Worcester, and also the several townships, parishes, and places of Tibbington otherwise Tipton, Wednesbury, Darlaston, and Tettenhall, in the said county of Stafford; and for supplying the inhabitants thereof with gas, and for enabling the company to lay pipes and mains in the several turnpike and other roads, streets, ways, lanes, alleys, and places in the several parishes, townships, and places aforesaid; and to supply metres, apparatus, and fittings, and to raise, levy, and collect rates, duties, or charges for the same, as well as for the use and supply of the said gas. And it is also intended to take powers for authorizing the said company to purchase or take on lease from such persons or corporations as may be willing to sell, demise, let, or part with the same any messuages, lands, tenements, or hereditaments, within all or any of the parishes, townships, or places aforesaid; and to erect thereon all such buildings, apparatus, and other works as the said company shall from time to time deem expedient, and all such other powers and privileges as

may be necessary for the purposes aforesaid: and also to take powers to confer, vary, or extinguish exemptions from the payment of rates and duties, and other rights and privileges which would impede or interfere with the execution of the aforesaid purposes, and to confer other rights and privileges: and also to authorize the said company so intended to be incorporated as aforesaid, to purchase or take upon lease for a term of years, or in perpetuity, such portion or portions of the lands, tenements, hereditaments, gasometers, buildings, pipes, mains, and other works of and belonging to the Birmingham and Staffordshire Gas Light Company, as are or may be situate, lying, and being within or adjacent to the said township of Bilston, and to authorize the said last-mentioned company to sell and convey the same accordingly, and to authorize the said company so intended to be incorporated as aforesaid, to carry into effect and confirm any arrangement or agreement already made or hereafter to be made for any of the purposes aforesaid, and to enter into any such arrangements as may be deemed expedient, and so far as may be necessary to carry out the objects aforesaid, to amend, alter, and enlarge the powers and provisions of the several Acts relating to the said Birmingham and Staffordshire Gas Light Company, passed respectively in the sixth year of the reign of His late Majesty King George the Fourth, and in the last session of Parliament.

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

Maby and Hawsford, Solicitors,
Wolverhampton.

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 be introduced in the said next session, to alter, amend, or enlarge the powers and provisions of an Act passed in the session of Parliament, held in the fourth and fifth years of the reign of His late Majesty King William the Fourth, intituled, "An Act for making and maintaining a railway from Hayle, in the parish of Saint Erth, in the county of Cornwall, to Tresavean Mine, in the parish of Gwennap, in the said county, with several branches therefrom;" and of another Act passed in the session of Parliament, held in the sixth and seventh years of the reign of His said late Majesty, intituled, "An Act to enable the Hayle Railway Company to make certain alterations in the lines of such railway, and for other purposes relating thereto," or to repeal the said Acts.

And also to enable the Hayle Railway Company, or the proprietors, or other persons interested in the said railway, to sell their said railway and all the branches, stations, erections, bridges, wharfs, plant and stock, warehouses, works, communications, approaches, 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 upon or in respect thereof, and all or any of the powers, rights, and privileges of such company of proprietors or persons, to a certain intended

company, called the West Cornwall Railway Company, and to disincorporate the said company, and to wind up the affairs thereof.

And also to enable the said West Cornwall Railway Company to purchase and use the said Hayle Railway 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 Hayle Railway Company in reference thereto, and to vary or extinguish all rights and privileges in any manner connected with the said Hayle Railway and works, and the lands connected therewith, and to confer other powers, rights, and privileges on the said companies in reference thereto; and generally to enable the said companies to enter into and to carry into effect all such mutual arrangements as shall have been or may be agreed upon between the said Hayle Railway Company and the said West Cornwall Railway Company, and which said Hayle Railway and works are situate within the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Hayle, Saint Erth, Phillack, Gwinnear, Gwithian, Camborne, Illogan, Redruth, Gwennap, Crowan, and Breage, all in the county of Cornwall.

Dated this third day of November, 1845.

Edwards, Mason, and Edwards,
London.
Grylle and Hill,
Helston.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act, passed in the fourth year of the reign of Her present Majesty, intituled "An Act for improving certain parts of the townships of Bilton with Harrogate and Pannal, called High and Low Harrogate, in the West Riding of the county of York, for protecting the mineral springs, and regulating the stinted pasture of the said townships," or to repeal some of the powers and provisions of the said Act, and grant more effectual powers instead thereof.

In which Bill provision is intended to be made to authorize the commissioners appointed by the said Act, to light the streets and other public passages and places, and the houses, shops, buildings, and other premises within the district comprised within the limits of the said Act, and generally to supply and sell gas to the inhabitants of such district; and for such purposes to erect gasometers and other works, and to lay pipes within such district, and to purchase, rent, or take any land, buildings, or hereditaments, which may be necessary for constructing the gasometers and other works aforesaid.

And it is also intended to authorize the commissioners to raise a further sum of money upon the credit of the rates, and to apply the same, or some part thereof, to carrying out the works aforesaid; and also to alter the rates authorized to be levied by the said Act, and to take rates or rents for the supply of gas to the inhabitants of the said district,

Dated this sixth day of November, 1845.

Martin Richardson,
Law Clerk to the said Commissioners.

Bridgewater and Minehead Railway and Pier.
NOTICE is hereby given, that it is intended to apply to Parliament in the next session, for leave to bring in a Bill or Bills to make and maintain the railway and branch railways, pier or landing-place, and other works hereinafter mentioned, with all necessary and convenient stations, wharfs, staiths, landing-places, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and other proper works connected with and to the said railway and branch railways, pier or landing-place, and other works respectively, that is to say—

A railway commencing by a junction with the Bristol and Exeter Railway, at or near the station at Bridgewater, in the parish of Bridgewater, in the county of Somerset, and passing thence from, through, or into the several parishes, townships, hamlets, chapelries, tythings, extra-parochial, and other places of Wembdon, Durleigh, Chilton Trinity, Dunwear, East Bower, Hamp, Haygrove, West Bower, Horsey, Bridgewater, Trinity District, Saint Mary's District, Saint John's District, Goathurst, North Petherton, Chilton Limit, Huntstile, Pigness, Pury or Perry, Sandford, Enmore, Spaxton, Charlinch, Currypool, Merridge, Pightley, and Tuxwell, Cannington, Orchard, Chilton Trivett or Tribbett, Rodway Combwitch, Asholt and Strecholt, Idstock otherwise Edstock and Beer, Fiddington, Keen Thorn, Otterhampton, Bondstone, Whitnell, Stockland Bristol, Nether Stowey, Over Stowey, Plainsfield Higher, Plainsfield Lower, Adcombe, Bincombe, Doddington, Stoke-Courcy otherwise Stogursey, Shurton, Week, Cock and Edstone otherwise Itson, Mounton otherwise Monckton, Durborough, Burton, Knighton, Fairfield, Stoford otherwise Stolford, North Newton, Strington, Kilton, Lilstock otherwise Little Stoke, Kilve, Holford, Putsham, East Quantockshead, Perry, West Quantockshead, Saint Audries, Ridon, Doniford, Eagrove, Liddymore, Highbridge, Smith Yard, Sampford Brett, Saint Decuman's, Williton, Watchet, Washford, Leighland, Old Cleeve, Billbook, Withycombe, Carhampton, Rodhuish, Marshwood, Dunster, Alcombe, Warren, Marsh Street, Minehead, or some of them, all in the county of Somerset; and terminating at or near a point called Greenaleigh Point, in the said parish of Minehead.

And also a branch railway diverging from or out of the last-mentioned intended railway, at or near the hamlet of Lower Washford, in the parishes of Old Cleeve and Saint Decuman's aforesaid; and passing thence from, through, or into the several parishes, townships, tythings, hamlets, chapelries, extra-parochial, and other places of Old Cleeve, Saint Decuman's, Higher Washford, Nettlecombe, Nettlecombe and Wood Advent, Leighland, Road Water, Treborough, Withycombe, Carhampton, and Luxborough, or some of them, in the said county of Somerset; and terminating at or near Pool Town, in the said parish of Luxborough.

And also a branch railway diverging from or out of the said intended main line, at or near Perrygreen Farm, in the parish of Wembdon, in the said county of Somerset, and passing thence

from, through, or into the several parishes, townships, hamlets, tythings, chapelries, extra-parochial, and other places of Wembdon, Chilton Trinity, Otterhampton and Cannington, or some of them, in the said county of Somerset; and terminating at or near the Pill at Combwitch, on the south side thereof, in the said parish of Cannington.

And also a branch railway diverging from or out of the said intended main line, at or near to Perry Mill Farm, in the parishes of Holford Doddington and Nether Stowey, or one of them, in the said county; and passing thence from, through, or into the parishes of Holford, Doddington, Stoke-Courcy otherwise Stogursey, and Nether Stowey, or some of them, in the said county; and terminating at or near the Castle, in the parish of Stoke-Courcy or Stogursey, in the said county.

And also a branch railway diverging from or out of the said intended main line, at or near to a Farm called Eagrove Farm, in the parish of Saint Decuman's, in the said county, and which will be made solely from, through, or into the said parish of Saint Decuman's, and terminating in, at, or near the quay at Watchet, in the said parish of Saint Decuman's.

And also for constructing and maintaining a pier or landing-place, and other works connected therewith, 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 to form and maintain communications, roads and approaches between the said pier and the said intended railway firstly hereinbefore mentioned and the town of Minehead, which said pier or landing-place, roads, approaches, and works, will be made solely in the said parish of Minehead.

And notice is hereby further given, that it is intended to apply for powers in the said intended Bill or Bills, for the compulsory purchase of houses, lands, tenements, and hereditaments, for the purposes of such Bill or Bills, 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 which can in any way impede or interfere with the execution of the aforesaid works; also to apply for powers to make lateral deviations from the line of the said railway, branch railways, pier, landing-place, and works respectively, to the extent or within the limits defined or shown in the said plans herein-after mentioned; and also to cross, divert, alter, or stop up all such turnpike roads, parish, and other roads, and highways, canals, navigations, and railways, tram-roads, navigable and other rivers, drains, brooks, streams, and watercourses, within the parishes, townships, hamlets, tythings, extra-parochial and other places aforesaid, or such or so many of them as it may be necessary or expedient to cross, divert, alter or stop up, for the purposes of all or any of the said proposed railways, branch railways, pier, landing-place, and other works respectively.

And notice is hereby further given, that it is intended by the said Bill or Bills to incorporate a company or companies for executing and carrying

into effect the powers and objects aforesaid, and with power to levy tolls, rates, and duties for and in respect of the said intended railway, branch railways, and other works; and also power to levy tolls, rates, and duties on passengers using the said pier or landing-place, and on goods or merchandise landed or embarked thereat or therefrom; and to grant such exemptions from all the aforesaid tolls, rates, and duties, and to confer, vary, or extinguish such rights and privileges as to such company shall seem meet.

And in the said Bill powers will be inserted, authorizing the said company so to be incorporated thereby to let on lease or sell the said firstly hereinbefore-mentioned branch railway (from Lower Washford to Pool Town) to Sir Buokler Lethbridge, Bart., and to enable him to use and work the said intended branch railway, and to take tolls, rates, and duties upon or in respect thereof, and to purchase 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 to be incorporated thereby in respect of the said intended branch railway.

And it is further intended to take powers by the said Bill or Bills to enable the company to be incorporated thereby as aforesaid, to let on lease or sell the said intended railway and branch railways, pier or landing-place, and other works, or any part or parts thereof, to the Bristol and Exeter Railway Company or the Great Western Railway Company, and to enable the said Bristol and Exeter Railway Company, or the Great Western Railway Company, to purchase or rent, and use and work the said intended railway and branch railways, pier or landing-place, 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 said company thereby intended to be incorporated in connection therewith.

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 said Bristol and Exeter Railway Company, or the Great Western Railway Company, to increase their present capital by the creation of new or additional shares or by mortgage, or by such other ways or means as Parliament shall think fit. And also powers will be inserted in the said Act or Acts to authorize the company so to be incorporated as aforesaid, and the said Bristol and Exeter Railway Company, or the Great Western Railway Company, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway or railways and branch railways, pier or landing-place, and works; and also to carry into effect and confirm any agreement or arrangement made or hereafter to be made between the companies last aforesaid, or either of them, and the company so to be incorporated as aforesaid for or in respect of the traffic passing, or which may pass, on their respective

lines of railway, or be embarked or disembarked from or on the said pier or landing-place in manner aforesaid.

And notice is hereby further given, that for the purposes aforesaid it is intended by the said Bill or Bills to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said Bristol and Exeter Railway Company, passed respectively in the sixth and seventh years of the reign of King William the Fourth, chapter thirty-six; in the first and second year of the reign of Her present Majesty, chapter twenty-six; the third and fourth years of the same reign, chapter forty-seven; the fourth and fifth years of the same reign, chapter forty-one; and in the last session of Parliament, chapter one hundred and fifty-five; and also of the several Acts relating to the Great Western Railway Company, passed respectively in the fifth and sixth years of the reign of King William the Fourth, chapter one hundred and seven; the sixth and seventh years of the same reign, chapter thirty-eight; in the session of Parliament held in the seventh year of the same reign, and the first year of the reign of Her present Majesty, chapters ninety-one and ninety-two; in the second and third years of the reign of Her present Majesty, chapter twenty-seven; and in the seventh and eighth years of the same reign, chapter three.

And it is further intended to take powers by the said Bill or Bills to enable the company to be incorporated thereby as aforesaid, to purchase or rent of and from the Mayor, aldermen, and burgesses of the borough of Bridgewater, and to work and use a certain railway now in course of formation under and by virtue of an Act passed in the last session of Parliament intituled "An Act for improving the Navigation of the River and Bay leading to the borough of Bridgewater; for maintaining the present Bridge and extending the Quays within the Borough; and for forming a communication by Road and by Railway between the Quays and the Bristol and Exeter Railway;" and to enable the said mayor, aldermen and burgesses to sell or let the said railway or some part thereof. And it is intended to take powers enabling the said Company so to be incorporated as aforesaid, to levy and take, or to pay to and to enable the said mayor, aldermen, and burgesses to receive and levy tolls, rates, and duties, in respect of the said railway so now in course of formation as aforesaid, and to enable the said company so to be incorporated as aforesaid, to exercise all powers and authorities relating to the said last-mentioned railway as are conferred by the said last-recited Act on the said mayor, aldermen, and burgesses, for the purpose of making such railway as aforesaid; and also powers to authorize the company so to be incorporated as aforesaid, and the said mayor, aldermen, and burgesses, to enter into such mutual arrangements as may be necessary or expedient for working and using the said railway so now in course of formation, and for carrying out the objects and purposes aforesaid.

And it is intended by the said intended Bill or Bills to alter, amend, extend, and enlarge, and if necessary to repeal all or some of the powers and provisions of the said recited Act relating to the

Bridgewater navigation and railway, and to alter the tolls, rates, and duties authorized to be taken thereby, and to levy others.

And it is further intended to take powers by the said Bill or Bills to enable the company thereby to be incorporated, to purchase or rent from the lord or lady of the manor of Minehead, for the time being, the present pier and harbour of Minehead, the head and works belonging thereto, and all the rates and duties now leviabie by the said lord or lady, under and virtue of an Act passed in the fourth year of the reign of King George the Fourth, chapter one hundred and thirteen, together with any other rights or properties belonging to the said lord or lady; and to enable the said lord or lady to sell or let as aforesaid the said pier, harbour, head, and works, and rates and duties, rights and properties; and also to enable the said company so intended to be incorporated as aforesaid, to exercise and enjoy all the rights, powers, and privileges (whether with reference to the taking of tolls, rates, and duties or otherwise) of the said lord or lady under the said last-recited Act; or if found expedient, to abolish the said tolls, rates, and duties, or to confer, vary, and extinguish exemptions from the payment of the said tolls, rates, and duties, and other rights and privileges; and it is intended by the said Bill or Bills, to amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the said Act of the fourth George the Fourth.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended railway, branch railways, pier or landing-place, and other works, together with books of reference thereto, will be deposited with the clerk of the peace for the county of Somerset, at his office at Taunton, 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 and sections, and books of reference, as relates to the several parishes in or through which the said railway, branch railways, pier or landing-place, and other works, are intended to pass or be made, will be deposited with the parish clerk of every such parish, at his place of abode.

Dated the third day of November, 1845.

A. Beckett, Son, and. Sympson, 7, Golden Square,
Vaughan Prance, Nether Stowey, near Bridge-
water, Solicitors for the Bill.

London and Holyhead Direct Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway or railways, with all proper works and conveniences connected therewith, commencing by a junction with the Shrewsbury, Oswestry, and Chester Junction Railway, in the parish of Chirk, in the county of Denbigh, and passing from thence, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places follow-

ing, that is to say, Chirk, Peny clawdd, Gwernospin, Brynkinallt, Llangollen Cysylltau otherwise Cysyllte, Llangollen fechan, Llangollen fawr, Llangollen Abbot, Pengwern, Bache, Y Meifod otherwise Vivod, Rhysgog, Llangwm, Cefn Cymmer, Llys dimel, Llysan, Moelfre, Penyfed, Llan, Cerrig y druidion, Tre'r llan Tre'r foel, Tre Hafodymaidd, Tre Llaithwryd, Tre clysty blaidd, Tre cwm penanner, Tre brys, Hafod Llan otherwise Hafod elwy, Llanfihangel Glyn Myfyr, Cysylog, Gwern y Howel, Pentrevoelas otherwise Pentrefoelas, Cernioge, Tre ganol, Maesgwynn, Llanyfydd Ysbytty Ifan otherwise Ysbytty Evan, Tir Evan, Tre brys otherwise Tre brys ucha, Capel Garmon, and Garth Garmon, or some of them, in the county of Denbigh; Corwen, Mwstwr, Carrog, Rhaggatt otherwise Rhaggatt and Bonwm, Rug Dolaberalwen, Llygadog, Tirllanerch, Bodorlas, Hendreforfydd, Trewyn, Ucheldref otherwise Ucheldre, Llansaintffraid, Glyn Dyfrdwy, Llangar, Cymer and Bryn, Gwnodl, Gwyddelwern, Cynwyd fawr, Cynwyd fechan, Bodhaulog, Persaethydd Bonron, Tre bach, Maesgwynn, Aelhaiarn, Bodgynfal, Clegir, Meiarth, Pfridd, Maesgammedd, Bettws Gwerfil Goch, Pencraig, Llanfawr otherwise Llanfor, Tre Llan, Penmaen, Rhiwaedog uwch afon, Rhiwaedog is afon, Garn, Ciltalgarth, Glanlleidiog and Llawr y bettws otherwise Bettws y Coed, or some of them, in the county of Merioneth; Ysbytty Ifan otherwise Ysbytty Evan, Aedda otherwise Eidda otherwise Eidda, Penmachno, Dolwyddelan otherwise Dolyddhelen, Bettws y Coed, Tir Gwydir, Capel Curig, Beddgelert, Nant Gwynant, Llanberris, Llanrug otherwise Llanfihangel y Rug, Cwm y Glo, Ebenezer, Clwt y bont, Llanddeiniolen otherwise Llanddeiniolen otherwise Llanddeiniolen, Pentir and Llandegai, or some of them, in the county of Carnarvon; terminating by a junction with the Chester and Holyhead Railway, at or near to a certain place called Treborth, in the parish of Bangor, in the county of Carnarvon.

