



The London Gazette.

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MONDAY, NOVEMBER 17, 1845.

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

PRESENT,

The **QUEEN'S** Most Excellent Majesty in Council.

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

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

"Whereas it is by the said Act enacted, that if at any time it shall be made to appear to us, that it would promote the interests of religion, that any part or parts of any parish or parishes, chapelry or chapelries, district or districts, of great extent, and containing a large population, and wherein, or in parts whereof, the provision for public worship and for pastoral superintendence is insufficient for the spiritual wants of the inhabitants thereof, or any extra-parochial place or places, or any part or parts thereof, should be constituted a separate

district for spiritual purposes, it shall be lawful, by the authority in the same Act provided (that is to say, by a scheme prepared by us, and an Order issued by your Majesty in Council, ratifying such scheme), with the consent of the bishop of the diocese, under his hand and seal, to set out by metes and bounds, and constitute a separate district accordingly, such district not then containing within its limits any consecrated church or chapel in use for the purposes of divine worship, and to fix and declare the name of such district; and it is by the same Act provided, that the draft of any scheme for constituting any such district shall be delivered or transmitted to the incumbent and to the patron or patrons of the church or chapel of any parish, chapelry, or district, out of which it is recommended that any such district, or any part thereof, should be taken, in order that such incumbent, patron or patrons, may have an opportunity of offering or making to us, or to such bishop, any observations or objections upon or to the constituting of such district; and that such scheme shall not be laid before your Majesty in Council until after the expiration of one calendar month next after such copy shall have been so delivered or transmitted, unless such incumbent and patron or patrons shall, in the mean time, consent to the same; and it is by the same Act also provided, that in every such scheme for constituting any such district we shall recommend to your Majesty in Council that the minister of such district, when duly licensed according to the same Act, shall be permanently endowed, under the provisions of the same Act, to an amount of not less than the annual value of one hundred pounds; and also, if such endowment be of less than the annual value of one hundred and fifty pounds, that the same shall be increased to such last-mentioned amount at the least, so soon as such district shall have become a new parish as thereafter provided :

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

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

" And we further recommend and propose, that there shall be paid by us, in each and every year, to the minister for the time being of the district so recommended to be constituted, when duly licensed according to the said Act, the sum of one hundred pounds; and upon any building within such district, being duly licensed by the bishop of the diocese for the performance of divine service, according to the same Act, there shall be paid by us, in like manner, to such minister, the further sum of thirty pounds, making in the whole the sum of one hundred and thirty pounds; and that so soon as any church or chapel within such district shall have been duly approved by us, and consecrated as the church or chapel of such district, for the use and service of the minister and inhabitants thereof, and such district shall have thereupon become, according to the provisions of the same Act, a new parish for ecclesiastical purposes, there shall be paid by us, in each and every year, to the perpetual curate for the time being of such new parish, the sum of one hundred and fifty pounds; and that the said sum of one hundred pounds, one hundred and thirty pounds, or one hundred and fifty pounds, as the case may be, shall be paid by equal half-yearly payments on the first day of May and the first day of November in each and every year; and that the first such payment, or a proportionate part thereof, shall be made on the first day of May or of November next after the day of the date of the licence of such minister or of such building, or of the consecration of such church or chapel as aforesaid, as the case may be; and that in case a vacancy in the ministry or perpetual curacy of such district or new parish shall happen on any other day than the first day of May or the first day of November, the amount payable shall be duly apportioned between and paid to the minister or the perpetual curate making the vacancy, or his

personal representative or representatives, and the minister or the perpetual curate succeeding to such district or new parish.

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

" SCHEDULE.

" The district of OXENHOPE, being—

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

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

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

C. C. Greville.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and Brighton Railway, or the South Eastern Railway, at or near Redstone-hill, in the parish of Reigate, in the county of Surrey, and terminating at or near the town of Dorking, in the parish of Dorking, in the same county, or terminating at some intermediate point within some one of the parishes and townships hereinafter mentioned; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Gatton, Nutfield, Reigate Foreign, Reigate Borough, Reigate, Hooley Borough otherwise Howleigh Borough, Linkfield Street or Lingfield, Wood-

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

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

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

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

And it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railway, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Brighton Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway, and generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them; and, for the purposes aforesaid, it is intended to alter, vary, or extend, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway Company, passed respectively in the sessions of Parliament held in the first and in the sixth and in the eighth and ninth years of the reign of Her present Majesty.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth

day of November in the present year, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.—Dated this first day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Brighton and Chichester Railway, at or near the Woodgate or Bognor Station of the said railway, in the parish of Aldingbourne, in the county of Sussex, and terminating at or near Bognor, in the parish of South Bersted, in the county of Sussex aforesaid, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Tangmere, Oving, Shopwick, Aldingbourne, Lindsey, Eastergate, Walberton, Barnham, Yapton, Merston, Ford, Climping otherwise Clepinges, Middleton, Felpham otherwise Felgham, and South Bersted otherwise Southbersted, all in the county of Sussex.

