

the Leeds and Bradford Railway Company, or the directors thereof, and the Manchester and Leeds Railway Company, and the Midland Railway Company, or either of them, or the directors thereof, or either of them, and to extend and make applicable to the said consolidated company, and to the said Leeds and Bradford Railway Company, and all the works and property, matters, and things appertaining thereto, or connected therewith, all, or any of the powers and provisions of the several Acts of Parliament relating to the Manchester and Leeds Railway, and the Midland Railway, or to each, or either of them, and to authorise and confirm any contracts or agreements which may be made and executed, or be adopted or approved of, or acted upon, by, or between the Manchester and Leeds Railway Company, and the Midland Railway Company, or the directors thereof respectively, with respect to the joint working and management of the railways, branch railways, and works made, or to be made by the said Leeds and Bradford Railway Company, or to the working of portions of the railways, and branch railways, of the said Leeds and Bradford Railway Company, by the Manchester and Leeds Railway Company, and other portions thereof, by the Midland Railway Company, and the division or apportionment of the rates, tolls, and duties arising therefrom, and to the providing of stations, warehouses, wharfs, or depôts, for the joint use, and at the joint expense of the said Manchester and Leeds Railway Company, and the Midland Railway Company, for the more convenient using and working of the railways, branch railways, and works of the said Leeds and Bradford Railway, or otherwise, in relation thereto.

And notice is hereby further given, that it is intended to take powers in the said Bill or Bills, or in some other Bill or Bills, to be applied for in the said next session of Parliament, to enable the said Manchester and Leeds Railway Company, and the said York and North Midland Railway Company, to enter into such mutual agreements or arrangements in reference to the working and management of the Hull and Selby Railway, and the Bridlington Branch thereof, and to the traffic passing, or to pass, over the same respectively, or either of them, and to the apportionment and division of the rates, tolls, and duties arising, or to arise thereon, or in respect thereof, as may be deemed expedient.

Dated this eleventh day of November 1845.

Darbishire and Lewis, Manchester.

Regent's Canal Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal the said Acts, and to grant other further and more effectual powers in the stead thereof; namely, an Act passed in the fifty-second year of the reign of King George the Third, intituled "An Act for making and maintaining a Navigable Canal from the Grand Junction Canal, in the parish of Paddington, to the River Thames, in the Parish of Limehouse, with a collateral cut in the Parish of Saint Leonard, Shoreditch, in the County of Middlesex."

And also the several other Acts relating to the said Regent's Canal, passed in the fifty-third, fifty-sixth, and fifty-ninth years of the same reign, and in the session of Parliament held in the first and second years of the reign of King George the Fourth, and also an Act passed in the fifty-ninth year of the reign of King George the Third, intituled "An Act to vary and alter certain Acts of his present Majesty, relating to the Grand Junction Waterworks and the Regent's

Canal, in order to effect an exchange of water for the better supply of the Regent's Canal Navigation and Grand Junction Waterworks."

And also an Act passed in the seventh year of the reign of King George the Fourth, to amend the said Act; and also an Act passed in the fifth year of the reign of King George the Fourth, intituled "An Act for making and maintaining a Navigable Canal from the River Lee Navigation, in the Parish of Saint Mary, Stratford Bow, in the County of Middlesex, to join the Regent's Canal, at or near a place called Old Ford Lock, in the Parish of Saint Matthew Bethnal Green, in the said County of Middlesex."

And in the said Bill or Bills it is intended to take powers to alter or increase the tolls, rates, or duties authorised to be collected by virtue of the said recited Acts, or some of them.

And in the said Bill or Bills it is intended to enable the company of proprietors of the Regent's Canal to make and maintain a main trunk railway, with all proper works, stations, and other conveniences connected therewith as hereinafter described, or otherwise to incorporate a company for the purpose of carrying the said proposed undertaking into effect, either alone or in conjunction with the said company of proprietors of the Regent's Canal; that is to say, a railway commencing by a junction with the Great Western Railway, at or near the Paddington station thereof, in the parish of Saint Mary Paddington, in the county of Middlesex, or by an independent terminus there, and passing thence through the several parishes, townships, and extra-parochial or other places following (that is to say): Paddington, Marylebone, Saint John Hampstead, Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Saint Luke Old-street, Saint John Hackney, Saint Leonard Shoreditch, Saint Matthew Bethnal Green, Saint Dunstan Stepney, Ratcliffe, Mile End Old Town, Saint Ann Limehouse, Saint Mary-le-Bow Stratford, All Saints Poplar, Blackwall, Bromley, or Bromley Saint Leonards, and to terminate at the river Thames in or near Narrow-street, in the parishes of Saint Ann Limehouse, and Saint Dunstan Stepney, or one of them.

And also to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said before-mentioned line of railway, in the said parish of Saint Pancras, at or near the north-east corner of the Zoological Gardens, passing through the same parish, and terminating at or near the southernmost end of the Regent's Park Basin, near to Cumberland Market, in the said parish.

And also to make and maintain two branch railways, with all proper works, stations, and conveniences connected therewith; the one whereof commences in the before-mentioned main trunk railway, in the parish of Saint Pancras aforesaid, at or near the Albert-road; and the other thereof commences from the said main trunk railway, at or near Camden Wharf, in the said parish of Saint Pancras, which branch railways unite in the said parish of Saint Pancras, and pass into the parish of Saint John Hampstead, in the county of Middlesex, and terminate there by a junction with the London and Birmingham Railway, at or near Chalk Farm Bridge.

And also to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, commencing in the before-described main trunk railway, in the parish of Saint Pancras aforesaid, at or near Maiden-lane, and there terminating by a junction with the projected London and York Railway, at or near the place where the same crosses Maiden-lane aforesaid.

And also to make and maintain a railway with all