A branch railway from the said first-mentioned railway, commencing in the parish or parishes of Llanrug otherwise Llanfihangel y Rug, and Llanddeiniolen otherwise Llanddeiniolen otherwise Llanddeiniolen, in the said county of Carnarvon, or one of them; and terminating by a junction with the North Wales Railway, at or near Carnarvon, in the parish or parishes of Llanbeblig otherwise Llanbeblig, and Llanfagdalen otherwise Llanfaglan, both in the said county of Carnarvon, or one of them; and passing from thence, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following, that is to say, Carnarvon, Llanbeblig otherwise Llanbeblig, Llanfagdalen otherwise Llanfaglan, Llanwnda, Llanddeiniolen otherwise Llanddeiniolen otherwise Llanddeiniolen, Llanrug otherwise Llanfihangel y Rug, Ebenezer, Clwt y bont, Cwm y Glo, and Llanberris, or some of them, in the said county of Carnarvon.

And also a branch railway from the said first-mentioned railway, commencing in the parish of Penmachno, in the county of Carnarvon, and terminating at a point on or adjoining the river Conway, at or near to the Quay of Trefriw, in the

parish of Trefriw, in the county of Carnarvon, and passing from thence, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following, that is to say, Penmachno, Bettws y Coed, Trefriw, and Llanrhychwen otherwise Llanrhychwyt otherwise Llanrhochwyn, or some of them, in the said county of Carnarvon; and Llanrwst, Capel Garmon, Garth Garmon, Ty brith issa, Tre'r dre, Tre'r dre north side, Tre'r dre south side, Ty brith ucha, Garth Gyfanedd, Elanddoged, and Maeth Ebrwd, or some of them, in the said county of Denbigh.

And also a branch railway from the said first-mentioned railway, commencing at or near a certain place called Cerddinen, in the parish of Dolwyddelan otherwise Dolyddhelen, in the said county of Carnarvon, and terminating by a junction with a certain railway connecting the Festiniog and other quarries, with Portmadoc, at or near to a certain place called Rhiwbriwdir, in the parish of Festiniog, in the county of Merioneth; and passing from thence, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, or other places following, that is to say, Dolwyddelan otherwise Dolyddhelen, and Cerddinen, in the said county of Carnarvon, and Festiniog and Rhiwbriwdir, or some of them, in the said county of Merioneth.

And also a branch railway, from the said first mentioned railway, commencing at or near to a place called Dol y glesyn, in the parish of Corwen, in the county of Merioneth, and terminating at or near to the town of Bala, on or adjoining the road leading from Bala to Llangynog, in the parish of Llanyckil otherwise Llanycil, in the county of Merioneth; and passing from thence, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following, that is to say, Corwen, Dolaberlwen, Llygdog, Trewyn, Ucheldre otherwise Ucheldref, Llangar, Cymer, and Bryn, Gwnodl, Gwyddelwern, Cynwydfawr, Cynwydfechan, Bodhaulog, Rug, Aelhaiarn, Persaethydd, Llandrillo, Syrion, Cilan otherwise Cilaw, Llan, Dinam, Pennant, Garthiaen, Faerdref, Llanfawr otherwise Llanfor, Llan, Penmaen, Rhiwaedog uwch afon, Rhiwaedog is afon, Garn, Ciltalgarth, Glanleidiog, Uwcheldref otherwise Ucheldref, Llawr y bettws otherwise Bettws y Coed, Llandderfel, Llan, Selwrn, Brynswelwrn, Nantleidiog, Nantffrayer otherwise Nantffrayan, Cynlas, Cae'rgeiliog, Doldrewyn, Llanyckil otherwise Llanycil, Bala, Cyffty, Ismynydd, Uwchmynydd, Maestron, Streffyn, Llangower, Isafon otherwise Dwy Graig, and Uwchafon, or some of them, in the county of Merioneth.

And it is proposed in and by the said intended Acts or Acts, to incorporate a company or companies, with powers to make and maintain the said railways, and branches, and works, and to purchase, by compulsion or agreement, all houses or lands required for the completion of the same respectively; and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads,

parish roads, and other highways, streams, canals, navigable rivers, navigations, railways and tramroads, within the said parishes, townships, townlands, hamlets, and extra-parochial or other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said railways, branches, and works, and to deviate in the construction of the said railways and branches from the lines thereof, as shewn on the plans hereinafter mentioned, to the extent which shall be defined on the same, and with powers to levy tolls, rates, and duties, in respect of the use of the said railways and branches, or any of them; and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railways and branches, or any of them, or which would in any manner impede or interfere with the object aforesaid; and by the said Act or Acts 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 railways and works, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, to any other railway company; and to enable the said company to purchase or rent the said intended railway, and branches, 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 branches, 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 railway company and the company which may be so incorporated as hereinbefore mentioned.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway or railways and branches respectively, 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, will be deposited for public inspection, on or before the thirtieth of November, in the present year, with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon; with the Clerk of the Peace for the county of Merioneth, at his office at Bron Eryri, near Portmadoc; with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; 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 intended railway or railways, branches and works, will 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, at their places of abode.

Dated this tenth day of November, 1845.

Cragg and Jeyes, 22, Bedford Row, London,
Solicitors.

Boycot and Lucy, Kidderminster, Solicitors.

Cambridge and Lincoln Extension, and Lincoln, York, and Leeds Junction Railway; with a Branch to Doncaster.

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 a railway or railways, with all proper bridges, works, and conveniences connected therewith, and approaches thereto, to commence at or near to a certain street in the city of Lincoln, called the High-street, in the parish of Saint Mark otherwise Saint Marks, in the city of Lincoln, in the county of Lincoln, or in the county of the same city; thence passing from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, that is to say, Saint Peters at Gowts, Saint Marks otherwise Saint Mark aforesaid, Saint Mary-le-Wigford, Saint Benedict, Saint Martin, Saint Nicholas, Saint Botolph, Brayford, and The Holmes otherwise The Holmes Common, or some of them, in the city of Lincoln, and county of the same city; Brayford, The Holmes otherwise The Holmes Common, Boultham, Skellingthorp, Skellingthorpe Lounds, and Dodington, in the parts of Kesteven, in the county of Lincoln; Saxelby otherwise Saxelby with Ingoldby, North Ingoldby, South Ingoldby, Low Ingoldby, Hathow, Broxholme, Broxholme Thorpe, Burton, Carlton, North Carlton, South Carlton, Aisthorpe, Thorpe in the Fallows, Coates, Scampton, Till Bridge, Brattleby, Cammeringham, Ingham, Sturton otherwise Sturton with Bransby, Bransby, Stow, Stow Park, Normanby otherwise Normanby by Stow, Willingham otherwise Willingham by Stow, Gate Burton, Knaith, Knaith Park, Upton, Kexby, Kexby Grange, Lea, Gainsborough, Haxey, Langholme, Owston, Craiselound otherwise Graze-lound, Haxey Gate, Newbigg otherwise Newbiggin, Commonsides, Westwoodside, Nethergate, Park, Brethergate, Upper Thorpe, Starr Carr, Bullhas-sock otherwise Bullhassocks, and Wroot, or some of them, all in the parts of Lindsey, in the county of Lincoln; Bole Saundby otherwise Saunby, Beck-ingham, Walkeringham, Misterton, West Stock- with otherwise West Stockworth, Haxey Gate, Langholme, and Wroot, or some of them, all in the county of Nottingham; Wroot, Hatfield, Hatfield Woodhouse, Hatfield Moor, Hatfield Chase, Bears Wood Green, Stainforth, South or Sand Bramwith, Brier, Holme Car, Thorne, Fishlake, Sykehouse, Snaith, Snaith and Cowick, Cowick, Cowick East, Cowick West, Goudall, Carlton otherwise Carleton, Hurst Courtney, Temple Hurst, Chapel Haddles-ey, East Haddlesey, West Haddlesey, Birkin, Camblesforth Drax, Long Drax, Chester Court otherwise Chester Coates, Lund, Burn, Brayton, Thorp Willoughby, Barlow, Selby, Wistow, Ca-wood, Riccall, Kelfield, Eserick, Stillingfleet, Stil-lingfleet with Moreby, Moreby, High Moreby, Low Moreby, Acaster Malbis, Deighton, Naburn, Saint George otherwise Saint George's, Bishopthorpe, Water Fulford, Gate Fulford, Fulford Ambo, Clementhorpe otherwise Clementthorpe, Middle- thorpe, Dringhouses, Knavesmire, Saint Mary Bis- hophill the Elder otherwise Saint Mary Bishophill Senior, Holy Trinity, Holy Trinity Micklegate, Saint Mary Bishophill the Younger otherwise Saint

Mary Bishophill Junior with Upper Poppleton and Copmanthorpe, Holgate otherwise Holdgate, and Acomb, or some of them, all in the east, west, and north ridings of the county of York, some or one of them, and in the county of York; Clementhorpe otherwise Clementthorpe, Middlethorpe, Dring- houses, Knavesmire, Saint Mary Bishophill the Elder otherwise Saint Mary Bishophill Senior, Holy Trinity, Holy Trinity Micklegate, Saint Mary Bis- hophill the Younger otherwise Saint Mary Bishop- hill Junior with Upper Poppleton and Copman- thorpe, Holgate otherwise Holdgate, and Acomb, or some of them, all in the ainsty of York; Cle- menthorpe otherwise Clementthorpe, Middlethorpe, Knavesmire, Saint Mary Bishophill the Elder other- wise Saint Mary Bishophill Senior, Holy Trinity, Holy Trinity Micklegate, and Saint Mary Bishop- hill the Younger otherwise Saint Mary Bishophill Junior, with Upper Poppleton and Copmanthorpe, or some of them, all in the city of York, and county of the same city; and to terminate by a junction with the York and North Midland Railway, or the Great North of England Railway, near the junction of the said railways at York, in the parish of Saint Mary Bishophill the Younger otherwise Saint Mary Bishophill Junior aforesaid, and in the parish of Acomb aforesaid, or one of them; or to authorize the construction and maintenance of a railway with all proper bridges, works, and conveniences connected therewith, and approaches thereto, leav- ing or diverging from the said intended new railway, at or near to the north side of the town of Selby, in the township and parish of Selby aforesaid, and thence passing from, in, through, or into the several parishes, townships, townlands, extra-pa- rochial, and other places following, or some of them, that is to say, Selby, Wistow, Cawood, Ryther, Ozendike, and Ryther with Ozendike, all in the west riding of the county of York; Bolton Percy, Nun Appleton, Appleton Roebuck, and Colton, 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, some or one of them; and to terminate by a junction with the said York and North Mid- land Railway, at or near to Colton aforesaid, in the township of Colton, in the parish of Bolton Percy aforesaid.

And also to authorize the construction and main- tenance of a branch railway, (or curve of communi- cation,) from and out of the said intended new railway, with all proper bridges, works, and con- veniences connected therewith, and approaches thereto, commencing near to the south end of the town of Gainsborough aforesaid, in the said parish of Gainsborough, and terminating by a junction with the proposed Sheffield and Great Grimsby Railway, at or near to the turnpike-road from Gainsborough to Lincoln, at the south end of the said town of Gainsborough, and which said pro- posed branch railway, (or curve of communication,) will be situated wholly within the township and parish of Gainsborough, in the said county of Lin- coln.

And also to authorize the construction and main- tenance of another branch railway, (or curve of communication,) from and out of the said intended

new railway, at the western side thereof, with all proper works and conveniences connected therewith, and approaches thereto, commencing at or near to a certain highway from Hut Green to Snaith, at the western end of the town of Snaith, and terminating by a junction with the proposed Wakefield, Pontefract, and Goole Railway, a short distance to the westward of the said town of Snaith; and which said branch railway will be situated wholly within the said township of Snaith otherwise Snaith and Cowick, in the said parish of Snaith, in the west riding of the county of York.

And also to authorize the construction and maintenance of another branch railway, (or curve of communication,) from and out of the said intended new railway, at the eastern side thereof, with all proper works and conveniences connected therewith, and approaches thereto, commencing at or near to the river Aire, and terminating by a junction with the proposed Wakefield, Pontefract, and Goole Railway, near to the church-yard, at the town of Snaith; and which said branch railway will be situated wholly within the said township of Snaith otherwise Snaith and Cowick, in the said parish of Snaith, in the said west riding of the county of York.

And also to authorize the construction and maintenance of another branch railway, (or curve of communication,) from and out of the said intended new railway, at the eastern side thereof, with all proper works and conveniences connected therewith, and approaches thereto, commencing a short distance southward of the Leeds and Selby Railway, and terminating by a junction with the said last-mentioned railway, a short distance westward of the railway station at Selby; and which said branch railway, (or curve of communication,) will be situated wholly within the said township of Selby, in the said parish of Selby, in the west riding of the said county of York.

And also to authorize the construction and maintenance of another branch railway, (or curve of communication,) from and out of the said intended new railway, on the eastern side thereof, with all proper works and conveniences connected therewith, and approaches thereto, commencing a short distance northwards of the said Leeds and Selby Railway, and terminating by a junction with the said last-mentioned railway, a short distance westward of the railway station at Selby; and which said branch railway, (or curve of communication,) will be situated wholly within the said township of Selby, in the said parish of Selby, in the west riding of the said county of York.

And also to authorize the construction and maintenance of another railway, with all proper bridges, works, and conveniences connected therewith, and approaches thereto, to commence from and out of the said intended railway, at or near Haxey Gate, in the parish of Misterton, in the county of Nottingham; thence passing from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them, that is to say, Haxey Gate, West Stockwith, Misterton, Misson, Finningley, Finningley Park, Awkley otherwise Aukley otherwise Oakley, Blyth, and Wroot, all in the county of Nottingham;

Haxey, Nethergate, Newbigg otherwise Newbiggin, Park, Upper Thorpe, and Wroot, in the county of Lincoln; Wroot, Finningley, Finningley Park, Awkley otherwise Aukley otherwise Oakley, Blaxton, Blaxton-with-Awkley, Austerfield, Rosington, Littleworth, Bessecarr otherwise Bessacar, Cantley, Branton otherwise Brampton, Carr House, Loversall, Balby otherwise Baulby, Hexthorpe, Hexthorpe-cum-Balby, and Doncaster, all in the west riding of the county of York; and to terminate at or near to the turnpike-road from Tinsley to Doncaster, in the township and parish of Doncaster aforesaid, in the said west riding of the county of York.

And to authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, and approaches thereto, to commence from and out of the said intended railway, at or near to the north side of the town of Selby, in the said township of Selby, in the said parish of Selby, in the said west riding of the county of York; and thence passing from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them, that is to say, Selby, Wistow, Cawood, Biggin, Little Fenton, and Church Fenton otherwise Kirk Fenton, all in the west riding of the county of York; and to terminate by a junction with the York and North Midland Railway, at or near to the Church Fenton station of the said York and North Midland Railway, in the township and parish of Church Fenton aforesaid otherwise Kirk Fenton, in the said west riding of the county of York.

And notice is hereby also given, that it is proposed by the said intended Act or Acts to take powers to use, and with engines, trucks, and other carriages, to pass over and along so much of the said York and North Midland Railway as lies between the said Church Fenton station and the station of the said last-mentioned railway at the city of York, subject to such rates, tolls, payments, and regulations as the Board of Trade may direct or appoint.

And notice is also hereby given, that it is proposed by the said intended Act or Acts to take powers to deviate in the construction of the said railway or railways, branch railway or branch railways and works, to such extent and within such limits as will be shewn marked or defined on the plans thereof, to be deposited as after mentioned, and to vary or alter, stop up, cross, or divert all such railways, turnpike roads, parish roads, and other highways, streets, passages, streams, canals, drains, brooks, sewers, waters, water-courses, aqueducts, navigable rivers, and navigations within the parishes, townships, townlands, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to vary or alter, stop up, cross, or divert for the purposes of making and maintaining or more conveniently making and maintaining or using the said railway or railways, branch railway or branch railways, or any of them, or the works, stations, or conveniences connected therewith respectively, so to be authorized by the said Act or Acts; and also to authorize junctions with any railway or railways

at the commencements or terminations, or in the line or course of such railway or railways and branches respectively, in the several parishes, townships, townlands, and extra-parochial or other places before mentioned, or some of them; and also to vary, alter, amend, and enlarge, so far as the same may interfere with or affect the construction and maintenance of the said intended railway or railways, branch railway or branch railways, and works respectively, some of the powers and provisions of three several Acts of Parliament, one of such Acts being made and passed in the twenty-seventh year of the reign of His late Majesty King George the Third, intituled "An Act for better draining and preserving certain lands and grounds within the level of Hatfield Chase, and parts adjacent, in the counties of York, Lincoln, and Nottingham;" one other of such Acts of Parliament being made and passed in the fifty-first year of the reign of His said late Majesty King George the Third, intituled "An Act for inclosing lands in the parishes of Hatfield, Thorne, and Fishlake, in the manor of Haitefeld, in the west riding of the county of York;" and the other of such Acts of Parliament being made and passed in the fifty-third year of the reign of His said late Majesty King George the Third, intituled "An Act for the more effectually draining and improving lands within the level of Hatfield Chase, and parts adjacent, in the counties of York, Lincoln, and Nottingham;" and also to vary, alter, amend, and enlarge, so far as the same may interfere with or affect the construction and maintenance of the said intended railway or railways, branch railways, branches, and works, some of the powers or provisions of three several Acts of Parliament, one passed in the thirty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for the more effectually embanking, draining, preserving and improving certain low lands and grounds lying and being in the several parishes or townships of Everton, Scaftworth, Gringley on the Hill, Misterton, and Walkeringham, in the county of Nottingham;" another Act passed in the forty-first year of the reign of His said late Majesty King George the Third, intituled "An Act for altering and amending an Act passed in the thirty-sixth year of the reign of His Majesty King George the Third, for the more effectually embanking, draining, preserving, and improving certain low lands and grounds lying and being in the several parishes or townships of Everton, Scaftworth, Gringley on the Hill, Misterton, and Walkeringham, in the county of Nottingham;" another Act passed in the fifty-third year of the reign of His said late Majesty King George the Third, intituled "An Act for enlarging the powers of two Acts of His present Majesty for embanking and draining certain low lands and grounds in the parishes or townships of Everton, Scaftworth, Gringley on the Hill, Misterton, and Walkeringham, in the county of Nottingham.

And notice is also hereby given, that by the said Act or Acts it is intended to incorporate a company for the purpose of executing and carrying into effect the objects aforesaid, 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 that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railways and branches, works and conveniences 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 any other company, in reference to the construction and future working of the said intended railways, and branches, and works, or any part thereof, upon such terms and conditions as may be mutually agreed upon, and to enable the said company also to enter into and carry into effect any such arrangements; and also powers for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to vary or extinguish all rights or privileges in any manner connected with the lands or houses proposed to be taken for the purposes of such railways and branches, or any of them, and to confer other rights and privileges.