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

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

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

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

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

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, commencing by a junction with the London and Brighton Railway, at or near the Croydon station of the same railway, in the parish of Croydon, in the county of Surrey, and terminating by a junction with the South Western Railway, at a point to the northward of the spot where the Croydon and Wandsworth Iron Tramway crosses the said South Western Railway, in the parish of Wandsworth, in the said county of Surrey, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial places of Croydon, Beddington, Waddon, Selhurst, Norwood, Streatham, Carshalton, Morden otherwise Morden, Mitcham, Merton, Wimbledon, Tooting, Upper Tooting, Lower Tooting, Tooting Beck, Tooting Graveney, Balham otherwise Balham, Garrett, Summers Town, Brixton, Clapham, Stockwell, Battersea, Lambeth, Putney, Wandsworth otherwise Wandsworth, or some of them, in the said county of Surrey.

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

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

And it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railways and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the London and Brighton Railway Company, and to enable the said last-mentioned company to purchase or rent the said proposed railway, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction and maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said London and Brighton Railway Company and the company which may be so incorporated as hereinbefore mentioned, and for the purposes aforesaid, or for any other purpose connected with the said proposed railway, it is intended to alter, amend, enlarge, and extend the powers and provisions

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

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

And notice is hereby further given, that a plan of the said proposed railway, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference to such plans, will be deposited, for public inspection, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the said county, on or before the thirtieth day of November next; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated the first day of November 1845.

<p><i>Sutton, Ewens, Ommanney, and Prudence, Basinghall-street, London; George and Henry Faithfull, Brighton;</i></p>	}	Solicitors.
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NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Brighton and Chichester Railway at or near the Littlehampton Station of the said railway, in the parish of Littlehampton, and the parish of Leominster, or one of them, in the county of Sussex, and terminating at or near Littlehampton, in the parish and county aforesaid, or terminating at some intermediate point within some or one of the parishes and townships herein-after mentioned; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Leominster otherwise Lyminster otherwise Lymminster Wick, Tottington, Poling, Augmering, East

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

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

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

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

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

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

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

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches and conveniences connected therewith, commencing by a junction with the Brighton, Lewes, and Hastings Railway, at or near Southerham Corner, in the parishes of South Malling, in the county of Sussex, and terminating at or near Seaford, in the parish of Seaford, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned, in the county of Sussex aforesaid; which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra parochial or other places following, or some of them (that is to say), Saint John the Baptist Southover, All Saints Lewes, Saint Michael Lewes, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, the precincts of the castle Lewes, Saint John under the Castle of Lewes, South Malling Cliffe otherwise Saint Thomas a Becket Glynd, Beddingham, Ringmer, West Firle, Kingstone otherwise Kingston, Tarring Nivelles otherwise Tarring Nevelle, Iford, Aldfriston otherwise Rodmill otherwise Rademell otherwise Rademell, South Heighton otherwise Heighton Denton, Southase otherwise Suisse otherwise Suthys otherwise Souesse, Bishopstone, Telscombe otherwise Titelscombe otherwise Titelscombe, Blatchington otherwise East Blatchington, Piddinghoe, Seaford, and Newhaven otherwise Meeching, all in the county of Sussex; also a branch railway from and out of the line of the said last-mentioned intended railway, commencing at or near Newhaven otherwise Meeching, in the parish of Newhaven otherwise Meeching, or Denton, in the county of Sussex aforesaid, or one of them, and terminating at or near the harbour of Newhaven, in the parish of Newhaven otherwise Meeching aforesaid, in the county

aforesaid, which said intended branch railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra parochial or other places following, or some of them, that is to say, Saint John the Baptist Southover, All Saints Lewes, Saint Michael Lewes, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, the precincts of the castle Lewes, Saint John under the Castle of Lewes, South Malling Cliffe otherwise Saint Thomas a Becket Glynd, Beddingham, Ringmer, West Firle, Kingstone otherwise Kingston, Tarring Nivelles otherwise Tarring Nevelle, Iford, Aldfriston otherwise Rodmill otherwise Rademell otherwise Rademell, South Heighton otherwise Heighton Denton, Southase otherwise Suisse otherwise Suthys otherwise Souesse, Bishopstone, Telscombe otherwise Titelscombe otherwise Titelscombe, Blatchington otherwise East Blatchington, Piddinghoe, Seaford, and Newhaven otherwise Meeching, all in the county of Sussex.

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

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

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

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

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

And notice is hereby further given, that maps or plans and sections of the said intended railway, branch railway, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Sussex, at his office in Lewes; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway, branch railway, and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this 1st day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorise the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing in the parishes of Hailsham and Folkington, or one of them, in the county of Sussex, by a junction with the Brighton, Lewes, and Hastings Railway, at or near the intended Eastbourne and Hailsham station of the said railway, and terminating at or near the town or towns of Eastbourne and Southbourne, or one of them, in the parish of Eastbourne aforesaid, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Hailsham, Hellingley, Hurstmonceux, Arlington, Wilmington, Folkington otherwise Fekynton other-

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

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

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

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

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

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

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

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

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for paving, lighting, watching, cleansing, and otherwise improving the several streets, squares, roads, lanes, and other public places, within the town of St. Ives, and the neighbourhood thereof, within the several parishes of St. Ives, Hemingford Grey, and Fenstanton, in the county of Huntingdon; and for regulating the buildings therein, and for widening and altering the present streets, and making and opening new streets, ways, and communications; and for making and maintaining drains and sewers, and altering and improving the existing drains and sewers, and for establishing, maintaining, and regulating a proper and effective police, and for removing and preventing encroachments, nuisances, annoyances, and obstructions therein.

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

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

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

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

Herculaneum Docks.

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

And it is further intended, by such proposed Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges; and to repeal an Act, passed in the session of Parliament, held in the third and fourth years of the reign of Her present Majesty, intituled "An Act for regulating certain intended docks at Liverpool, to be called the Herculaneum Docks, and exempting vessels frequenting the same, and their cargoes, from a portion of the tolls and duties payable to the trustees of the Liverpool Docks."

And notice is hereby further given, that plans of the said intended dock or docks and basins, and plans and sections of the said intended cuts and canals, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in this present year, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that a copy of the said plans, sections, and books of reference will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of the several parishes of Liverpool and Walton on the Hill, in the said county, at their respective residences.

Dated the first day of November 1845.

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

Wakefield Improvement and Market.

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

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

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

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

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

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

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

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

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

And notice is also hereby given, that a plan and duplicate of such plan of the said intended works and improvements (and showing the several lands, messuages, or hereditaments required for the purposes of the same) with a book of reference thereto, will, on or before the thirtieth day of November next, be deposited with the Clerk of the Peace for the west riding of the county of York, at his office, at Wakefield, in the said riding. And also that a duplicate of such plan, with a book of reference thereto, relating to the said parish of

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

Dated this twenty-ninth day of October 1845.

*Henry Lumb and Sons,
Taylor and Westmorland,*

Solicitors for the said intended Bill.

Wakefield, 29th October 1845.

Tenby, Saundersfoot, and South Wales Railway.

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

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

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

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

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

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

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

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

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

And it is further intended, by such Act or Acts, to enable the company thereby to be incorporated to sell or let and transfer all or any part of the railway, branch railway, harbour, dock, and works hereinbefore mentioned, of which such company may become possessed, or which they may be authorised to make or maintain under the provisions of such Act or Acts, and all or any powers of such company in connection therewith or in relation thereto, to the South Wales Railway Company, or to any other company or persons, and to enable the said South Wales Railway Company, or any such other company or persons, to purchase or rent or construct the works which may be so sold or let and transferred to them, and to exercise such powers or any of them; and also to raise and contribute funds for or towards the construction, maintainance, and use of the said intended works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them and the said company intended to be incorporated as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railway and branch railway, harbour, dock, pier, alterations, and extension of the Saundersfoot Railway and Harbour and other works hereinbefore referred to, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and branch railway, harbour, dock, pier, alterations, and extension of the Saundersfoot Railway and Harbour and other works are intended to be made, will be deposited, on or before the thirty-first day of December in the present

year, with the parish clerks of those parishes respectively, at their respective residences.—Dated the 31st October 1845.

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

Birkenhead (Commissioners) Dock.