And it is also intended by such Act or Acts to take powers to enable the company thereby to be incorporated to sell, or let, and transfer the said intended railway or railways, branch railways, branches, and works, or any or either of them, or any part or parts thereof respectively, to any company or companies, or persons who may be willing to purchase or lease the same, and be named in the said Act or Acts, or any or either of them, and to enable the said companies or persons, or any or either of them, to purchase, or rent, or construct the said intended railway or railways, branch railways, and works, or any of them, or any part thereof, and to exercise such powers or any of them, whether with reference to the levying of tolls, rates, and duties in respect thereof, or otherwise; and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway or railways, branch railways, and works, or any or either of them, or any part thereof respectively, or to guarantee to the said company to be incorporated by the said intended Act or Acts, or to be in any manner concerned thereunder in the said intended railway or railways, branch railways, and works or any or either of them, or any part thereof, such interest or profit on their outlay as may be agreed upon; and also to enable the said company so to be incorporated to purchase or rent out of their corporate or other funds, the liberty and privilege of using all or any part of any other railway or railways, and works to be connected with the said intended railway or railways, and branch railways and works, or any of them, or any part thereof respectively; and also to enable all or any of the said companies or persons hereinbefore mentioned or referred to, to enter into and carry into effect, such further and other mutual arrangements and agreements, either jointly or severally and either mutually or with any other parties, with relation to the said intended railway or railways, and works, or any or either of them or any

part thereof respectively, as may be deemed necessary or expedient.

And notice is hereby also given, that on or before the thirtieth day of November, one thousand eight hundred and forty-five, duplicate plans and sections of the said intended railway or railway, branch railways and other works, and of the lands proposed to be taken for the purposes aforesaid, 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 a book or books 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 city of Lincoln, and county of the same city, at his office in Lincoln; with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office in Sleaford; with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; 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 for the east riding of the county of York, at his office in Beverley; with the Clerk of the Peace for the north riding of the county of York, at his office in Northallerton; with the Clerk of the Peace for the city of York, at his office in York; with the Clerk of the Peace for the county of the city of York, at York; with the Clerk of the Peace for the borough of Doncaster, at his office in Doncaster; with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the said county of York, at his office in Otley; and that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and book or books of reference, as relates to each of the parishes, in or through which the said proposed railway or railways, branch railways, and works, is or are intended to be made and maintained, varied, extended or enlarged, will be deposited with the parish clerks of the several parishes respectively, at their respective residences.

Dated this eighth day of November, 1845.

John Blackburn, Leeds,

William Boyce James, London,

Solicitors to the proposed Bill.

Parratt and Walmisley, House of Lords,
Parliamentary Agents.

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, or to repeal some of the powers and provisions of an Act passed in the sixteenth year of the reign of His Majesty King George the Third, intituled "An Act to enable the trustees of certain charity lands belonging to the poor of Salford, in the county palatine of Lancaster, to grant building leases thereof." And it is intended by

such Act to incorporate the trustees of the said charity lands, and to authorise and empower the said trustees to accept surrenders of leases of the said charity lands situate within the parish of Manchester, in the said county palatine of Lancaster, either for the purpose of renewing such leases, or otherwise upon such terms, whether by way of annual charge upon the said charity lands, or for a sum of money in gross or otherwise, as may be agreed upon between the said trustees and the persons in whom such leases may be vested. And it is intended by the said Act to authorise and empower the trustees for the time being of the said charity lands to demise or lease for any term or number of years whatsoever, or to convey in fee simple, in consideration of chief or ground rents to be reserved, limited, or granted thereout, any of the said charity lands which by means of any such surrender or otherwise shall for the time being be in the possession of the trustees, and to renew any of the leases of the said charity lands upon such terms, whether by way of increased rent or otherwise, as may be mutually agreed upon between the said trustees, and the persons in whom such leases may be vested. And in the said intended Act provision will also be made for enabling incapacitated or other persons to join and concur in any such surrenders (whether for the purpose of renewal or otherwise), and (if for renewal) in any such renewal, and for dispensing with the necessity for the sub lessees of any leases so surrendered, joining or concurring in such surrenders for the purpose of renewal, and for granting to the trustees for the time being of the said charity lands all other necessary and proper powers for facilitating the surrender (whether for the purpose of renewal or otherwise), and the renewal of leases of such charity lands, and for leasing and conveying the same lands as aforesaid.

Dated this eighth day of November, 1845.

Beever and Darwell,

Solicitors, Salford.

Governesses' Benevolent Institution.

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 Governesses' Benevolent Institution," to enable the said 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 its charitable designs, and to grant other powers and privileges to the said society.

Dated this tenth day of November, 1845.

Frederick Paley Chappell,

Quality Court, Chancery Lane,
Solicitor;

William Bryden,

4 New Palace Yard,

Parliamentary Agent.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to enable the Master-Wardens and Commonalty of the Society of Merchant Venturers of the city of Bristol, or a company to be thereby incorporated for the purpose, to supply with water the several parishes, townships, and places hereinafter mentioned, or some of them, or some part or parts thereof respectively, within the city and county of Bristol; that is to say, Westbury-upon-Trym, Clifton, Saint Michael's, Saint Matthew, All Saints, Saint George's, Brandon Hill, Saint Augustine the Less, Christchurch, Saint John the Baptist, Saint Mary-le-Port, Saint Mary Redcliff, Saint Nicholas, Saint Leonard, Saint Ewen, Saint Werburgh, Saint Peter, Saint Stephen, Temple otherwise Holy Cross, Saint Thomas, the In Parish of Saint Paul, the Out Parish of Saint Paul, the In Parish of Saint James, the Out Parish of Saint James, the In Parish of Saint Philip and Jacob, the Out Parish of Saint Philip and Jacob, Bedminster and the Castle Precincts; and for such purpose to construct certain reservoirs and other proper works and conveniences connected therewith within the parishes, townships, or places of Westbury-upon-Trym in the said city and county and in the county of Gloucester, Clifton, Saint Michael, Saint George's, Brandon Hill, and Saint Augustine the Less, in the said city and county of Bristol, or some or one of them; and to appropriate to the purposes of such supply the waters of certain springs and streams running into the river Avon, and respectively situate in the parishes of Abbot's Leigh and Ashton, otherwise Long Ashton, in the county of Somerset, and the aforesaid parishes of Westbury-upon-Trym, Clifton, Saint George's Brandon Hill, and Saint Augustine the Less, or some or one of them; and to make, lay down, complete, and maintain certain aqueducts which will be defined on the plans to be deposited, as hereinafter mentioned, within the parishes, townships, and extra-parochial or other places of Ashton otherwise Long Ashton, Abbot's Leigh, Clifton, Westbury-upon-Trym, Saint George's, Brandon Hill, and Saint Augustine the Less aforesaid, or some or one of them, for the purpose of such supply as aforesaid. And it is proposed by the said Act to empower the said Master, Wardens, and Commonalty, or any company which may be so incorporated as aforesaid, to purchase, by compulsion or agreement, such lands, streams, and springs of water, as may be requisite for the purposes before mentioned; and to appropriate to such purposes any lands, streams, or springs of water belonging or which may belong to the said society; and also to vary or extinguish all rights and privileges (if any) connected with such lands and streams or springs of water, or which could or might impede or interfere with the objects aforesaid.

And it is also proposed by such intended Act to enable the said Master, Wardens, and Commonalty, or the company who may be thereby incorporated, as the case may be, to levy rates or rents in respect of the supply of water, and to

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purchase any existing water-works or pipes within the parishes aforesaid, or any of them, from the lessees or owners thereof, and any of the existing rights and interests of such lessees or owners, and to enable such owners or lessees to sell and transfer the same.

And further notice is hereby given, that plans and sections of the before-mentioned intended reservoirs and aqueducts, together with books of reference to such plans, will be deposited for public inspection at the offices of the respective clerks of the peace for the city and county of Bristol at Bristol, for the county of Gloucester at Gloucester, and for the county of Somerset at Taunton, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the said several parishes within which the said intended reservoirs and aqueducts, or any of them, will be made, will be deposited with the parish clerk of each such parish on or before the thirty-first day of December next.

And notice is hereby further given, that powers will be applied for in the said intended Act, or in some other Act or Acts to be applied for in the next session of Parliament, to authorise the construction of proper sewers within the several parishes, townships, and places hereinbefore mentioned, or some of them, in the said city and county of Bristol, in connexion with the before-mentioned undertaking, and powers for draining and cleansing the streets, ways, and public places within the said parishes, townships, and places, or some of them, and for levying rates in respect thereof, and for such purpose, if necessary, to amend or enlarge the powers and provisions of the several Acts relating to the paving, lighting, cleansing, and improving the streets and other places within the city of Bristol and liberties thereof; passed respectively in the 11th and 12th years of the reign of King William the Third, the 22d and 28th years of the reign of King George the Second, the 6th, the 46th, and the 59th years of the reign of King George the Third, the 3d year of the reign of King George the Fourth, and the 1st year of the reign of Her present Majesty.

Dated this tenth day of November, 1845.

Robert Osborne,
Bristol, Solicitor.

Great Western and Wycombe 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 or maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence by a junction with the Great Western Railway at or near Maidenhead, in the parish of Bray, and in the parish of Cookham, or one of them, in the county of Berks, and to terminate at or near the Amersham turnpike road, in the parish of Chepping, otherwise Chipping Wycombe, otherwise

High Wycombe, in the county of Buckingham, and which said railway and works will pass from, in, through, or into the several places, townships, and extra-parochial and other places following, or some of them (that is to say): Maidenhead, Maidenhead, Bray, and Cookham, some or one of them, in the county of Berks; Hedsor, Little Marlow, Wooburn, otherwise Woburn, Loudwater, Chepping, otherwise Chipping, otherwise High Wycombe borough, Chepping, otherwise Chipping, otherwise High Wycombe parish, Rye Common, and Marsh Green, or some of them, in the county of Buckingham.

And also to make and maintain a branch or side railway, and works from and out of the said proposed railway, to commence at or near Fringe's farm, in the said parish of Chepping, otherwise Chipping, otherwise High Wycombe, in the county of Buckingham, and to terminate at or near Easton Street, in the said borough of Chepping, otherwise Chipping, otherwise High Wycombe.

And it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, sewers, canals, navigations, railways, or tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, 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 it is proposed by the said intended Bill to incorporate a company for the purpose of carrying into effect the said undertaking, and for the purpose of making, maintaining, working, and using the said railway and works, and for other purposes; and to grant to such company power to levy tolls, rates, and duties, on and for the use of the said railway and otherwise, and for the extinction of or exemption from existing tolls, rates, and duties, and for the compulsory purchase of lands and houses; and that it is also intended to vary, repeal, or extinguish all existing rights and privileges connected with the lands and houses so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

And it is proposed by the said Bill to empower the said company to be thereby incorporated to let or lease the said intended railway and works, or any part of the same, or the tolls thereof, to the Great Western Railway Company; and to carry into effect and confirm any agreements or arrangements made or hereafter to be made with the last-named company, in any manner relating to the said intended railway and works, and the traffic and tolls thereof; and to enable the said Great Western Railway Company to accept a lease of the said intended railway and works, or any part of the same, and to take the tolls and duties upon or in respect thereof, and to make and fulfil such agreement or arrangement, and to exercise and

enjoy, according to the terms of the said lease, all or any of the rights, powers, and privileges granted by the said Bill to the company thereby to be incorporated, and to enter upon, possess, and enjoy all the estate, property, and effects of the last-named company, so leased to the said Great Western Company.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Buckingham, at his office at Aylesbury, in the said county; and at the office of the clerk of the peace for the county of Berks, at his office at Abingdon, in the said county, on or before the thirtieth day of November, 1845; and on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

Dated this fifth day of November, 1845.

Baxter, Rose, and Norton,
3, Park Street, Westminster,
Edwards, Mason, and Edwards, } Solicitors.
Delahay Street, }

Leeds, Dewsbury, and Manchester Railway.—
Deviations and 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, and enlarge, or to repeal some of the powers and provisions of "the Leeds, Dewsbury and Manchester Railway Act, 1845," and to authorise the Leeds, Dewsbury and Manchester Railway Company, incorporated by the said Act, to abandon the formation of, and to relinquish so much of the railway and branches, or connections authorised by the said recited Act, as lies between the Manchester and Leeds Railway at Cooper Bridge, in the west riding of the county of York, and a point at Daw Green, in the township and parish of Dewsbury, in the said west riding, near to the proposed crossing of the public street called Fall Lane Road, leading from Dewsbury aforesaid to Thornhill Lees, and which street is numbered 173, in the township and parish of Dewsbury, on the plan referred to in the said recited Act, and which portion of the said Leeds, Dewsbury, and Manchester Railway, so intended to be abandoned and relinquished, comprises as well a portion of the intended main line of such railway, as also the branch intended to have been made from such main line in the township and parish of Mirfield, in the said west riding, to form a junction in such parish with the Manchester and Leeds Railway, and also the junction intended to have been made from and out of the said main line of railway with the Manchester and Leeds Railway, in the township and parish of Kirkheaton, in the said west riding, such portion of the said original main line and junction of the said

railway so proposed to be abandoned and relinquished being within the several parishes, townships, and extra-parochial or other places of Dewsbury, Mirfield, and Kirkheaton, or some of them, in the said west riding; and it is also proposed by the said intended Act or Acts to authorise the said Leeds, Dewsbury and Manchester Railway Company to make the following railways, or some or one of them, or some part or parts thereof respectively, with proper works, approaches, and conveniences connected therewith respectively; that is to say,

A deviated main line of railway, diverging from the said original main line at the same point at Daw Green, in the township and parish of Dewsbury aforesaid, from which the said original line is proposed to be abandoned westward, and proceeding thence to and terminating by a junction with the Manchester and Leeds Railway, near Thornhill Lees, in the township and parish of Thornhill, in the said west riding, the whole of which deviated line of railway will lie within the several parishes, townships, extra-parochial or other places of Dewsbury and Thornhill, or one of them, in the said west riding of the county of York.

And a railway diverging from and out of the main line of the Leeds, Dewsbury and Manchester Railway, and commencing at or near Howley Hall, in the township and parish of Batley, in the said west riding, and terminating at or near Gildersome Street, in the township of Gildersome and parish of Batley in the said west riding, 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, Batley, Morley, Gildersome, Birstal, Gomersal, and Drighlington, in the said west riding of the county of York.

And it is also proposed by the said intended Act or Acts to authorise the said Leeds, Dewsbury, and Manchester Railway Company to alter and deviate the line and levels of the Birstal branch of the said Leeds, Dewsbury and Manchester Railway, and to extend the same branch, so altered and deviated, from a point near to Carlinghow Mill, in the township and parish of Batley aforesaid, to a point at or near Gomersal, in the township of Gomersal in the parish of Birstal aforesaid, and to make all necessary and proper works, conveniences, and approaches connected with such extended branch; which Birstal branch, so altered, deviated, and extended, will be within the several parishes, townships, and extra-parochial and other places of Batley, Birstal, and Gomersal, or some of them, in the said west riding of the county of York.

And it is also proposed by the said intended Act or Acts to authorise the said Leeds, Dewsbury, and Manchester Railway Company, to alter and deviate the line and levels of the main line near Leeds, and of the Leeds branch of the said railway, such alterations and deviations of the said main line commencing at the point where such main line crosses the highway between

Leeds and Wortley, near Wellington Row, in the township of Wortley and parish of Leeds, and extending thence in an easterly direction to the junction of the said main line with the Leeds and Bradford Railway, in the township of Holbeck and parish of Leeds, in the said west riding, and the alteration and deviation of the said Leeds branch, commencing at a point marked B on the plan referred to in the said recited Act, and extending to the termination of the same branch on the south side of Wellington Street, in the township and parish of Leeds aforesaid, and to extend the said Leeds branch, so altered and deviated, from the said south side of Wellington Street to a point on the north side of the same street, in the said township and parish of Leeds; the whole of which alterations, deviations, and extensions of the said last-mentioned portion of the said main line and of the said Leeds branch, will be within the several parishes, townships, and extra-parochial or other places of Leeds, Holbeck, and Wortley, or some of them, in the said west riding of the county of York.¹

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 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 Leeds, Dewsbury, and Manchester 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 and works, 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 Leeds, Dewsbury, and Manchester 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 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 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 in-

tended railways and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

And it is further intended by such Act or Acts to enable the Leeds, Dewsbury and Manchester Railway Company to sell, or let, and transfer their railway, branch railways and works, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the Manchester and Leeds Railway Company, the Huddersfield and Manchester Railway and Canal Company, the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the Leeds and Thirsk Railway Company, the Midland Railway Company, and the Leeds and Bradford Railway Company, or any one or more of them; and to enable the said last-mentioned companies, or any one or more of them, to purchase or rent the said railway, branch 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 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 companies hereinbefore mentioned, or any of them; or otherwise to authorise and empower the union and consolidation into one undertaking of the said Leeds, Dewsbury, and Manchester Railway, branch railways and works, and the Leeds, Dewsbury and Manchester Railway Company, with the said Manchester and Leeds Railway, the said Huddersfield and Manchester Railway and Canal, the said Sheffield, Ashton-under-Lyne, and Manchester Railway, the said Leeds and Bradford Railway, the said Midland Railway, and the said Leeds and Thirsk Railway, and the respective companies thereof, or any of them; and for vesting in one company the railways, branch railways, and works, and the capital, stock, shares, property, estate, and effects of the said Leeds, Dewsbury, and Manchester Railway Company, and one or more of the said companies; and for enabling such consolidated company to exercise and enjoy all such rights, powers, and privileges as aforesaid, and for such purpose to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them; that is to say, the Leeds, Dewsbury and Manchester Railway Act, 1845, the several acts relating to the Manchester and Leeds Railway, passed respectively in the sessions of Parliament held respectively in the 6th and 7th and the 7th years of the reign of King William the Fourth, and in the 1st, the 2nd and 3d, the 4th and 5th, and the 7th and 8th years of the reign of Her present Majesty, and in the last session of Parliament; the Huddersfield and Manchester Railway and Canal Act, 1845; the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed respectively in the sessions of Parliament held respectively in the 7th year of the reign of King William the 4th, and the 1st year of Her present

Majesty, and the 5th and 6th, and 6th and 7th, and 7th and 8th years of the reign of Her said present Majesty; the Leeds and Thirsk Railway Act, 1845; the several Acts relating to the Midland Railway, passed respectively in the sessions of Parliament held respectively in the 7th and 8th and in the 8th and 9th years of the reign of Her present Majesty; and the several Acts relating to the Leeds and Bradford Railway, passed respectively in the sessions of Parliament held respectively in the 7th and 8th and the 8th and 9th years of the reign of Her present Majesty.

Dated this eighth day of November, 1845.

Atkinson, Dibb, and Bolland,

Leeds.

E. L. Hesp, Huddersfield.

Solicitors.

Worcester, Hereford, Ross, and Gloucester
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 hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with docks, basins, and other works, wharfs, approaches, and conveniences connected therewith; that is to say, a railway commencing by a junction with the Oxford, Worcester, and Wolverhampton Railway, in or near the city of Worcester, and in the parish of Saint Martin, partly in the city and county of the city of Worcester, and partly in the county of Worcester, and terminating at or near certain lands called the Priory, lying at the foot of Aylstone Hill, in the parishes of Saint Peter, Saint Owen, Saint John otherwise Saint John the Baptist, and All Saints, or some or one of them, in the city of Hereford and liberties thereof, and in the county of Hereford.

Also a railway diverging from the said last-mentioned intended railway, in or near the parish of Great Malvern, in the county of Worcester, and terminating in the hamlet of Wooton Saint Mary, in the parish of Saint Mary-de-Lode, in the county of Gloucester, at a point adjoining or near to a lane called The Asylum Lane, near where the rails of the Birmingham and Gloucester and the Cheltenham branch of the Great Western Railway, formerly called the Cheltenham and Great Western Union Railway, cross such lane by a junction with the said Cheltenham Branch Railway, or by an independent terminus.

Also a railway diverging from the said last-mentioned intended railway, at a point on or near the west bank of the river Severn, and near to the bridge across the said river, called Over Bridge, in the said county of Gloucester, and terminating in a close of ground called Sizes, in the South Hamlet, in the said county of Gloucester, adjoining or near to the Gloucester and Berkeley Canal.

Also a railway diverging from the said firstly hereinbefore mentioned intended railway, in or near the parish of Bosbury, in the county of Hereford, and terminating by a junction with the

Monmouth and Hereford Railway, or at an independent station at or near the town of Ross, in the parish of Ross, in the said county of Hereford, which said firstly-mentioned 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, Claines, Saint Martin, Saint Peter the Great, Saint Clement, and Saint John otherwise Saint John in Bedwardine, partly in the city of Worcester and county of the same city, and partly in the county of Worcester; Saint Nicholas, Blockhouse, Saint Michael otherwise Saint Michael in Bedwardine, Saint Alban, Saint Helen, Saint Andrew, All Saints, Saint Swithin, College Precincts, and Whistones otherwise Whitstones, in the city of Worcester and county of the same city; Oldbury, Wick Episcopy, Cotheridge, Powick, Clevelode, Woodsfield, Leigh, Brockamin, Bransford, Sandlin, Leigh Sinton, Upper Howsell, Lower Howsell, Madresfield, Newland, Great Malvern, Hanley Castle, Malvern Wells, Little Malvern, and Welland, in the county of Worcester; Mathon, in the counties of Worcester and Hereford, or one or both of them; Cradley, Cradley East, Cradley West, Colwall, Coddington, Bosbury, Catley, Upleadon, Ledbury, Leadon and Haffield, Wall Hills, Mitchell and Netherton, Wellington, Munsley, Park Hold, Pixley, Canon Froome, Ashper-ton, Putley, Tarrington, Stretton Grandsome, Egleton, Yarkhill, Monkhide, Withington, Westhide, Weston Beggard, Stoke Edith, Dormington, Bartestree, Woolhope, Fownhope, Mordiford, Lugwardine, Hampton Bishop, and Tupsley, in the county of Hereford; Hampton Bishop, Tupsley, Holmer, Saint John otherwise Saint John the Baptist, Saint Peter, Saint Owen, All Saints, the Vineyard, Saint Martin, and Saint Nicholas, in the city of Hereford, or liberties thereof; and which said secondly mentioned 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, Great Malvern, Hanley Castle, Welland, Little Welland, Upton-on-Severn, Malvern Wells, Little Malvern, Castle Morton, Birts Morton, Longdon, Berrow, Pendock, Chaceley, Redmarley d'Abitot, Eldersfield, and Staunton, in the county of Worcester; Bromsberrow, Forthampton, Corse, Upleadon, Pauntley, Hasfield, Tirley, Ashleworth, Woolridge, Hartpury, Rudford, Lassington, Bulley, Churcham, Highnam Over and Linton, Tibberton, Maisemore, North Hamlet, Vineyard Hill, Tuffley, Hempstead, Barnwood, Kingsholm Saint Catherine, Kingsholm Saint Mary, Longford Saint Catherine, Longford Saint Mary, Wotton Saint Catherine, Wotton Saint Mary, Vill of Wotton, Barton Saint Michael, Barton Saint Mary, Saint Michael, Saint Nicholas, Saint Oswald, Saint Catherine, Saint Mary-de-Lode, Poole Meadow, the Town Ham, the North Hamlet, and the South Hamlet, in the county of Gloucester; Saint Owens and Littleworth, Saint Nicholas, Poole Meadow, the Precincts of the Mace, the Town Ham, the North

Hamlet, Longford Saint Catherine, Longford Saint Mary, Wotton Saint Catherine, Wotton Saint Mary, Vill of Wotton, Barton Saint Mary, Barton Saint Michael, the South Hamlet, Saint Michael, Saint Mary-de-Lode, Saint John the Baptist, Saint Oswald, and Saint Catherine, in the city of Gloucester and county of the same city; and which said thirdly mentioned 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, Churcham, Highnam Over and Linton, Maisemore, the North Hamlet, Barton Saint Mary, Barton Saint Michael, Saint Mary-de-Lode, Saint Nicholas, and the South Hamlet, in the county of Gloucester; and which said hereinbefore fourthly mentioned 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, Bosbury, Donnington, Ledbury, Wall Hills, Leadon and Haffield, Mitchell and Netherton, Eastnor, Wellington, Little Marcle, Much Marcle, Yatton, Marcle, Walton, Kinaston, Upton Bishop, Foy, Eaton Tregoes, Linton, Weston-under-Penyard, Brampton Abbots, Ross and Bridstow, in the county of Hereford; Kempsey, Bromsberrow, Oxenhall, Preston, Dymock, Ryland, Leadington, Woodend, and Newent, in the county of Gloucester.

And it is intended by the said Act or Acts to apply for powers to make and maintain one or more dock or docks, basin or basins, with all necessary wharfs, works, and conveniences connected therewith, on certain lands, being part of certain closes of ground called or known by the name of Sizes and the Coggins, both in the South Hamlet, in the said county of Gloucester, and to supply the same with water from the river Severn, and from the Gloucester and Berkeley Canal, or one of them, the waters of which said canal are supplied from the river Severn, the river Frome, and the Stroudwater Canal.

And it is also intended by such Act or Acts to take power to alter, divert, or stop up, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, canals, streams, sewers, pipes, 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 railways, docks, basins, and 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 railways, docks, basins, and works, or some of them, or some part or parts thereof, 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 railways, docks, basins, and other 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 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, docks, basins, and works, or any of them, 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, or transfer, the said railways and works, or any of them, or any part thereof respectively, and all or any powers of such company in connexion therewith or in relation thereto respectively, to the Great Western, South Wales, and Oxford, Worcester, and Wolverhampton Railway Companies, or any or either of them.

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 dock or docks, basin or basins, and the works connected therewith, or any of them, or any part thereof, with all or any powers of such company in connection therewith, or in relation thereto, to the Gloucester and Berkeley Canal Company; and to enable the said Gloucester and Berkeley Canal Company to purchase or rent, or construct the works which may be so sold or let, or transferred to them, and to exercise such powers or any of them; and also to raise and contribute funds for the purpose, or for or towards the construction, maintenance, and use of the said intended works; and generally to enter into, confirm, and carry into effect such arrangements in reference thereto as may be or have been mutually agreed on between the said canal company and the company intended to be incorporated as aforesaid.

And it is further intended for the purposes aforesaid to alter, amend, and enlarge, as far as may be necessary, the provisions of the following Acts passed in the several sessions of Parliament after mentioned, relating to the said Gloucester and Berkeley Canal; namely, an Act passed in the 33rd year of the reign of King George the Third, an Act passed in the 37th year of the same reign, an Act passed in the 45th year of the same reign, an Act passed in the 58th year of the same reign, an Act passed in the 3rd year of the reign of King George the Fourth, an Act passed in the 6th year of the same reign, an Act passed in the 2nd and 3rd years of the reign of King William the Fourth, and an Act passed in the 4th year of the same reign; and to extend the powers and provisions, or some of them, contained in the said several Acts, to the docks, basins, and works connected therewith, proposed to be made as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railways, docks, basins, and works, so far as the same are required by the standing orders of Parliament, 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 instant, with the clerk of the peace for the

county of Worcester, at his office in the city of Worcester; with the clerk of the peace for the city and county of the city of Worcester, at his office in the city of Worcester; with the clerk of the peace for the county of Hereford, at his office in the city of Hereford; with the clerk of the peace for the city of Hereford, at his office in the said city; with the clerk of the peace for the county of Gloucester, at his office in the city of Gloucester; and with the clerk of the peace for the city and county of the city of Gloucester, at his office in the said city; 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 next, with the parish clerks of those parishes respectively, at their respective residences.

W. O. and W. Hunt, 10 Whitehall, London.

F. T. Elgie, Worcester.

F. L. Bodenham, } Hereford.

Thos. Evans, }

Whitcombe, Helps, and Wemyss, Gloucester.

Colchester Navigation and Improvement.

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, vary, extend, and enlarge some of the powers and provisions of an Act passed in the 51st year of the reign of His majesty King George the Third, intituled "An Act for improving the navigation from the Hythe at Colchester to Wivenhoe, in the county of Essex, and for better paving, lighting, watching, cleansing, and improving the said town of Colchester," or to repeal the said Act, or certain parts thereof, and to grant further and more effectual powers instead thereof.

And it is also intended by the said Bill to obtain more effectual powers for paving, lighting, watching, cleansing and improving the said town of Colchester; and also powers for the effectual drainage of the said town, and for regulating the draining of buildings, lands, and tenements within the said town, and to form new drains and water-courses in the said town.

And notice is hereby also given, that it is intended to apply for powers in the said Bill for further, better, and more effectually cleansing, widening, straightening, deepening, and making more navigable such part of the river Colne as runs or lies between a certain bridge called the Hythe Bridge, in the said town of Colchester and the Ship Yard on the north side of the town or village of Wivenhoe, in the said county of Essex; and powers for removing all locks, gates, sluices, hardways, fordways, footways, towing-paths, projections, and obstructions in the said river, or in the banks or walls thereto belonging.

Also powers for making and constructing a new

cut or cuts, canal or canals, from and into certain part or parts of the said river Colne, through, over, and across certain marshes, meadows, and lands adjoining or near to the said river, to communicate, open into, and connect with other parts of the said river, and for diverting the waters of the said river and all and every brook, stream, and watercourse now passing into or through the said river, so as to cause them to proceed, run, and flow into, over, and through the said intended cut or cuts, canal or canals.

Also powers for stopping, damming, wiering, sluicing, and placing floodgates and other gates or wiers over and across such part or parts of the said river Colne as shall be adjoining or near the entrances, inlets or outlets into or from the said cut or cuts, canal or canals.

Also for powers to make and maintain a dock or docks, basin or basins for ships, boats, and other vessels in the whole or any part of the said river Colne, between the Hythe Bridge aforesaid and the Ship Yard at Wivenhoe aforesaid, or in or through any of the marshes, meadows, houses, lands, buildings, wharfs, quays or grounds on or near either or both sides of the said river between the Hythe bridge and the said Ship Yard, or near or adjoining the said intended new cut or cuts, canal or canals, basin or basins.

Also for powers to make and form any piers, jetties, groins, lock or locks, sluices, wiers, culverts, floodgates, bridges, walls, towing-paths, quays, wharfs, cranes, drops, roads, approaches and other necessary and convenient works in, near, upon, across, or over the aforesaid river Colne or the lands, marshes, meadows, houses, and buildings near or adjoining thereto between the Hythe bridge and the Ship Yard aforesaid.

Also for powers to divert the waters of the said river Colne and the streams or waters running or proceeding from a brook called "Crockleford Brook" and a pond or head of water called "The Distillery Pond," and all other streams or waters now flowing or passing into the said river between the Hythe bridge and the Ship Yard aforesaid, so as to cause them to fall, pass, or flow into and through the said intended cut or cuts, canal or canals, or into or through any culvert, cutting, or course through, under, along, or near to the said river Colne or the said intended cut or cuts, canal or canals, or partly through the said river and partly through the said cuts, canals, cuttings, or courses.

Also for powers to vest in the mayor, aldermen, and burgesses of the town of Colchester, the ground and soil of the said intended cut or cuts, canal or canals, in addition to or in substitution or lieu of such part or parts of the said river Colne as may be taken, stopped up, or diverted by reason of the said intended new cut or cuts, canal or canals, being made as aforesaid; and to vest in the commissioners under the said recited and said intended Act, the like or amended, varied or enlarged powers in, over, and through the said intended cut or cuts, canal or canals, to those

heretofore exercised and enjoyed by the said commissioners in, over, upon, and through the present river between the Hythe bridge and Wivenhoe aforesaid.

Also powers to purchase all or any part of the fall of water or tail water at East Mill, in Colchester aforesaid, and powers to raise and head up the water of the river Colne, and the streams and waters falling or running into the same between the said mill, or the flood-gates at the back thereof, and the Ship Yard at Wivenhoe aforesaid.

Also powers for deepening and making more navigable such part of the river Colne as lies or runs towards the sea, namely, between the north side of the Ship Yard at Wivenhoe aforesaid and the sea, and for removing all hardways and fordways therein.

Also for powers to apply any monies in the hands of the commissioners, under the said recited Act, or held by trustees for them under the powers therein contained, for or towards the purposes of the said intended Act; and powers for the said commissioners to use a common seal in the execution of the powers of the said intended Act; and to appoint a harbour-master, or any other officer or officers, for the purposes of the said intended Act.

And notice is hereby also given, that the aforesaid works, alterations, and improvements are intended to be made in and will pass from, through, into, or near to the several parishes, townships, hamlets, and places of All Saints, Saint Botolph, Saint Andrew Greenstead, Saint Giles, Saint Leonard, Saint Mary Magdalen, Saint Peter, Saint Martin, Saint Mary-at-the-Walls, the Holy Trinity, Lexden, Berechurch, Saint Runwald, Saint Michael, Mile End, Saint James, and Saint Nicholas, in the town of Colchester aforesaid, and East Donyland, Fingringhoe, Brightlingsea, East Mersea, Alresford, Elmstead, Wivenhoe, and Ardleigh, in the said county of Essex, and in or near the River Colne, passing through or near the said parishes respectively, or some of them.

And it is also intended to obtain powers by the said intended Act for the compulsory purchase of lands, houses, waters, and buildings, or by agreement with the proprietors thereof, for the purposes aforesaid; and to levy tolls, rates, and duties on houses, buildings, lands, tenements, ships, lighters, and other vessels; and on coals, culm, cinders, and tonnage; and for powers to alter and vary any existing tolls, rates, and duties.

And it is also intended to vary, repeal, or extinguish any existing rights and privileges connected with the said river Colne, or with the lands, houses, waters, and tenements so proposed to be purchased, or which would in any manner impede or interfere with the intended improvement in the said river and works, and to confer other rights and privileges.

And it is proposed by the said intended Act to take powers to borrow and take up at interest sufficient sums of money for the completion and

execution of the aforesaid improvements and works, such money so to be borrowed and taken up to be secured on the said tolls, rates, and duties to be levied as aforesaid; and also to raise money by mortgage, lease, or otherwise, of the said tolls, rates, and duties for effecting the purposes aforesaid.

And it is intended to apply for powers to make lateral deviations from the line of the said navigation, river, cuts, canals, docks, basins, and works, to the extent or within the limit defined upon the plans hereinafter mentioned.

And notice is hereby also given, that a plan and section, with a duplicate of such plan and section, of the said intended cut or cuts, canal or canals, basin or basins, lock or locks, sluices, wiers, embankments, bridges, wharfs, quays, and other the proposed works, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and buildings will be deposited with the clerk of the peace of the said town of Colchester, at his office in the said town of Colchester; and also with the clerk of the peace for the county of Essex, at his office at Chelmsford, in the said county of Essex, on or before the thirtieth day of November instant; 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 in or through which the said intended improvements, alterations, and works are intended to be made, together with a book of reference thereto, will be deposited with the respective parish clerks of the said several parishes at their respective residences.

Dated this tenth day of November, 1845.

Henry Sidney Goody,
Clerk to the said Commissioners.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts for better paving, lighting, cleansing, widening, and otherwise regulating and improving the streets, lanes, roads, paths, ways, courts, passages, and places within the town or village of Heywood, in the county palatine of Lancaster, or such parts thereof as are within certain boundaries or limits, commencing at and including a certain house in the township of Heap, in the said county of Lancaster, in the occupation of Mr. George Clayton, cotton spinner; from this point drawing a right line to the river Roach in a westerly direction, pursuing the course of the river in a northerly direction, to where Miller Brook empties itself into the same river; thence in an easterly direction, pursuing the course of this brook to the point where it separates the township of Castleton, in the said county, from Heap aforesaid; and from thence pursuing the natural line of

boundary separating Castleton aforesaid and the townships of Hopwood and Pilsworth, both in the said county, from Heap aforesaid down to and including a place called New York, in the said township of Heap; a straight line from New York aforesaid to the house of the said Mr. George Clayton, completing the boundary intended for the purposes of the Act or Acts to define the limits of the said town or village of Heywood.

And it is further proposed in and by the said Act or Acts to take powers to erect and build a town-hall, with all necessary buildings connected therewith, comprising a police court, sessions rooms, constable's house, police station, and lock-up; and also to erect or build a market house and market place, and to establish a market within the limits aforesaid, and to demand, levy, and collect tolls, rates, and duties, in and for the same, with all necessary powers and provisions for the regulation and management thereof; and further powers will be sought in and by the said Act or Acts, to purchase or take on lease lands and houses, either by compulsion or agreement, within the limits aforesaid, for all or any of the purposes aforesaid, and also to levy rates or assessments on the owners or occupiers of lands, houses, buildings, and hereditaments within such limits as aforesaid, for raising the necessary fund for carrying out the above-mentioned improvements, and for defraying the expenses of applying for the said Act or Acts, and for carrying the same into execution.

And it is further proposed in and by the said Act or Acts to enable certain commissioners, to be appointed under the powers and provisions of the said Act or Acts, to contract for the lighting of the said town or village of Heywood, within the limits aforesaid, or for the purchase by compulsion or agreement, or taking on lease for any term of years, from the Heywood Gas Light and Coke Company any gas works or gasometers, trunks, main pipes, plants, and apparatus, now erected or laid down, or that may hereafter be erected or laid down; and also to enable the said commissioners to enter into such other agreement or agreements, arrangement or arrangements with them or any other existing or future gas or other company or commissioners that may hereafter be established or appointed within the limits aforesaid, which may be deemed advisable for carrying out the objects aforesaid.

And it is further proposed in and by the said Act or Acts to repeal, alter, amend, enlarge, or extend the powers and provisions of an Act made and passed in the seventh year of the reign of His late Majesty King George the Fourth, intituled "An Act for lighting with gas the village of Heywood, within the parish of Bury, in the county palatine of Lancaster."

Dated this seventh day of November, 1845.

Robt. Leigh,
Solicitor for the Bill.