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

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

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

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

said, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Chester, at his office in Chester; and a copy of the said plan, section, and book of reference will be deposited with the clerk of the church of Saint Mary, in the township or extra-parochial chapelry of Birkenhead aforesaid, on or before the thirty-first day of December next, at his residence.—Dated the first day of November 1845.

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

Sheffield General Cemetery Company.

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

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

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

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

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

Smith and Wightman, Solicitors, Sheffield.

Plymouth Great Western Docks.

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

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

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

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

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

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

Canterbury Cemetery.

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

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

Leicester Improvement.

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

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

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

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

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

Stowmarket Navigation.

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

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

John Marriott, Solicitor, Stowmarket.

Folkestone Improvement.

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

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

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

*Ralph Thomas Brockman, Solicitor,
Folkestone.*

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

Dated this 30th day of October 1845.

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

Birkenhead Small Debts.

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

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

Cloughton-cum-Grange Church.

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

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

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

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

Dated this twenty-fifth day of October 1845.

By order of the Court of Directors,

Fredk. Edgell, Secretary.

Launceston and South Devon Railway.

WHEREAS notices were published in the month of November last, in the London Gazette, and in the Plymouth, Devonport, and Stonehouse Herald, and West Briton newspapers, of the intention to apply to Parliament in the then next ensuing session, for an Act to make and maintain a railway from Launceston, in the county of Cornwall, to Tavistock, in the county of Devon; and whereas such application was made in pursuance of the aforesaid notices, and the Bill for

making the said railway was ordered by the House of Commons to be engrossed, but by reason of the termination of the session no further proceedings were had thereon:

Now, notice is hereby given, that it is intended in the next session of Parliament to present a petition to the House of Commons for leave to re-introduce the said Bill, and to proceed to pass the same into a law, with such modifications therein as to Parliament may seem meet.

Whiteford, Bennett, and Tucker,
Plymouth,
Gurney and Lethbridge, Cowlard,
Launceston, } Solicitors.

South Devon Railway.

WHEREAS notices were published in the month of November last, in the London Gazette, and in the Plymouth, Devonport, and Stonehouse Herald newspaper, of the intention to apply to Parliament in the then next ensuing session, for an Act to enable the South Devon Railway Company to make certain alterations in and extensions of that railway, and also to make a branch railway to Tavistock, in the county of Devon; and whereas such application was made in pursuance of the aforesaid notices, and the Bill for making the said railway was ordered by the House of Commons to be engrossed, but by reason of the termination of the session no further proceedings were had thereon:

Now, notice is hereby given, that it is intended in the next session of Parliament to present a petition to the House of Commons for leave to re-introduce the said Bill, and to proceed to pass the same into a law, with such modifications therein as to Parliament may seem meet.

Whiteford, Bennett, and Tucker,
Plymouth,
W. O. and W. Hunt, No. 10,
Whitehall, London, } Solicitors for the Bill.

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

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

Bircham and Dalrymple, Bedford-row,
Solicitors for the said Bill.

Birkenhead Improvement Acts Amendment.

(No. 1.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, that is to say; an Act passed in the third and fourth year of King William the Fourth, intituled, "Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act passed in the first and second year of Her present Majesty, intituled, "An Act to amend an Act, passed in the third year of the reign of His late Majesty King William the Fourth, intituled, an 'Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester; and for regulating the police thereof, and for establishing a market within the said township;'" another Act passed in the fifth year of the reign of Her present Majesty, intituled, "An Act to authorize the purchase of a certain ferry, called 'Woodside Ferry,' by the commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester; and for amending the improvement Acts for the said township; another Act passed in the sixth year of the reign of Her present Majesty, intituled, "An Act for extending the powers of the commissioners of the township of Birkenhead, in the county of Chester; and for including the township of Claughton-cum-Grange, and part of the township of Oxton, in the same county within their jurisdiction;" another Act, passed in the same year, intituled, "An Act for establishing a cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the county of Chester;" and another Act, passed in the seventh year of Her present Majesty's reign, intituled, "An Act to authorize the purchase of 'Monk's Ferry,' by the commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester; and for amending the Acts relating to the said commissioners;" and to enable the commissioners acting in the execution of the said Acts, to form and construct a basin, and landing place, with outlets, wharfs, sheds, approaches, and other conveniences connected therewith, at or near the south side of Saint George's pier, in the township and parish of Liverpool, in the county of Lancaster; and for such purpose to purchase, by compulsion or agreement, and to alter, extend, enlarge, and improve the existing basin belonging to the corporation of Liverpool, situate at or near the place aforesaid, and all other lands and houses which may be required for carrying such purposes into effect.

And it is also intended, by such Act or Acts, to enable the said commissioners to construct a tidal basin and landing place, with outlets, wharfs,

sheds, approaches, and other conveniences connected therewith, at or near the south side of Woodside pier, in the township or extra-parochial place of Birkenhead, in the county of Chester; and to purchase lands and houses, by compulsion or agreement, for such last-mentioned purposes.

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

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

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

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

Dated the 1st day of November 1845.

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

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

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

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

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

Sutton, Ewens, Ommanney, and Prudence,
Basinghall-street, London, Solicitors.

Frilford intended Inclosure.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for dividing, allotting, laying in severalty, inclosing, and draining the open and common fields, common meadows, and other commonable lands and waste grounds, in the hamlet or township of Frilford, in the parish of Marcham, in the county of Berks; and it is intended that provision shall be made to defray the expenses of obtaining the Act, and carrying the same into execution, by sale of part of the said commons or commonable lands, and also by a rate on the proprietors of the lands to be inclosed.
Abingdon, 28th day of October 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the London and Birmingham Railway, near the Watford station thereon, in the parish of Watford, in the county of Hertford, and terminating in the parishes of Houghton Regis and Dunstable, or one of them, in the county of Bedford, by a junction with the line of the London and Birmingham and Dunstable Branch Railway, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified; which said intended railway, and works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, liberties, and extra-parochial or other places following, or some of them (that is to say), Watford, Leavesden, Cashio, Bushey, Theobald's-street, Aldenham, Abbots Langley, Radlett, Saint Alban, Saint Peter's, Saint Michael's, Saint Stephen's, the liberty of Saint Albans, Tyttenhanger, Sleaf and Smallford, Windridge Ward and Park Ward, Redbourn, Flamstead, Kensworth, Studham, Market-street otherwise Merkgate-street, Harpenden, and Caddington, in the county of Hertford, and Caddington, Studham, Market-street otherwise Merkgate-street, Humberstone, Whipsnade, Dunstable, and Houghton Regis, in the county of Bedford; and also a branch railway, with all proper works and conveniences connected therewith, commencing from and out of the said last-mentioned intended railway, or from and out of the said Dunstable and London and Birmingham Branch Railway, in the parish of Houghton Regis, in the county of Bedford, and terminating in the parish of Luton, in the county of Bedford, near to the town of Luton, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Houghton Regis, Dun-

stable, Caddington, Leegrave otherwise Lightgrave, Limbury-cum-Biscot, and Luton, in the county of Bedford, and Caddington, in the county of Hertford.

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

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

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

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

And notice is hereby further given, that maps or plans and sections, describing the line and levels of the said intended railway, branch railway, and works, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the liberty of St. Alban, at his office in St. Albans; with the Clerk of the Peace for the county of Hertford, at his office in

St. Albans; and with the Clerk of the Peace for the county of Bedford, at his office in Bedford; and that a copy of so much of the said maps or plans, sections, and book of reference, as relates to each of the parishes in or through which the said intended railway, branch railway, and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.—Dated this twenty-seventh day of October 1845.

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

Boston Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for the better supplying with water the borough and parish of Boston, the parish of Skirbeck, and the hamlet of Skirbeck Quarter, in the said parish of Skirbeck, or parts thereof respectively, all in the parts of Holland, in the county of Lincoln; and also the parochial allotments in the West Fen, in the parts of Lindsey, in the said county of Lincoln, to the several parishes of Asgarby, Bolingbroke, and Miningsby, all in the parts of Lindsey aforesaid; and, for the purpose of affording such supply of water as aforesaid, it is further proposed, by the said intended Act or Acts, to authorize the construction and maintenance of a reservoir or reservoirs, with all proper embankments, sluices, drains, and other works in connection therewith, at or near to Revesby Park, and in the parishes of Miningsby, Claxby Pluckacre, and Revesby, or some or one of them, all in the parts of Lindsey, in the said county of Lincoln; and also the construction and maintenance of an aqueduct or aqueducts, and also of mains, pipes, cuts, and all other necessary works in connection therewith, from such reservoir or reservoirs, in or through the several parishes, townships, or extra-parochial or other places of Miningsby aforesaid, East Kirkby, in the said parts of Lindsey and county of Lincoln; Claxby Pluckacre aforesaid, Revesby aforesaid, the parochial allotments in the West Fen, in the said parts of Lindsey and county of Lincoln, to the several parishes, townships, or places of Hareby, in the said parts of Lindsey and county of Lincoln; Revesby aforesaid, Asgarby, Miningsby, and Bolingbroke, all in the said parts of Lindsey and county of Lincoln; the parochial allotment in the West Fen, in the said parts of Lindsey and county of Lincoln, to the parish of Freiston, in the said parts of Holland and county of Lincoln; the several parishes, townships, or extra-parochial or other places of Medlam and Carrington, both in the said parts of Lindsey and county of Lincoln; the parochial allotment in the West Fen, in the said parts of Lindsey and county of Lincoln, to that part of the parish of Boston aforesaid, called Boston East, the several parishes, townships, or extra-parochial or other places of Sibsey, Frith Bank