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 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, Prestbury, Titherington otherwise Tytherington, Fallibroome otherwise Fallybroome, Upton, Macclesfield, Saint Peter otherwise Saint Peter's otherwise Saint Peter's Macclesfield, Saint Paul otherwise Saint Paul's otherwise Saint Pauls Macclesfield, Hurdsfield, Sutton otherwise Higher Sutton, Winkle otherwise Winkle, Bosley otherwise Bosley otherwise Bosley and Lea otherwise Lea Bosley, North Rode, Newton, Butley-cum-Newton, Butley, Mottram Andrew otherwise Mottram Saint Andrew, Gawsworth, High-lane, Asbury, 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, Kidsgrove, 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, Hilderstone, 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, Drointon, Grindley, Chartley,

Chartley-cum-Membris, Chartley Holme, Great Haywood, Little Haywood, Hixon, 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 Kidsgrove 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 Coppenthal, in the parish of Church Coppenthal, in the county of Chester, and also at or near and by a junction with the intended 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, Kidsgrove, 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, Wincle 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 Luke's Leek, Rushton Spencer, Rushton James, Rushton Marsh, Stanley, Endon, Heaton, Onecote otherwise Onecoat, Rudyerd otherwise Rudyard otherwise Rudyard and Caudery, Longsden otherwise Longsden, Leek Frith, Lowe, Leek Lowe otherwise Leek and Lowe, Bradnop, Tittesworth otherwise Tittisworth, Westwood, Horton, Horton and Horton Hay, Ashcombe, Felthouse, Woodlands, Cheddleton, Rownall, Consall otherwise Cunsall, Basford, Ipstones, Belmont, Frogghall, Mosslee, Hollins, Kingsley, Whiston-eaves, Whiston, Hazles, Hazles-cross, Kingsley Holt, Banktop, Foxt, Morridge with Foxt, 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, Checkley, Hollington, Madeley, Madeley Holme, Fole, Uttoxeter, Uttoxeter-woodlands, Loxley, Loxley and Uttoxeter-woodlands, the rectory of Uttoxeter otherwise the deanery of Uttoxeter, Spath, Crakemarsh Creighton and Stramshall, Crakemarsh, Stramshall, Creighton, Marchington, Houndhill, Marchington and Houndhill, Marchington-woodlands, Hanbury, Hanbury Woodend, Newborough, Stubbylane, Moreton, Draycott in the Clay, Stubbylane Moreton and Draycott in the Clay, Coton, Fauld otherwise Fawld, Hanbury Hanbury Wood-

end Coton and Fauld, West Broughton, Tutbury, Thistley-piece, Rolleston, Anslow otherwise Annesley, 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, Clownholme, Abbots or Monk's Clownholme, Somersall otherwise Somershall, Somershall Herbert, Church Somershall, Aston, Sudbury, West Broughton, Foston, Scropton, Scropton and Foston, Hatton, Church Broughton, Sapperton, Thistley Piece, Marston-on-Dove, Hatton-in-Marston, Hatton-in-Church Broughton, Hoon Hay, Hoon, Hoon and Hoon Hay, Hilton, Hargate, Hargate-manor, Egginton, and Willington, or some of them, in the county of Derby, 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 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 terminating 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 otherwise 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 Caverswall and Mear, Mear, Hulme, Hulme and Weston Coyney, Weston Coyney, Dilhorn, Forsbrook, Blythe Marsh, Draycott in the Moors, Draycott, Creswell, Fulford and Stallington, Newton Totmanslow, Cheadle, Leigh, Church Leigh, Lower Leigh, Upper Leigh otherwise Over Leigh, Upper Nobot otherwise Upper Nobut, Lower Nobot otherwise Lower Nobut, 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 Bramshall, 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 commencing 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 Rako 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 Bignall End, Eardley End, Park End, and Knowl End, all in the county of Stafford; Barthomley, Alsager, Astbury, Odd Rode, Lawton otherwise Church Lawton, Sandbach, Betelton, 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 Keckwick, 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, Kirk-

dale, West Derby, Croxteth, Knotty Ash, and Liverpool, all in the county of Lancaster; also a branch railway within the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Sandbach, Elton, Moston, Warmingham, Bradwell otherwise Brad-wall, 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 Keckwick, 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 conve-

nences 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, Ladderedge, Cheddleton, Rownall, Shafferlong, Consall otherwise Cunsall, Basford, Ipstones, Belmont, Frogghall, Mosslee, Hollins, Kingsley, Whiston-Eaves, Whiston, Hazles, Hazles Cross, Kingsley-Holt, Bank Top, Foxt, Morrledge-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, Crakemarsh Creighton and Stramshall, Crakemarsh, 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.

Dated this first day of November 1845.

Worthington, Earle, and Berry, Manchester.

Berridge and Macaulay, Leicester.

Keary and Sheppard, Stoke-upon-Trent.

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 a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, bridges, works, and communications connected therewith, commencing from and out of the Newcastle and Carlisle Railway, in the township of Westgate, in the parish or parochial chapelry of Saint John, in the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and terminating at or upon the Lancaster and Carlisle railway near Dyke Farm House, in the township of Orton or Tebay, or one of them, in the parish of Orton, in the county of Westmorland, which said railway is intended to pass from, through, or into the several parishes, townships, and extra-parochial places following, that is to say; Saint Nicholas, Saint John's, Westgate, and Elswick, in the borough and county of Newcastle-upon-Tyne, Gateshead, Whickham, Washington, Chester-le-street, Saint Oswald, Saint Margaret, Brancepeth, Saint Andrews Auckland, Cockfield, Staindrop, and Gainford, in the county of Durham; Startforth, Romalldkirk, Bowes, Brignall, and Rokeby, in the north riding of the county of York, Asby, Brough, Crosby Garratt, Kirkby Stephen, Orton, and Ravenstonedale, in the county of Westmorland, Lamesley Saint Margaret's, Birtley, Great Usworth, Little

Usworth, Witton, Gilbert, Croxdale, Escombe, Saint Helen's Auckland, Hamsterley and Barnard Castle, in the county of Durham; Stainmoor, Mallerstang and Soulby, in the county of Westmorland, Gateshead with Gateshead, Fell, Lamesley, Ravensworth, Kibblesworth, Birtley, North Biddick, Pelton, Urpeth, Ouston, Harraton, Chester-le-Street, Plawsworth, Great Lumley, Little Lumley, Waldrige, Kimblesworth, Framwelgate, Crossgate, Elvet, Sunderland-bridge, Brandon and Byshotles, extra-parochial place between the township of Elvet and the township of Brandon and Byshotles, Witton, Gilbert, Broom, Brancepeth, Stockley, Willington, Hunwick, Hunwick and Helmington, Helmington Row, Newton Cap, Binchester, Bishop-Auckland, Boudgate in Auckland, Newgate in Auckland, the Borough of Auckland, Pollard's Lands, Saint Andrew's Auckland, Saint Helen's Auckland, West Auckland, Evenwood, Evenwood and Barony, North Bedburn, South Bedburn, Lyncsack, and Softley Cockfield, Raby and Keverstone, Langleydale, Shotton, Staindrop, Woodland, Stainton, and Streatlam, Marwood, and Barnard Castle, in the county of Durham, Romalldkirk, Lune, Hunderthwaite, Coltherstone, Lartington, Naby, Crag, Startforth, Eggleston Abbey, Boldron, Bowes, and Gilmonby, in the north riding of the county of York, Asby, Little Asby, Asby Coatsworth, Asby Winderwath, Stainmoor, North Stainmoor, South Stainmoor, Broughs, Brough Sowerby, Hilbeck, Crosby Garrett, Little Musgrave, Kirkby Stephen, Hartley, Kaber, Nateby, Swardale, Waitby otherwise Wateby, Wharton, Winton, Orton, Fawcett Forest, Langdale, Raisbeck, Ravenstonedale, Newbiggin, and Tebay, in the county of Westmorland.

And in the said Bill power will be applied for to authorize the construction and maintenance of the following branch railways, or some of them, with proper works, stations, communications, approaches, and conveniences connected therewith, that is to say; a branch railway, commencing by a junction with the intended main line of railway, in the parish and township of Gateshead, in the county of Durham, passing through the said parish and township, and terminating in the same by a junction with the Newcastle and Berwick Railway; another branch railway, commencing by a junction with the last-named branch railway, passing through the last-mentioned parish and township, and terminating therein by a junction with the Brandling Junction Railway otherwise the Newcastle and Darlington Junction Railway, near to the station of the last-mentioned railway; another branch railway, commencing by a junction with the said intended main line of railway, in the townships of Bondgate, in Auckland, and Pollard's Lands, or one of them, in the parish of Saint Andrew's Auckland, in the county of Durham; passing through the said parish and township, and terminating by a junction with the Bishop Auckland and Weardale Railway, in the said township of Bondgate in Auckland; another branch railway, commencing by a junction with the said main line of railway, in the said township of Bondgate in Auckland, passing through the same township,

and terminating therein by a junction with the Bishop Auckland and Weardale Railway; another branch railway, to commence by a junction with the intended main line of railway in the township of Saint Andrew's Auckland, in the said parish of Saint Andrew's Auckland, passing through, or into the several parishes, townships, and extra-parochial places following, that is to say; Saint Andrew's Auckland, Merrington, Bishop Middleham, Bondgate in Auckland, Eldon Coundon, Coundon Grange, Windlestone, Middlestone, Merrington, Chilton, Great Chilton, Little Chilton, Ferry-hill, and Mainsforth, or some of them, in the county of Durham, and terminating by a junction with the Clarence Railway, at, or near the Ferry-hill station thereof, in the township of Great Chilton, in the parish of Merrington, in the said county of Durham.

And the promoters of the said undertaking reserve to themselves the power of confining the application to Parliament in the ensuing session, to a part only, instead of the whole, of the said railway and branch railways.

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

And it is intended to apply for power in the said Bill or Bills 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 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 executing the said railway, and branch railways, and other works.

And it is intended in the said Bill or Bills, to take powers to purchase, or take on lease, a certain railway, or branch railway, belonging to the Stockton and Darlington Railway Company, and commonly known as the Hagger Leazes Branch of the

Stockton and Darlington Railway, situate in the parishes, townships, and extra-parochial places of Saint Helens Auckland, West Auckland and Evenwood otherwise Evenwood and Barony, Lynesack, and Softley Hamsterley, and Cockfield, in the county of Durham; with the stations and works connected therewith, and to alter, amend, and enlarge the powers and provisions of an Act, passed in the first and second years of the reign of His late Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from the river Tees, at Stockton, to Witton Park Colliery, with several branches therefrom, all in the county of Durham;" and of another Act passed in the fourth year of the reign of His late Majesty King George the Fourth, intituled "An Act to enable the Stockton and Darlington Railway Company to vary and alter the line of their railway, and also the line or lines of some of the branches therefrom, and to make an additional branch therefrom, and for altering and enlarging the powers of the Act passed for making and maintaining the said railway."

And of another Act, passed in the fifth year of the reign of His said late Majesty King George the Fourth, intituled "An Act to authorize the company of proprietors of the Stockton and Darlington Railway to relinquish one of their branch railways, and to enable them to make another branch railway in lieu thereof; and to enable the said company to raise a further sum of money, and to enlarge the powers and provisions of the several Acts relating to the said railway."

And to extend those powers and provisions, so far as they relate to the said branch railway, to the company or companies intended to be incorporated, and to enable the Stockton and Darlington Railway Company to effect such sale or grant such lease.

And it is intended in the said Bill or Bills, to grant powers to the company or companies intended to be incorporated as aforesaid, to purchase or take on lease a portion of the Chilton Branch of the Clarence Railway Company, situate in the townships, hamlets, or places of Woodham, Great Chilton, Chilton, and Merrington otherwise Kirk Merrington, and from, in, through, and into the several parishes of Aycliffe otherwise Great Aycliffe and Merrington otherwise Kirk Merrington, in the said county of Durham, with all stations and works connected therewith, and to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth year of the reign of His late Majesty King George the Fourth, intituled "An Act for making and maintaining a railway from the river Tees, near Haverton-hill, in the parish of Billingham, to a place called 'Sim Pasture,' in the parish of Heighington, all in the county of Durham, with certain branches therefrom." And of an Act passed in the tenth year of the same reign, intituled "An Act to enable the Clarence Railway Company to vary and alter the line of their railway, to abandon some of the branches thereof, and to make other branches therefrom, and for altering, amending, and enlarging the

powers of the Act passed, for making and maintaining the said railway." And of an Act, passed in the second year of the reign of His late Majesty King William the Fourth, intituled "An Act to alter, amend, enlarge, and extend the powers of several Acts, passed in the ninth and tenth years of the reign of His late Majesty King George the Fourth, for making and maintaining the Clarence Railway," and of an Act passed in the third year of the reign of His said late Majesty King William the Fourth, intituled "An Act to enable the Clarence Railway Company to make certain additional branch railways, and to amend and enlarge the powers of the several Acts for making and maintaining the said railway." And of an Act, passed in the said third year of His said late Majesty, intituled "An Act to enable the Clarence Railway Company to make an extension of the line of their railway." And of an Act, passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to alter, amend, explain, and enlarge the powers of the several Acts for making and maintaining the Clarence Railway." And of an Act, passed in the sixth and seventh years of the reign of Her present Majesty Queen Victoria, intituled "An Act for enabling the Clarence Railway Company to make an issue of new shares, and for otherwise altering and amending, enlarging, and extending some of the provisions of the Acts relating to the said railway." And to extend those powers and provisions so far as they relate to the said portion of the Chilton Branch Railway, to the company or companies intended to be incorporated, and to enable the Clarence Railway Company, and the Stockton and Hartlepool Railway Company, or one of them, to effect such sale or grant such lease.

And notice is hereby further given, that duplicate plans and sections, describing the lines 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 this present month of November, be deposited, for public inspection, with the Clerk of the Peace for the borough and county of Newcastle-upon-Tyne, at his office in the Guildhall, in the said borough and county; with the Clerk of the Peace for the county of Durham, at his office in the city of Durham; with the Clerk of the Peace for the north riding of the county of York, at his office in Northallerton, in the said north riding; and with the Clerk of the Peace for the county of Westmorland, at his office at Appleby, in the said county of Westmorland; 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 and branch railways will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the

residence of such clerk.—Dated this first day of November 1845.

Maltby, Beachcroft, and Robinson, 34, Old Broad-street, London.

Donkins, Stable, and Armstrong, Newcastle-upon-Tyne,

John Bailey Langhorne, Richmond, Yorkshire.

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, Pinhoe, Matford, East Wonford, South Wonford, Higher Wear, Lower Wear, Topsham, Saint George's Clist, Ebford, Ebford Barton, Exton, Nutwell, Penmore, Woodbury, Withecombe Rawleigh, Dotton, Aylsbere, 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, Salcombe Regis, Sidford, Sidbury, Harcombe, Cotford, Mincombe, Elveway, Netherton, Hornshayne, Olivers, Weddon, Cotshayne, North Leigh, Offwell, Southleigh, Colyton, Seaton, Seaton and Beer, Bolshayes, Stanford, Willhayne, Beer, Colyford, Musbury, Whitford, Shute, Axmouth, Axminster, Combe Pyne, Combe Rawleigh, and Uplyme, all in the county of Devon; Lyme-Regis, Hole, Hogchester, Catherston Lewston, Stonebarrow, Cockwell, Sarum, Charmouth, Wootton-Fitzpayne, Whitchurch-Canonicorum, Marshwood, Berne, Abbott's Wootten, Vale, and Wild, Ryle, Wormshall, Combe, Morcomblake, Mawerbury, Chideock, Stanton Saint Gabriel, Seatown, Symondsbury, Netherbury, North Chideock, Allington, Bradpole, Up Loders, Lower Loders, Walditch, Watton, Higher Eype, Lower Eype, Bridport, Bothenhampton, Burton Bradstock, Chilcombe, Shipton Gorge, 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, Gorwell, 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, Lympstone, 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 and county of the same city, 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, in the said county of Dorset; 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,
Gray's-inn-square; and
Edw. Strick, Doughty-street,
London; } Solicitors
for the
Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to authorize the surrender of certain leases for lives, of lands tenements and hereditaments, situate in the parish of Fordham and county of Cambridge, held by or in trust for William Dunn Gardner, Esquire, and others, under the Lord Bishop of Ely, and being parcel of the possessions of that see, in order to enable the said bishop to grant new leases thereof, and for other purposes connected therewith.

Dated this third day of November 1845.

Bircham and Dalrymple,
15, Bedford-row, Lon-
don,
Gunning and Francis,
Cambridge, } Solicitors
for the said Bill.

Eastern Union, Cambridge and Ely Extension.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to amend 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 Eastern Union Railway, at Ipswich, to Bury St. Edmund's", and to authorize the construction and maintenance, by the Ipswich and Bury St. Edmund's Railway Company, of a railway or railways, with all proper works, approaches, and conveniences connected therewith, in extension of the line of the Ipswich and Bury St. Edmunds Railway, to the town of Cambridge and city of Ely respectively, or some part or parts thereof, and which intended railway or railways will commence at or near the present proposed terminus of the Ipswich and Bury St. Edmunds Railway, in the parish of St. James, Bury St. Edmunds, and county of Suffolk, and will terminate by a junction with the line of the Brandon and Peterborough Extension of the Eastern Counties Railway, at or near the Cambridge station thereon in the parish of St. Andrew the less Cambridge otherwise Barnwell, and also by a junction with the said Brandon and Peterborough Extension of the Eastern Counties Railway, at or near the Ely Station thereon, in the parishes of St. Mary Ely, and Holy Trinity, Ely, or one of them in the Isle of Ely and county of Cambridge, and 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; St. James Bury St. Edmunds, St. Mary Bury St. Edmunds, Fornham St. Martin, Fornham All Saints, Fornham St. Genevieve, Hengrave, Hempton, Lackford, Nowton, Horning's-heath otherwise Horringer, Horsecroft, Westley, Risby, Little Saxham, Great Saxham, Barrow, Buckthorpe-green, Hargrave, Denham, Cavenham, Tuddenham, Herringswell, Worlington, Kentford, Gazeley, Upper Higham, Lower Higham, Disninghall, Dalham, Upper Dunstall-green, Lower Dunstall-green, Moulton, St. Mary Newmarket, and Exning, or some of them in the county of Suffolk, Freckenham and Little Barton, or one of them in the counties of Suffolk and Cambridge or one of them, Ashley-cum-Sylverly, Cheveley, Kirtling, Upend, Wood Ditton, Saxon-street, All Saints Newmarket, Burwell, Swaffham Prior, Reach otherwise Roach, Swaffham Bulbeck, Stetchworth, Dulhingham, Westley Waterless, Brinkley, Weston Colville, Carleton, Little Wilbraham, Great Wilbraham, Bottisham, Lade otherwise Bottisham Load, Long Meadow, Stow-cum-Quy, Balsham, West Wratting, Fulbourn, St. Vigors Fulbourn, All Saints Fulbourn, Stapleford, Great Shelford, Trumpington, Granchester, Cherry Hinton, Teversham, Fen Ditton, St. Andrew the Less Cambridge otherwise Barnwell, Kennet, Chippenham, Badlingham, Landwade, Snailwell, Fordham, Isleham, Wicken, Soham otherwise Monk Soham, Burrough Green, Barraway otherwise Barway, or some of them in the county of Cam-

bridge; Thetford, Stretham, Stuntney, St. Mary Ely, Holy Trinity Ely, Chetisham, Witchford, or some of them in the Isle of Ely and county of Cambridge.

And it is also intended, by such Act or Acts, to take power to alter or divert, or stop up, whether temporarily or permanently, all turnpike and other roads, 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 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 take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties in respect of the use of the said railway, or railways and other works, and to grant exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to enable the said Ipswich and Bury St. Edmunds Railway Company to sell, or let, or transfer the said intended railway or railways and works, or any part thereof, and also the Ipswich and Bury St. Edmunds Railway, and all or any powers of such company in connection therewith or in relation thereto, to the Eastern Union Railway Company; and to enable such last-mentioned company to purchase, or rent, the said intended railway or railways and works, and the said Ipswich and Bury St. Edmunds Railway, or one 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 arrangements in reference thereto, as may be mutually agreed on between the said two Companies.

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 county of Suffolk, at his office in Bury St. Edmund's; and with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; and with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office in Wisbeach; 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 next, with the parish clerks of those parishes respectively, at their respective residences.

New and Co., Covent-garden.

W. O. and W. Hunt, 10, Whitehall.

Eastern Union and Harwich.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to amend and enlarge some of 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 Colchester to Ipswich;" and another Act, passed in the eighth and ninth years of the same reign, intituled "An Act to amend the Act relating to the Eastern Union Railway Company, and to raise a further sum of money for the purposes of the said undertaking;" and to authorize the construction and maintenance, by the Eastern Union Railway Company of the railway hereinafter mentioned, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, that is to say, a railway diverging from the line of the Eastern Union Railway, at two separate points, in the parish of Lawford, and county of Essex, passing from, through, or into the several parishes, townships, and extra-parochial or other places of Lawford, Manningtree, Mistley-cum-Manningtree, Mistley, Bradfield, Wrabness, Ramsey, Dovercourt, Dovercourt-cum-Harwich, Saint Nicholas Harwich, and Harwich, or some of them, all in the county of Essex, and terminating at or near to the port or harbour of Harwich, in the parish of Saint Nicholas Harwich, and county of Essex, together with a pier or jetty, and all proper works and conveniences appertaining thereto, in connexion with the said intended railway; which said pier, jetty, and other works will be situate entirely in the said parish of Saint Nicholas Harwich, or on the bed and shores of the sea, or of the river Stour, adjoining thereto.

And it is also intended, by such Act or Acts, to take power to alter, divert, or stop up, whether temporarily or permanently, all turnpike and other roads, 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 intended railway, pier, and other 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, pier, and other 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, and for levying tolls, rates, and duties in respect of the use of the said railway, pier, and other works, and to grant exemptions from such tolls, rates, and duties.

And it is also intended, by the said Act or Acts, to enable the said Eastern Union Railway Company to purchase or rent the Ipswich and Bury Saint Edmunds Railway, authorized by an Act, passed in the last session of Parliament, and also certain proposed railways from Bury Saint Edmunds to Ely, and to Cambridge, and from Stowmarket to Norwich, and to Sudbury, if the same shall be sanctioned by Parliament, or some of them, or some part or parts thereof, together with all or any powers which may be, or have been, conferred on the Ipswich and Bury Saint Edmunds Railway Company, or any other company, in relation thereto, and to use, exercise, and enjoy such powers, and to raise money for the purposes aforesaid.

And it is further intended, by such Act or Acts, to enable the Eastern Union Railway Company to let, either for a limited term of years or in perpetuity, the said intended railway, pier, and other works, or any part thereof, and all or any powers of such company, in connexion therewith or in relation thereto, to the Eastern Counties Railway Company; and to enable such last-mentioned company to lease the said intended railway, pier, and other works, or any part thereof, and to exercise such powers, or any of them, and generally to enter into and carry into effect such arrangements in reference to the said railway, pier, and other works, and to the maintenance thereof, and to the traffic which may pass over the same, as may be mutually agreed on between the said two companies.

And it is also proposed, by the said intended Act or Acts, to enable the said Eastern Union Railway Company to purchase, and the said Eastern Counties Railway Company to sell to them so much of the line of the said Eastern Counties Railway, and the lands and buildings connected therewith, as lies between the station of the said Eastern Counties Railway, at Colchester, and the point in the parish of Ardleigh, in the county of Essex, where the line of the said Eastern Counties Railway intersects the line of the Eastern Union Railway, and all or any of the powers of the said Eastern Counties Railway Company in relation thereto, and to enable the said Eastern Union Railway Company to exercise such powers; and further to enable the said two companies to grant to each other such exemptions from the payment of tolls on the lines respectively belonging to them, or which may belong to them respectively, and to enter into such arrangements in respect of the traffic using the same, as to them may seem

meet; and for the purposes aforesaid, it is proposed to alter, repeal, amend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said Eastern Counties Railway, passed, respectively, in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first and second, the fourth, the seventh and eighth, and the eighth and ninth years of the reign of Her present Majesty.

And notice is hereby further given, that duplicate plans of the said intended railway or railways, pier, and other 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, and duplicate sections of the said intended railway, 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 Essex, at his office in Chelmsford; 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 or railways, pier, 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.

*Few, and Co., Covent-garden, }
W. O. and W. Hunt, } Solicitors.
10, Whitehall,*

Shrewsbury, Wolverhampton, and South Staffordshire 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 and maintenance of the railway, branch railway or branch railways, hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say; a railway commencing at or near the Abbey foregate, in the parish of Holy-cross and St. Giles, in Shrewsbury, in the county of Salop, and terminating in the township of Wolverhampton, in the parish of Wolverhampton, 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 and other places following, or some of them, that is to say; Abbey-foregate, Holy-cross and Saint Giles, Uffington, Upton, Preston, Preston-boats, Haughtmond demesne, Upton Magna, Downton, Saint Chad Shrewsbury, Longner, Attingham, Maviston, Berwick Maviston, Berwick, Atcham, Duncot, Uckington, Withington, Walcot otherwise Walcott, Rodington, Wroxeter, Norton, Charlton, Allscot, Leaton, Admaston, Wellington, Apley demesne, Donnerville, Lawley, Arleston, Hadley, Wappenshall, Leegomery, Leegomery and

Wappenshall, Watling-street, Ketley, Oakengates, Wombridge, Wrockwardine, Wrockwardine-wood, Pains-lane, Dawley, Malins Lee, Priors Lee, Shaw and Wyke, the Manor, Upton, Hatton, Haughton, Shiffnal, Stanton, Aston, Evelith, Evelith and Hennington, the Hem, Woodside, Woodside and Lizard, Sturchley otherwise Sturchley, Kemberton, Bonningale otherwise Bonningall, Tong, Boscobel otherwise called Boscobel cum Donnington, Donnington otherwise Donington, Allbrighton otherwise Albrighton, Ruckley, Brocton, Sutton Maddock, Madeley, Madeley-wood, Ironbridge, Coalbrook-dale otherwise Colebrooke-dale, Coalport, Little Wenlock, the Horsehays, Dawley, Dawley-Magna, Dawley-Parva, Dawley Green, New Dawley, Little Eyton, all in the county of Salop; and Oaken Codsall, B.lbrook otherwise Billbrook, Tettenhall Regis, Tettenhall Clericorum, Tettenhall, Stockings, Lane-green, Pendeford, Bovenhill, Blakeley-green, Barnhurst, Aldersey otherwise Aldersley otherwise Atherley, Bushbury otherwise Byshbury, Wednesfield, Gosbrook, Tunstall, Oxley, Wolverhampton, and Saint Paul, Saint James, Saint Mary, Saint Peter, Saint George, and Saint John, in Wolverhampton, all in the county of Stafford: and also another railway or railways, branch railway or branch railways, with all proper works and conveniences connected therewith, commencing by a junction with, or diverging out of the said first-described railway, either in the township or division of Shaw and Wyke, in the parish of Shiffnal, or in the township or division of the Hem, in the parish of Shiffnal, in the county of Salop, and terminating at Coalbrook-dale, in the parish of Madeley, in the county of Salop; which said intended railway or railways, branch railway or branch 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; Shiffnal, the Hem, Shaw and Wyke, Kemberton, Brockton, Cuckoo-oak, Sutton Maddock, Madeley, Madeley-wood, Madeley-market, Madeley-court, Homer, Sturchley otherwise Sturchley, Lightmore, Little Eyton, New Dawley, Lawley, Dawley, Dawley-Magna, Dawley-Parva, Dawley Green, Malins Lee, Priors Lee, Langley, Ironbridge, Broseley, Wenlock, Much Wenlock, Coalport, Little Wenlock, and Coalbrookdale, all in the county of Salop; and also another railway or railways, branch railway or branch railways, with all proper works and conveniences connected therewith, commencing by a junction with, or diverging out of the said first described railway, either in the township or division of Shaw and Wyke, in the parish of Shiffnal, or in the township or division of the Hem, in the parish of Shiffnal, in the county of Salop, and terminating at Ironbridge, in the parish of Madeley, in the county of Salop; which said intended railway or railways, branch railway or branch 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; Shiffnal, the Hem, Shaw and Wyke, Kemberton, Brockton, Cuckoo-oak, Sutton Maddock, Madeley, Madeley-wood, Coalbrookdale, Broseley, Wenlock, Langley, Little Wenlock, Much Wenlock, Coalport, Madeley-market, Madeley-court, Homer, Sturchley otherwise Sturchley, Lightmore, Little Eyton, New Dawley, Lawley, Dawley, Malins Lee, Priors Lee, Dawley Magna, Dawley Parva, Dawley Green, and Ironbridge, all in the county of Salop; and also a railway or railways, branch railway or branch railways, with all proper works and conveniences connected therewith, commencing by a junction with, or diverging out of the said first described railway, in or near to the Abbey-foregate, in the parish of Holy-cross and Saint Giles, in Shrewsbury, in the county of Salop, and terminating at and by a junction with the line of the Shrewsbury, Oswestry, and Chester Junction Railway, at or near to the Castle-foregate, either in the parish of Saint Mary, or in the parish of Saint Alkmund, in Shrewsbury, in the county of Salop; which said intended railway or railways, branch railway or branch 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; Shrewsbury, Abbey-foregate, Castle-foregate, Saint Mary, Saint Alkmund, and Holy-cross and Saint Giles, all 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, tramroads, railways, 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 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, repeal, 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 and maintenance or the use of the said intended railway or railways, and 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 the said intended undertaking 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 on and for the use of the same, or any of them, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to enable the Grand Junction Railway Company to work and use the said intended railway or railways, branch railway or railways, and works, or

any of them, or any part thereof, and generally to enter into and carry into effect such 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 of them, or any part thereof, as may be mutually agreed on between the company which may be so incorporated, as hereinbefore mentioned, and the said Grand Junction Railway Company, and for such purposes to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Grand Junction Railway, passed respectively in the third, fourth, and fifth years of the reign of His late Majesty King William the Fourth, and in the first and second and the third years of the reign of Her present Majesty, and in the last session of Parliament.

And further notice is hereby given, that maps or plans and sections of the said intended railways, branch railways, and works, and of the lands and houses 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 Stafford, at his office in Stafford; and with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; 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 from, in, through, or into which the said intended railways, branch railways, 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 thirty-first day of October 1845.

*Clay, Swift, and Wagstaff, Solicitors,
Liverpool.*

**Manchester, Huddersfield, and Great Grimsby
Direct 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 a railway or railways, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto respectively, commencing in the township of Oxspring, in the parish of Penistone, in the west riding of the county of York, at or near the division of the townships of Oxspring and Penistone, both in the parish of Penistone aforesaid, and near to a certain place called Kirkwood Farm, in the said township and parish of Penistone, and Kirkwood Mill, otherwise Birchworth Mill, in the said township of Oxspring, there to form a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, and passing from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places of Penistone,

Thurlstone, Oxspring, Hunshelf, Langsett otherwise Langside, Thurgoland, Hoyland-Swaine, Cawthorne, Silkstone, Dodworth, Darton, Barugh otherwise Bargh, Stainborough, otherwise Stainbrough, Barnsley, Darfield, Royston, Worsborough otherwise Worsbrough, Monk Bretton otherwise Burton, Ardsley, Wombwell, Brampton Bierlow, West Melton, Wath-upon-Dearne, Hoyland, Great Houghton otherwise Houghton Magna, Little Houghton otherwise Houghton Parva, Wath-upon-Dearne, Bolton-upon-Dearne, Adwick-upon-Dearne, Billingley, Billingley Green, Goldthorpe, Thurnscoe, Clayton in the Clay, Frickley-cum-Clayton otherwise Clayton-with-Frickley, Hickleton, Stotfold otherwise Stortford, Hooton Pagnell, Bilham otherwise Billam, Barmbrough otherwise Barnbrough, Hariington, Braithwell, Brodsworth, Pigburn, Brodsworth-cum-Pigburn and Scawsby, Scawsby otherwise Scoursby, Marr, Marr Grange, High Melton otherwise Melton on the Hill, Cadeby, Sprotborough otherwise Sprotbrough, Cusworth, Newton, Hexthorpe, Balby, Hexthorpe otherwise Extrop, Balby-cum-Hexthorpe, Langthwaite Tilts otherwise Langthwaite with Tilts, Arksey, Bentley otherwise Bentley with Arksey, Stockbridge, Alnholme, Shaftholme, Bodles, Scawthorpe, Doncaster-bridge-end, Doncaster, Christchurch, Hall Cross, Nether Hall, Wheatly, Wheatley with Sandall, Greenhouse, Sandall otherwise Long Sandall otherwise Long Sandall with Wheatley otherwise Near Sandall, Intack, Sandall Beat Wood, Kirk Sandall otherwise Sandall Parva, Trumfleet otherwise Kirk Sandall with Trumfleet, Kirk Sandall and Trumfleet, Armthorpe, Streetthorpe, Holme Wood, Wilby, Cantley, Nether Cantley, High Ellers, Low Ellers, Branton otherwise Brampton, Gatewood, Killam otherwise Kilholm, Blaxton otherwise Blakeston, Akeholme otherwise Ackholme otherwise Acomb, Car-side, God-cross otherwise God's-cross, Hatfield, Hatfield Woodhouse, Hatfield Moor, Moor, Hatfield Chace, or some of them, all in the west riding of the county of York; Awkley otherwise Auckley, partly in the said west riding, and partly in the county of Nottingham, or one of them; Finningley, partly in the said west riding, and partly in the said county of Nottingham, or one of them; Wroot, the Isle of Axholme, Epworth, Belton, Beltoft, West Butterwick, Owston, East Butterwick, Burringham, Froddingham Gunhouse, West Halton, Messingham, Barling's Scotter, Scotterthorpe, Scotton, Susworth, Bottesworth otherwise Bottesford, Ashby, Yaddethorpe, Holme, Manton, Cleatham, Raven-thorpe, Appleby, Manby, Twigmore, Broughton, Scalby otherwise Scawby otherwise Scawby cum Sturton, Sturton, Hibaldstowe, Castlethorpe, Wrawby, Bigby, Cadney cum Housham, Brigg otherwise Glandford Brigg otherwise Glamford Briggs, or some of them, all in the parts of Lindsey in the county of Lincoln, and to terminate by a junction with the line of the Great Grimsby and Sheffield Junction Railway, at or near Brigg aforesaid, at a point before and near the crossing of the river Ancholme, in the said parish of

Scalby otherwise Scawby otherwise Scawby cum Sturton in the said parts of Lindsey, in the said county of Lincoln.

And it is further proposed, by the said intended Act or Acts, to make and maintain certain branches or slips from the said intended line on to the Midland otherwise the North Midland Railway, at or near to Darfield, in the parish of Darfield aforesaid, and in the several townships of Billingley and Darfield aforesaid, or one of them.

And, in the said intended Act or Acts, power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, and to the extent thereon defined, and to cross, vary, alter, divert, or stop up all such turnpike-roads, parish roads, and other highways, drains, brocks, streams, water banks, water-courses, canals, aqueducts, navigable rivers, navigations, railways, and tram-roads within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or some of them, which it may be necessary or expedient to cross, vary, divert, alter, or stop up in the construction of and for the purposes of the said intended railway or railways, branches or slips, or the works, stations, and conveniences connected therewith respectively, and also to authorize junctions with any railway or railways, at the commencements or terminations, or in the line or course of such railway or railways, and branches or slips, in the several parishes, townships, townlands, and extra-parochial places before-mentioned, or some of them.

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, branches or slips, and other works, or any part or parts thereof, and all or any of the powers of such company in connection therewith, or in relation thereto, to any other company or companies; and to enable such other company or companies to purchase, or rent or construct the said intended railway or railways, branches or slips, and other 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, branches or slips, and other works, and generally 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 incorporate a company for carrying into effect the said intended railway or railways, branches or slips, and other works, with powers to purchase lands and houses, by compulsion or agreement, for the purposes of the said intended Act or Acts; and with powers to levy tolls, rates, and duties in respect of the use of the said intended railway, or railways, branches or slips, and other works, and to grant such exemptions from the payment of such tolls, rates, and duties, as to such company may seem meet.

And it is also proposed to vary, repeal, or extinguish all existing rights and privileges connected with the lands and houses so proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways, branches or slips, and other works hereinbefore referred to, and to confer other rights and privileges.

And notice is hereby also given, that duplicate maps or plans and sections, describing the lines, levels, and situations of the said intended railway or railways, branches or slips, and works, and the lands in or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works shall be made, together with a book or books of reference thereto respectively, containing the names of the owners or reputed owners, lessors 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 west-riding of the county of York, at his office at Wakefield, in the said west riding; with the Clerk of the Peace for the borough of Doncaster, in the said west riding, at his office in Doncaster aforesaid; with the Clerk of the Peace for the county of Nottingham, at his office in Newark, in the said county of Nottingham; 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 that a copy of so much of the said plans and sections as relates to each parish in or through which the said railway or railways, branches or slips, and other works, or any part or parts thereof, are intended to be made or maintained, 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.—Dated the tenth day of November 1845.

Cookson Stephenson Floyd, Huddersfield,
Solicitor for the Bill.

Oxford, Worcester, and Wolverhampton Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to amend and enlarge some of the powers and provisions of the Oxford, Worcester and Wolverhampton Railway Act, 1845; and to alter the tolls authorized to be taken by the said Act; and also to authorize the construction and maintenance, by the company thereby incorporated, of the railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, that is to say, a railway diverging from and out of the main line of the Oxford, Worcester, and Wolverhampton Railway, near Bridgefield-farm, in the parish of Northleigh, in the county of Oxford, and terminating at or near the town of Witney, in the said county of Oxford, 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, Stonesfield, Combe, Fawler, Charlbury, Wilcote, North Leigh, Long Handborough, Ensham, Osney-hill, Ramsden, Shipton, Finstock, Hailey, Curbridge, Crawley, Langdale, Coggs, Witney, and Ducklington, all in the county of Oxford; and also another railway or railways and works, commencing at or near to the town of Stratford-upon-Avon, in the parish of Old Stratford, in the county of Warwick, and thence to and terminating by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, in the hamlet of Norton, in the parish of Weston Subedge, in the county of Gloucester, and also by a junction with the line of the said Oxford, Worcester, and Wolverhampton Railway, at a point near the town of Moreton-in-the-Marsh, in the said county of Gloucester, or terminating at one or other of the said points of termination, and passing from, in, through, or into, or be situate within the several parishes, townships, extra-parochial or other places of Stratford-upon-Avon, Old Stratford, Bishopton otherwise Bishopston, Shottery, Drayton, Bushwood, Ludington, Upper Millcote, Lower Millcote, Alveston, Tiddington, Atherstone-upon-Stour, Whitchurch, Wimpstone, Crimscote, Grimscote, Upper Easington, Lower Easington, Halford, Halford-bridge, Ilmington, Foxcote, Nibsworth, Compton Scorpion, Stretton-on-the-Foss, Ditchford, Upper Ditchford, Lower Ditchford, Ditchford Friery, Birmingham, Willington, Barcheston, Honington, Broughton, Bruton, Ayleston, Bickmarsh, Weston-on-Avon, Welford, Clifford-chambers, Little Dorsington, and Weston Sands, in the county of Warwick; Blockley, Northwick, Dorn, Ditchford, Upper Ditchford, Lower Ditchford, Paxford, Draycott, Aston Magna, Tidmington, Shipston-on-Stour, Tredington, Blackwell, Darlingscot, Armscott, Newbold, Longdon, Little Longdon, Alderminster, Church Honeybourne, otherwise Church Honeybourne with Poden, Bretforton, Offenham and South Littleton, in the county of Worcester; Moreton-in-the-Marsh, Bourton-on-the-Hill, Batsford, Lemington, Upper Lemington, Lower Lemington, Todenham, Campden, Chipping Campden, Westington and Comb, Broad Campden, Berrington, Ebrington, Charingworth, Mickleton, Upper Meon, Lower Meon, Upper Clopton, Lower Clopton, Upper Clapton, Lower Clapton, Upper Quinton, Lower Quinton, Admington, Upper Stoke, Lower Stoke, Upper Lark Stoke, Lower Lark Stoke, Preston-on-Stour, Alscott, Dorsington, Long Marston or Marston Sicca, Pebworth, Broad Marston, Ullington, Cow Honeybourne, Aston Subedge, Weston Subedge, Norton, Saintbury, Hitcote, Great Hitcote otherwise Hitcote Boyce, Little Hitcote otherwise Hitcote Bertram, Hitcote Comb, Clifford-chambers, Pauls-house, Ilmington, Weston-on-Avon, Weston-sands, and Welford, in the county of Gloucester; and also another railway, diverging from and out of the main line of the Oxford, Worcester, and Wolverhampton Railway, in the parish

of Saint Andrew and Saint Mary Witton Droitwich, in the county of Worcester, near to the Union Workhouse there, and terminating by a junction with the Stoke branch of the Oxford, Worcester, and Wolverhampton Railway, in the parish of Dodderhill, in the said county of Worcester, near to the parish church; 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, or some of them, of Saint Andrew and Saint Mary Witton Droitwich, Saint Peter otherwise Saint Peter de Witton Droitwich Saint Nicholas Droitwich, Dodderhill, and Dodderhill in-liberties, all in the county of Worcester.

And it is also intended, by such Act or Acts, to take power to alter, divert, or stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, sewers, pipes, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to interfere with, stop up, or divert by reason of the construction of the said intended 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 railways and 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 intended railways and works, and also powers for levying tolls, rates, and duties in respect thereof, and to grant exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to enable the Oxford, Worcester, and Wolverhampton Railway Company to sell or let or transfer the said intended 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 Great Western Railway Company, and to enable such last-mentioned company to purchase or rent or construct the said intended 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 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 two companies.

And it is further intended, by the said Act or Acts, to enable the said Oxford, Worcester, and Wolverhampton Railway Company, to purchase the Stratford-upon-Avon Canal and the Stourbridge Extension Canal, or either of them, and to enable the companies of proprietors to whom the

said canals respectively belong, or either of them, to sell and transfer the same, with all their powers, rights, privileges, lands, property, and effects connected therewith to the said railway company; and, for the purposes aforesaid, it is proposed to alter, amend, or repeal the powers and provisions of the several Acts relating to the said Stratford-upon-Avon Canal, passed respectively, in the 33d, 35th, 39th, 49th, 55th, and 57th years of His late Majesty King George the Third, and the 2d year of His late Majesty King George the Fourth, and the powers and provisions of an Act relating to the said Stourbridge Extension Canal, passed in the 7th and 8th years of the reign of His late Majesty King William the Fourth, and to vest the powers and privileges of the companies to whom the said canals respectively belong, in the said Oxford, Worcester, and Wolverhampton Railway Company, and, if need be, to dissolve the companies to whom the said canals respectively belong, and to vary or extinguish all rights or privileges of the shareholders, mortgagees, mortgagees of tolls, or others interested in the said companies respectively which would or might impede or interfere with the objects aforesaid.

And it is further intended, by the said Act or Acts, to enable the Oxford, Worcester, and Wolverhampton Railway company to subscribe and contribute towards the establishment and maintenance of an intended railway or railways from the city of Worcester to the harbour of Port Dynllaen, and of another intended railway from the town of Cheltenham to join the Oxford and Worcester and Wolverhampton Railway, at or near Shipton-under-Wychwood, and to enter into any arrangements which they may think fit with the proprietors of such undertakings, either with reference to the objects aforesaid, or the use or making, and maintenance of the said undertakings respectively, and to raise such additional capital as may be necessary for all or any of the purposes aforesaid, or any other purposes of the said company.

And it is further proposed, by the said intended Act or Acts, to alter, amend, or repeal some of the powers and provisions of the Oxford and Rugby Railway Act, 1845, passed in the last session of Parliament, and to alter the tolls authorized to be taken by the said Act, and to confirm the sale of the said Oxford and Rugby Railway to the Great Western Railway Company.

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 or reputed owners, lessees or reputed 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 county of Oxford, at his office in the city of Oxford; with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester; with the Clerk of the Peace for the county of Warwick, at his office, in Stratford-upon-Avon;

And with the Clerk of the Peace for the county of Gloucester, at his office, in the city of 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 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 those parishes respectively, at their respective residences.

W. O. and W. Hunt, 10, Whitehall,
London.
Bedford and Pidcock, } Worcester.
F. T. Elgie,

Llynvi Valley and South Wales Junction
Railway Company.

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, or some part or parts thereof, commencing in the Hamlet of Llangonoyd Higher, in the parish of Llangynwyd otherwise Llangonoyd, in the county of Glamorgan; passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Llangynwyd otherwise Llangonoyd Higher, Llangonoyd Middle, Cwm du, Bayden, Bettws, Bettws Higher, Bettws Lower, Saint Bride's Minor otherwise Llansainsfraed, Aberkenfig otherwise Aber Llynvi, Bridgend, Newcastle, Newcastle Higher, Newcastle Lower, Laleston, Laleston Higher, Laleston Lower, Tythegston, Tythegston Higher, Tythegston Lower, Pyle and Kenfig, Pyle, Kenfig Borough, and Margam, or some of them, in the said county of Glamorgan, and terminating by a junction or junctions with the proposed South Wales Railway, or by a distinct terminus in the parish of Margam, in the said county.

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, vary, or alter, either permanently or temporarily, all such turnpike and other roads, aqueducts, canals, navigations, streams, 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, divert, vary, or alter, for the purposes of such railway and the works connected therewith.

And it is intended to take powers to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial and other places before-mentioned, 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 railway, as before described, in the several parishes, townships, and extra-parochial or other places aforesaid, or some of them.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway, and to grant certain exemptions from such tolls, rates, or duties, 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 also for power to sell or lease the said railway, or any part thereof, to the South Wales Railway Company, or to any other company, and to enable the said South Wales Railway Company, or such other company as aforesaid, to purchase or lease the said railway, or any part thereof, and to exercise all the rights and privileges intended to be vested in the company or companies to be by such Bill or Bills incorporated; and, in the event of any such sale or lease being effected with the said South Wales Railway Company, it is intended to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the last session of Parliament, intituled "An Act for making a railway, to be called the South Wales Railway."

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 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 lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Glamorgan, at Cardiff; 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 works will pass or be situate, will be deposited with the parish clerk of each such parish.—Dated this 7th day of November 1845.

Tilson and Squance, Solicitors, 29, Coleman-street, 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 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, in which Bill provisions are intended to be inserted for levying rates, and for altering existing rates, or to confer, vary, and extinguish exemptions from the payment of rates and other rights and privileges.—Dated this thirtieth day of October 1845.

Boycot and Lucy, of Kidderminster, Solicitors.

Great Welsh Central Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to make and maintain a railway or railways, together with all proper and necessary stations, erections, bridges, wharfs, works, communications, sidings, approaches, and conveniences connected therewith, commencing in the parish of Swansea, and the parish of Saint John juxta Swansea, or one or both of them, at or near Swansea, in the county of Glamorgan, passing thence, from, in, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial or other places of Swansea, Saint Thomas, town and franchise of Swansea, hamlet of Saint Thomas, Saint John's juxta Swansea, Llansamlet, lower division of Llansamlet, higher division of Llansamlet, Cadoxtan juxta Neath, Ynissimond, hamlet of Ynissimond, Killybebyll, Llangefelach, Rhyndwycladach, Lower Rhyndwycladach, Llanguick, Parcelmawr, Altygrug, Glyntawe otherwise Callwen, Glynbeler, Coelbren, Cribarth, Ellen, Garth, Palleg, Lower Palleg, Penrhos otherwise Penrhose, Gurnos, Hen Noyadd, or some or one of them, in the county of Glamorgan; Ystradgunlais, lower division of Ystradgunlais, upper division of Ystradgunlais, Devynnock, Blaenglyntawe, Glyntawe, Glyn, hamlet of Blaenglyntawe, or some or one of them, in the county of Brecon otherwise Brecknock; Llangammarch, Penbualt otherwise Gwethailon, Trefliss, Llandulas otherwise New Church Tyr Abbott, Llandilo-fane, Llywell, Trian Mawr, Trian Glas, Devynnock, Cray, Blaencwmtawe, Maescar, Senny, Glyntarall, or some or one of them, within or partly within the county of Brecon otherwise Brecknock; Saint Harmon, clare and manor of Clâs Garmon, Nantmel, Maesgwynne and Vaenor, Rhysllyn and Uchoed, Gwastedinfawr, or some or one of them, in the county of Radnor; Abbey-cwm-hir, Gollon, Vaenor, Gwastedinfawr, Llanyre, Cilyci, or some or one of them, in the said county of Radnor; Llanwrthwl, lower division of Llanwrthwl, Llanafan-fawr, Llysdinam, Llanfyhangel-Bryn-pabeau, Llanfyhan-gel, Llanafan-fawr, first division of Llanafan-fawr, second division of Llanafan-fawr, third division of Llanafan-fawr, Llanafan-fechan, Llangammarch, Trefliss, Penbualt, Llanlleon-fel, Gwarafog, or some or one of them, in the county of Brecon otherwise Brecknock; Berriew, Trwstewelin Llandyssil, Bronywood, Bryntalch, Bolbro, Llanmerewig, Bettws Kedewen otherwise Bettws Caedewen, Dolforwyn, Llanllwchaiarn, Gwested otherwise Gwestydd, Newtown otherwise Dyffryn Llanfair, Kerry, Graig, Weeg Dolfor, Garthilin, Mochtre otherwise Moughtrey, Esgairgeiliog, or some or one of them, in the county of Montgomery; Llanbadarn fyndd, Llananno, Llanbister otherwise Abbeycwmhir, Golon otherwise Golofn otherwise Abbeycwmhir, Saint Harmon, Clare, or some or one of them, in the county of Radnor; Llandinam, Dethenydd, or one of them, in the county of Montgomery; Llandyssil, Bronywood, Bryntalch, Bolbro', Bettws,

Dolforwyn, Berriew, Trustewelyn, Llandinir, Garthmill, Vaynor Issa, Berriew, Dyffryn, Allt, upper Allt, lower Allt, Brithdir, Forden, Forden, Kilkewydd, Pool, Stredalfedan, Dysserth, Tyddin-Prydd, Castlecaereinion, Trehelig, Trallwmgollen, Welchtown, upper division of Pool, lower division of Pool, middle division of Pool, Guilsfield Gungrog-fechan, Gungrog-fawr, Buttington, Hope, Cletterwood, Trewern, borough of Poole otherwise the borough of Welsh Pool otherwise the borough of Welchpool, Guilsfield, Tirymynech, Varchoel, Purgedin, Llandrinio, Trederwen, Penthrin-fawr, Llandysilio, Rhysnant, Dongay, Rhandregunwen, or some or one of them, in the county of Montgomery; Llanymynech, Llwyntidman, or one of them, in the county of Salop; Carreghofa, in the county of Denbigh; Llandysilio otherwise Llantisilio, Rhandregunwen otherwise Rhandregynwen, Llanymynech, Carreghofa, Llwyntidman otherwise Llwyntidmon, Treprenol otherwise Treprenal otherwise Treprenal, or some or one of them, within, or partly within, the several counties of Montgomery, Denbigh, and Salop, or some or one of them; Llanbylodwell otherwise Llanbylodwel, Llynclis otherwise Llyncklis otherwise Llyncklis otherwise Llyncklis otherwise Llyncklys otherwise Llyncklys, Oswestry, Morton, Crickheath, Sweeney, Maesbury, Hisland, Aston, Weston Cotton, Llanforda otherwise Llanforda, and the town and liberties of the borough of Oswestry, or some or one of them, in the said county of Salop; Middleton, Whittington, Halston otherwise Halstone, demesne; Hinford otherwise Hindford, Ellesmere, Henlle, Ridges otherwise Lower Ridge, New Marton, Old Marton, Crickett, Duddleston otherwise Dudleston, or some or one of them, in the county of Salop; Overton, Knolton, Overton Foreign, Overton-villa, or some or one of them, in the county of Flint; Farndon, King's Marsh, Crewe, Shocklach, Caldecote, Church-Shocklach, Shocklach-Oviatt, or some or one of them, in the county of Chester; Gresford Holt, Holt otherwise Lyons, Caccia-Dutton, Ridley, Dutton-Diffaeth, Dutton-y-brain, Issacoed, Sutton, Bangor otherwise Bangor-Issacoed otherwise Bangor-Monachorum; Pickhill, Royton, Sesswick, Eyton, or some or one of them, in the county of Denbigh; Bangor, Overton, Overton-Villa, Overton-Foreign, Knolton, or some or one of them, in the county of Flint; Christleton, Rowton, Cotton Abbots, Cotton Edmunds, Guilden-Sutton, Tarvin, Hockenhull, Hortoncum-Peel, Mouldsworth, Barrow, Thornton otherwise Thornton in the Moors, Dunham-on-the-Hill otherwise Dunham-o' th-Hill, Hapsford, Farndon otherwise Farn, Ince, Frodsham, Frodsham Lordship, Woodhouses, Netherton, Overton, Manley, Albanley, Helsby, Shocklach, Caldecote otherwise Caldecott, Tilston, Stretton, Farndon otherwise Farn, Crewe, Parton, Churton-by-Farndon, King's Marsh, Aldford, Edgerley, Churton-by-Aldford, Buerton, Coddington, Aldersey, Churton Heath otherwise Church-on-Heath otherwise Bruera otherwise Saint Oswald's, in Chester; Lea otherwise Lea-cum-Newbold otherwise Lea Newbold, Churton Heath, Saughton, Handley, Golborne-

David otherwise Golbourne-David, Waverton otherwise Warton, Hatton, or some one of them, in the county of Chester; Frodsham, township of the lordship of Frodsham, township of Frodsham, Woodhouses, Netherton, Overton, Bradley, Runcorn, Clifton otherwise Rocksavage, Weston, Higher Runcorn otherwise Runcorn Superior, Lower Runcorn otherwise Runcorn Inferior, Halton, Norton, Daresbury, parochial chapelry of Daresbury, Acton Grange, Astmoor otherwise Astmore, Lower Walton otherwise Walton Inferior, or some or one of them, in the county of Chester; Prescott, parochial chapelry of Farnworth, Ditton, Farnworth, Widnes cum Appleton, Cuerdley, Penketh, Bold, Great Sankey, Warrington, the district parish of Saint Paul Warrington, Little Sankey, or some or one of them, in the county of Lancaster; Aston-by-Sutton, parochial chapelry of Aston-by-Sutton, or one of them, in the county of Chester; Huyton, Roby, Tarbock, Prescott, Ditton, Widnes, Appleton, Widnes and Appleton, or some or one of them, in the county of Lancaster; and terminating by a junction with the Liverpool and Manchester Railway, in the said parish of Huyton; also the following branch railways, viz., a branch commencing from and out of the said main line of railway, in the said parish of Killybebill, or in the parish of Llanguick, or one or both of them, passing thence from, in, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial or other places of Neath, Neath Township, Cadoxton juxta Neath, Blaenhonddan, Dyffryn Clydach, Llanguick, Coedfrank, Llansamlet, higher division of Llansamlet, Dylais Lower, Killybebyll otherwise Killybebill, the lower division of Killybebyll otherwise Killybebill, the higher division of Killybebyll otherwise Killybebill, or some or one of them, in the county of Glamorgan; and terminating either by a junction with the South Wales Railway terminus, at or near Neath aforesaid, or at a distinct terminus, within or near the hamlet of Blaenhonddan, or in the said parish of Neath, or in the said parish of Cadoxton juxta Neath, or one or both of them; and also another branch commencing from and out of the said main line of railway, in the said parish of Llangammarch, passing thence from, in, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial or other places of Merthyr-Tydfil, the borough of Merthyr-Tydfil, Aberdare, Garth, Heolywormwood, Dowlais, or some or one of them, in the county of Glamorgan, Faenor otherwise Vaynor, Gelly, Dyffryn, Coedycymmer, Llanddetty otherwise Llanthetty, Vro, Taffechan, Llanfigan, Glyn-collwng, Penkelly, Llanfrynach, Cantref otherwise Cantreff, Llanhamlach, Saint David's otherwise Llanfaes, the Upper Division of Saint David's Llechwane, Saint John the Evangelist, Saint Mary, or some or one of them, in the county of Brecon otherwise Brecknock; Pencleryn, Nantddu, Ystradfellty, Devynock otherwise Defynnock, Glyn, Llanspyddyd otherwise Llanspythid, Penpout otherwise Capel Bettws, Modrydd, Christ's College, Brecon, borough of Brecon, Llanddew,

Llandefailog, Llanfihangel-fechan, Brecknock Castle, Garthbrengy, Merthyr Cynog, Dyffryn Honddu, Lower Dyffryn Honddu, Upper Dyffryn Honddu, Honddu-isha, Yskir-fawr, Yskir-fechan, Gwenddwr, Alltmawr, Crickadarn, Llangynog, Llandewircwm otherwise Llandewyrcwm, Builth otherwise Llanfair in Builth, Maesmynis, Llanynis, Llanganten, Llanafan-fechan otherwise Llanfechan, Llanlleonvel otherwise Llanlleonfel, Llangammarch, Penbualt, Treffis, Llanafan-vawr otherwise Llanafan-fawr, Llanfihangel Brynpabeau, Llanfihangel-fechan, Llanwrthwl, Fenni-Fach otherwise Venny-Vach, Battle, Aberyscir otherwise Aberyskir, Trallwng otherwise Trallong, Llanfihangel Nantbran, Llandeilor-fan, Llywell, Ysclydach otherwise Sclydach; Trayan-mawr, Llandulas otherwise Newchurch Tyr Abbott otherwise Tyr-yr-abud; Llanwrtyd, Llangynog, town of Builth, Llandefaillogfach, the upper division of Llandefaillogfach, the lower division of Llandefaillogfach, Llanthaw, Venifach, Old Port Superior, Old Port Inferior, Llanhamlach, Llanywern, Llangorse, Llandefaillogtregraig, Llanfihangel Talyllyn, Cathedine, Lechwane, Llanfrynach, Llangastey-Talyllyn, Llangynnider, or some or one of them, in the county of Brecon otherwise Brecknock; and terminating either by a junction with the terminus of the Taff Vale Railway, or at a distinct terminus in the said parish of Merthyr Tydfil, or of Dowlais, or one or both of them; and also another branch, commencing from and out of the said main line of railway, in the said parish of Prescott, passing thence from, in, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial, or other places of Frodsham, lordship of Frodsham, Frodsham township, Woodhouses, Netherton, Overton, Bradley, Runcorn, Clifton otherwise Rocksavage, Weston, Higher Runcorn otherwise Superior Runcorn, Lower Runcorn otherwise Inferior Runcorn, Norton, Daresbury, parochial chapelry of Daresbury, Lower Walton otherwise Walton Inferior, or some or one of them, in the county of Chester; Prescott, parochial chapelry of Farnworth, in the parish of Prescott, Widnes cum Appleton, Ditton, Cuerdley, Penketh, Bold, Great Sankey, Warrington, the district parish of Saint Paul, Warrington, Little Sankey, or some or one of them, in the county of Lancaster; Sutton, parochial chapelry of Aston-by-Sutton, Halton, Acton Grange, Astmoor otherwise Astmore, or some or one of them, in the county of Chester; and terminating either by a junction with the Grand Junction Railway near Warrington, or at a distinct terminus in the said parish of Saint Paul, Warrington.

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, townlands, hamlets, liberties, 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 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.

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 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 authorize 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, townlands, hamlets, liberties, 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 re-

spectively, 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, one thousand eight hundred and forty-five, be deposited, for public inspection, at the respective offices of the Clerks of the Peace for the several counties following, and at the following places; that is to say,

For the county of Brecon otherwise Brecknock, at Brecon; for the county of Glamorgan, at Cardiff; for the county of Carmarthen, at Llandovery; for the county of Montgomery, at Welsh Pool; for the county of Flint, at Mold; for the county of Radnor, at Kington, in the county of Hereford; for the county of Denbigh, at Ruthin; for the county of Salop, at Shrewsbury; for the county of Lancaster, at Preston; for the county of Chester at Chester.

And, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the proposed railway and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish.—Dated this first day of November 1845.

Thomas Parker, 18, Saint Paul's Church-yard, and 25, Spring-gardens; and *Dickson and Overbury*, Frederick's-place, Old Jewry, Joint Solicitors for the Bill.

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 the projected and authorized railway from Ipswich to Bury Saint Edmunds, at, in, or near a certain field called 'The Twenty-six Acres,' situated in the parish of Saint Mary Stoke, in the borough of Ipswich, in the county of Suffolk, now or late belonging to the Reverend Thomas Jones, and in the occupation of James Haxell, and terminating by a junction with the line of the proposed and authorized Lowestoft Railway or with the line of the Norfolk Railway, or one of them, in the parishes of Reedham, Raveningham, and Norton Subcourse, or some or one of them, all in the county of Norfolk, 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; Saint Mary Stoke, Saint Peter, Saint Nicholas, Saint Matthew, Saint Mary at the Elms, Saint Mary at the Quay otherwise Saint Mary Key, Saint Mary at the Tower, Saint Margaret and Christchurch, all in the borough of Ipswich; the extra-parochial houses and land in and near Globe-lane otherwise Saint George's-street otherwise George-lane,

adjoining the parishes of Saint Matthew and Saint Margaret in the said borough of Ipswich; the extra-parochial land and premises, situate in and near High-street, formerly called Milbourn's garden, near the parishes of Saint Mary at the Tower, Saint Matthew and Saint Margaret, in the borough of Ipswich; Saint Helen, Saint Lawrence and Saint Stephen, all in the borough of Ipswich; Saint Clements, the hamlet of Wykes Bishop, in that part of the parish of Westerfield which is situate within the liberties of the borough of Ipswich; the hamlet of Wykes Ufford otherwise Wykes Ufford, in that part of the parish of Rushmere which is situate within the liberties of the borough of Ipswich; Brookes hamlet in those parts of the parishes of Whitton-cum-Thurlstone, Sproughton and Bramford, which are situate within the liberties of the borough of Ipswich; Sproughton, Bramford, Whitton otherwise Whitton-cum-Thurlstone, Rushmere otherwise Rushmere Saint Andrew, Westerfield, Witnesham, Kesgrave, Tuddenham otherwise Tuddenham Saint Martin, Playford, Culpho, Bucklesham, Brightwell otherwise Brightwell Saint John the Baptist, Foxhall, Newbourn, Bealings Magna otherwise Great Bealings, Bealings Parva otherwise Little Bealings, Hasketon Hemley, Waldringfield, Martlesham, a certain creek called Martlesham Creek, the hamlet of Kingston, in the parish of Woodbridge, Woodbridge Melton otherwise Melton Saint Andrew, Bromeswell Ufford otherwise Ufford Saint Mary Eyke; the hamlet of Loudham otherwise Lowdham otherwise Ludham, in the parish of Pettistree otherwise Pettistree otherwise Pistree, Pettistree otherwise Pettistree otherwise Pistree, Rendlesham otherwise Rendilisham, Wickham Market, Campsey Ash otherwise Ash by Campsey otherwise Campsea Ash otherwise Ash by Campsea, Blaxhall, Hacheston, Marlesford otherwise Marlsford, Glemham Parva otherwise Little Glemham otherwise Glemham Saint Andrew, Glemham Magna otherwise Great Glemham otherwise North Glemham otherwise Glemham, All Saints Stratford, Saint Andrew Farnham otherwise Farnham Saint Mary, Benhall, Saxmundham, Sweffing Rendham, Carlton, Kelsale, Yoxford, Peasenhall, Sibton Heveningham otherwise Haveningham, Walpole, Cookley, Wenhaston; the Hamlet of Mells in the parish of Wenhaston, Halesworth, Holton, Chediston, Wissett, Spexhall, Rumburgh otherwise Rumborough, All Saints Southelmham, Saint Michael Southelmham, Saint Peters Southelmham, Saint Margaret's Ilketshall, Saint Lawrence Ilketshall, Saint Andrews Ilketshall, Saint John's Ilketshall, Bungay, Holy Trinity Bungay, Saint Mary Flixton, Mettingham, Ship-meadow, Barsham, Ringsfield, Weston, Beccles, or some of them, all in the county of Suffolk; and the several parishes, townships, and extra-parochial and other places following, that is to say; Beccles Gillingham, Gillingham, All Saints Gillingham, Saint Mary Geldestone, Aldeby otherwise Aldby otherwise Aldburgh, Winston, Windale otherwise Wyndale, Toft otherwise Toft Monks, Chedgrave, Hales, Haddiscoe, Thorpe next Haddiscoe otherwise Thorpe, Saint Matthew Stockton,

Wheatacre All Saints otherwise Whetacre All Saints, Wheatacre Burgh otherwise Whetacre Burgh otherwise Burgh Saint Peter, Raveningham, Thurlton otherwise Thurnston, Hackingham, Norton otherwise Norton Subcorse, Hardley, Limpenhoe and Reedham, or some of them, all in the county of Norfolk; and it is also intended to take power by the said Bill or Bills, to make and maintain a branch railway, with proper works and conveniences connected therewith, from and out of the said first-described railway, and commencing at or near a certain field called 'Morgan's Field,' in the parish of Rendham, in the county of Suffolk, owned by Samuel Webber, and occupied by Henry Broom, on the north side of the parish road leading from Framlingham and Rendham to Saxmundham, and terminating at or near a certain arable field, in the parish of Framlingham, in the said county of Suffolk, containing five acres, or thereabouts, called the 'First-road Field,' belonging to Wingfield Alexander Stanford, and in the occupation of John Robert Stanford, and adjoining the parish road leading from Framlingham to Badingham; and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Rendham, Sweffing, Bruisyard, Cransford, Dennington, Baddingham otherwise Badingham, Parham, and Framlingham, or some of them, all in the said county of Suffolk; and it is intended to apply for powers to make lateral deviations from the line of the proposed work 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, or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Suffolk, at his office at Bury Saint Edmunds, in the same county; and also with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, in the same county; and also with the Town Clerk and Clerk of the Peace for the 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 railway or 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 powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties, upon, or in respect of, the said railway or railways and works; and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed, in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer, the said intended railway or railways and works, or any part of the same, or the tolls thereof, to any railway company or companies, with whose line the said intended railway or railways and works may unite; and to delegate to such company or companies, or persons as aforesaid, 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, 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 or railways and works, or any part thereof; or to purchase, rent, work, or construct, the said intended railway or railway and works, or any part of the same; and to take tolls and duties upon, or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills to authorize the union and amalgamation of the said 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 or railways and works, and to take tolls in respect thereof.—Dated this first day of November 1845.

Maltby, Beachcroft, and Robinson, 54, Old Broad-street, London;
Reynolds and Palmer, Great Yarmouth,
Solicitors for the Bill.

Northampton, Banbury, and Cheltenham 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 formation and maintenance of a railway or railways, with all proper stations, erections, bridges, works, approaches, and conveniences connected therewith, to commence in the parish of Blisworth, in the county of Northampton, at or near the Blisworth station of the London and Birmingham Railway, by one or more junctions with the line of the said London and Birmingham Railway, and to terminate in the parish of Ashchurch, in the county of Gloucester, by one or more junctions with the line of the Birmingham and Gloucester Railway, at or near the station of the said Bir-

mingham and Gloucester Railway there; which said proposed railway or railways, works, and conveniences, are intended to pass and be made from, through, in, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say; Blisworth, Gayton, Banbury-lane, Pattishall, Darlescote or Darlscot; Eastcote, Astcote, Tiffield, Towcester, Caldecote otherwise Caldecote, Handley, Wood Burcote, Easton Neston, Hulcot, Showsley, Blakesley, Wood-end, Green's Norton, Littleworth, Duncote, Field Burcote, Bengall, Potcote, Bradden, Cold Higham, Slapton, Abthorpe, Charlock or Challock, Fosote, Wappenham, Astwell, Falcut, Syresham, Weedon Lois otherwise Loys-Weedon otherwise Weedon Pinkeney, Milthorpe, Weston, Helmdon otherwise Helmedon, Sulgrave, Stuchbury otherwise Stuttesbury, Gretworth or Greatworth, Radstone, Marston Saint Lawrence, Westrope, Thenford, Hinton-in-the-hedges, Stean otherwise Stene, Farthingho or Farthinghoe, Thorpe Mandeville, Middleton Cheney, Newbottle, Astrop, Charlton, Purston, Kings Sutton, Walton, Chalcombe, Huscote, Brackley Saint Peter and Brackley Saint James, Halse, Warkworth, Overthorpe, Nethercote or Nethercott, Grimsbury, Easington, and part of Saint Mary Banbury, all in the county of Northampton; the borough of Banbury, part of Saint Mary Banbury, Nethercote or Nethercott, Wickham otherwise Wykeham, Neethorp or Neithrop, Hardwick, Calthorpe, Cropredy, Mollington, Great and Little Bourton, Williamscott, Clayton, Drayton, Hanwell, East Adderbury, West Adderbury, Barford Saint John, Milton, Bodicott, Broughton, North Newington, Bloxham, Milcombe, Wroxton, Balscott, Wiginton, Upper and Lower Tadmarton, Swalcliffe, Sibford Ferris and Sibford Gower, Birdrup, Epwell, Shutford, Hook Norton, and Southrope, all in the county of Oxford; Upper and Lower Brailes, Chelmcott, Winderton, Whichford, Ascott, Stourton or Stowerton, Long Compton, Cherington, Westrip, Weston, Great Woolford, Little Woolford, Birmingham, Stretton-on-the-Fosse, Tidmington, Upper Ditchford, Lower Ditchford, Sutton-under-Brailes, and Compton Wyniates, all in the county of Warwick; Tidmington, Church Honeybourne, Poden, Cow Honeybourne, Pudlecote, Blockley, Draycott, Aston Magna, Ditchford, Upper Ditchford, Lower Ditchford, Blockley, Paxford, Dorne, Broadway, Sedgeberrow, Little Washbourne, Teddington, Conderton, Alston, Bredon, Cutsdean, Kinsham, Westmancote, Hardwick with Mitton, Norton by Bredon, Elmley Castle, Netherton, Overbury, and Wickhamford, all in the county of Worcester; Sutton-under-Brailes, Blockley, Alston, Teddington, Little Washbourne, Cutsdean, Todenham or Toddenham, Ebrington, Charringworth or Charingworth, Hildcote or Hidcote, Hidcote Boyce, Chipping Campden with Broad Campden, Berrington, Westington with Combe, Mickleton Clapton, Hidcote Burtrim, Weston Subedge, Aston Subedge, Saintbury, Willersey, Childs, Wickham, Mircott, Buckland, Little Buckland, Laverton, Stanton, Aston Somerville, Wormington, Dum-

bleton, Ashton-under-the-Hill, Alderton Framp-ton, Great Washbourne, Beckford, Grafton, Did-cote, Bangrove, Kemerton, Oxenton, Dixon, Bishops Cleeve, Gotherington, Stoke Orchard, Southam, Brockhampton, Woodmancote, Hinton-on-the-green, Ashchurch, Aston-upon-Carron otherwise Aston-upon-Carant, Pamington, Fid-dington and Natton, Northway and Newton, all in the county of Gloucester.

And it is purposed to take power, by the said intended Act or Acts, to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, stop up, alter, and 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 and other roads, highways, canals, streams, sewers, pipes, aqueducts, rivers, bridges, railways, and tramroads, as it may be necessary to stop up, alter, and divert, for the purpose of constructing, maintaining, or using the said intended railway or railways and works respectively,

And it is also intended, by the said Act or Acts, to incorporate a company or companies to carry into effect the intended works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and all estates and interests therein for the purposes aforesaid; and also powers for the levying of rates, tolls, and duties in respect of the said proposed railway or railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties; also to vary or extinguish all rights and privileges connected with the lands and houses proposed to be taken, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, together with books of reference thereto, will be deposited, 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 Northampton, at his office in Northampton, in the same county; and with the Clerk of the Peace for the county of Oxford, at his office at the County-hall, Oxford; and with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon, in the same county; and with the Clerk of the Peace for the county of Worcester, at his office in Worcester; and with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes through or in which the said intended railway or railways and works respectively will pass or be made, will be deposited, on or before the

thirty-first day of December one thousand eight hundred and forty-five, with the parish clerk of each such parish, at his place of abode.

And notice is also given, that it is intended to apply for powers, in the said Act or Acts, 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 London and Birmingham Railway Company, the Birmingham and Gloucester Railway Company, or any other now existing or proposed railway company or companies, or persons with whose line the said intended railway may unite, and also to enter into such mutual agreements and arrangements with either of the said companies specifically named, or any such other companies or persons as aforesaid, 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 either or both of the companies hereinbefore specifically named, or any such other companies or persons; and also to delegate to either of the said companies specifically named, or such other companies and persons as aforesaid, the execution of all or any of the powers of the said intended Act or Acts, and to authorize the said several companies or persons, or any of them, out of their corporate or other funds, or otherwise, 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; or to guarantee to the company or companies proposed to be incorporated such interest or profit upon their outlay as may be agreed upon, and to raise money for the several purposes aforesaid, or any of them.

And it is further proposed to apply for powers, in the said Act or Acts, to authorize the union and amalgamation of the company or companies to be thereby incorporated, with either of the said companies hereinbefore specifically named, or any other such companies or persons as aforesaid, 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 relating to the London and Birmingham Railway Company, passed in the following sessions of Parliament, that is to say;

- 3 and 4 William IV., cap. XXXVI. (local and personal).
- 5 and 6 William IV., cap. LVI, (local and personal).
- 7 Will. IV. and 1 Vic., cap. LXIV. (local and personal).

2 and 3 Vic., cap. XXXIX. (local and personal).
 5 and 6 Vic., cap. LXXXI. (local and personal).
 6 and 7 Vic., cap. III. (local and personal).
 6 and 7 Vic., cap. LXIV. (local and personal).
 8 and 9 Vic., cap. CLVI. (local and personal).

Also the several Acts relating to the Birmingham and Gloucester Railway Company, passed in the following sessions of Parliament, that is to say;

6 Will. IV., cap. XIV. (local and personal).
 7 Will. IV. and 1 Vic., cap. XXVI. (local and personal).
 6 and 7 Vic., cap. LIII. (local and personal).
 8 and 9 Vic., cap. CLXXXIII. (local and personal).

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, or some of them, and to confer certain exemptions from the payment of such several tolls, rates, and duties.—Dated the thirty-first day of October 1845.

N. Stevens and Fearon, 1, Gray's-
 inn-square, London,
Thomas Brooke Bridges Stevens,
 Tamworth, } Solicitors.

Derbyshire, Staffordshire, and Worcestershire
 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, with all proper works, approaches, and conveniences connected therewith; commencing near the Gasworks in the township of Uttoxeter, in the parish of Uttoxeter, in the county of Stafford, by a junction there with a proposed direct railway from Huddersfield to Dudley, and terminating in the parish of Dudley, in the county of Worcester, by a junction there with a proposed railway, called the Oxford, Worcester, and Wolverhampton Railway; and which said first-named railway, and the works and conveniences connected therewith respectively, will pass or be made from, in, through, or into the several parishes, townships, townlands, extra-parochial or other places following, or some of them that is to say; Uttoxeter, Uttoxeter Woodlands, Stramshall, Newland, Loxley, Bramshall, Leigh, Kingston, Bold otherwise Booth, Gratwich, Gayton, Stowe, Blithfield, Blithfield with Newton, Chartley Newton, Admaston, Abbots Bromley, Colwich, Colton, Great Haywood, Little Haywood, Haywood, Wolsley, Moreton, Lea, Grindley, Stowe with Chartley, Amerton, Chartley, Hixon, Hamstall Ridware, Mavesyn Ridware, Hill Ridware, Armitage, Armitage with Handsacre, Rugeley, Penkridge, Huntingdon, Hednesford, and Leacroft, Cannock Chase Cannock, Norton Canes otherwise Norton-under-Cannock, Great Wyrley, Little Wyrley, Cheslyn Hay, Essington, Pelsall, Wolverhampton, Rushall, Bushbury, Bloxwich otherwise Great Bloxwich, Great Bloxwich,

Little Bloxwich. Bloxwich Harden, Bescot, Saint Edmund Dudley, Saint John Dudley, Saint Andrew Dudley, the Priory, Dudley and Dudley Race-course, Darlaston, Bentley, borough of Walsall, foreign of Walsall, Wednesbury, Westbromwich, and Tipton, all in the county of Stafford; and also Dudley, Dudley-port, and Dudley Castle-grounds, and Dudley Castle and grounds, Dudley Castle and precincts, Dudley, Saint Edmund Dudley, Saint John Dudley, Saint James Dudley, Saint Andrew Dudley, Saint Thomas Dudley, the Priory Dudley, Dudley Race-course, and Dudley-park, all in the county of Worcester.

And further notice is hereby given, that maps or plans and sections, describing the line or lines and levels on 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 instant, be deposited with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and with the Clerk of the Peace for the county of Worcester, at his office in Worcester; and that a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said intended works, or any of them, will be made or pass, will be deposited, for public inspection, on or before the thirty-first day of December next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to incorporate a company or companies for the purpose of making, maintaining, working, and using the said railway, and for other purposes; and with power to levy tolls, rates, and duties on and for the use of the same and otherwise, and for the compulsory purchase of lands and houses; and that it is also intended to vary, repeal, or extinguish all existing rights and privileges connected with the lands so proposed to be purchased, 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 notice is hereby also given, that it is proposed, by the said intended Act or Acts, to obtain power to deviate in the construction of the said intended railway and works, from the line or lines thereof respectively, as delineated on the said plans so intended to be deposited as aforesaid, to such extent as will be defined upon such plans.

And further notice is hereby given, that it is proposed, by the said intended Act or Acts, to give the company thereby incorporated power to stop up, alter, and divert, to the extent shown on the said plans intended to be deposited as aforesaid, all such highways, turnpike and other roads, tramroads, railways, streets, paths, passages, rivers, ca-

nals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to interfere with, alter, or divert for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said railway, to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And it is further intended to apply for and obtain powers, in the said Act or Acts, to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the first-mentioned proposed undertaking, and to let on lease or sell the said intended railway and any other works, and any part and parts thereof, to any other company or parties, or to unite or amalgamate with any other company or parties already formed or to be formed, and to

enable such other company or parties, or such united or amalgamated company, or any other company, to purchase or rent the said intended railway, or any part thereof.

And also to authorize the company to be incorporated, by such Act or Acts, or such united or amalgamated company, or any other company or companies, party or parties, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and works.

Dated this sixth day of November 1845.

John Owens, Solicitor, 35, Moorgate-street,
London.

William Arnold Bainbrigge, Solicitor,
Uttoxeter.

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