and Frithville, all in the said parts of Lindsey and county of Lincoln; and Skirbeck, Boston, and Skirbeck Quarter aforesaid, or some of them, as may be necessary for affording such supply of water as aforesaid; and it is also proposed by such Act or Acts to incorporate a company, and to enable such company to purchase, by compulsion and by agreement, and to hold lands, waters, springs, streams, buildings, and other hereditaments, for the purposes aforesaid, and to levy rates or rents for the supply of water, and to grant such exemptions therefrom as to them may seem fit; and it is also proposed to vary or extinguish all existing rights and privileges which would impede or interfere with the objects aforesaid, and to confer other rights and privileges; and it is intended by the said Act, for the purposes aforesaid, to obtain powers to take and use the waters of a certain brook or stream, called 'Miningsby Beck,' in the said parish of Miningsby, which said brook or stream now flows into a certain stream or rivulet, called 'Haltham Beck,' and thence flows to and into a certain river or navigation, called the 'Bane,' or 'The Horncastle Navigation,' and thence to or into a certain other river or navigation, called 'The River Witham.'

And notice is hereby further given, that plans and sections of the said intended reservoir or reservoirs, aqueduct or aqueducts, cuts, and other works, and of the lands in or through which the same are intended to pass or be made, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November 1845, with the Clerk of the Peace for the parts of Lindsey aforesaid, at his office in Spilsby, in the said county of Lincoln; and also with the Clerk of the Peace for the parts of Holland aforesaid, at his office, in Spalding, in the said county of Lincoln; and a copy of so much thereof as relates to the said several parishes in or through which the said works are proposed to be made, will be deposited, for public inspection, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

M. Staniland.

Midland Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the construction of the following branch railways, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith respectively, that is to say; first, a branch railway to commence by a junction with the Midland Railway, in the parish of Darfield, and townships of Darfield and Billingley, or one of them, in the west riding of the county of York, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Darfield, Bolton-

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

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

And it is also proposed to take powers, by the said intended Act or Acts, to authorize the Midland Railway Company to execute the said intended branch railways and other works, and to levy tolls in respect of the use thereof respectively, and to purchase, by compulsion or agreement, lands and houses necessary for the completion of the same respectively; and also to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for

the purposes aforesaid respectively, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby also given, that plans and sections, describing the lines and levels of the said intended branch railways respectively, and the lands required to be taken for the purposes thereof, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; and that copies of so much of the said plans, sections, and books of reference as relate to the several parishes through or in which the said branch railways are intended to pass or be situate, will be deposited, for public inspection, with the parish clerks of those parishes respectively, on or before the thirty-first day of December next, at their respective places of abode.

Dated this fourth day of November 1845.

<p><i>Parker, Hayes, Barnwell, and Twisden, 1, Lincoln's-inn- fields, London, Berridge & Macaulay, Leicester, Samuel Carter, Birmingham,</i></p>	}	<p>Solicitors.</p>
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NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the following lines of railway, or some of them, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, respectively, that is to say; a railway or railways, commencing in the township of Colne, in the parish of Whalley, in the county of Lancaster, there forming a junction with the line of either the East Lancashire Railway or the Leeds and Bradford Railway, and terminating in the township of Addingham, in the parish of Addingham, in the west riding of the county of York; which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Whalley, Colne, Munckroyd, Barnside, and Tonbridge, all in the county palatine of Lancaster; and Whalley, Kildwick, Cowling, Cowling-hill, Stott-hill, Ickornshaw, Sutton, Glusburn, Crosshills, Steeton with Eastburn, Steeton, Eastburn, Farnhill otherwise Farnill, Cononley, Farnhill with Cononley, Silsden, Silsden-moor, Cringles, Brunthwaite, and Addingham, all in the west riding of the county of York.

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

of Kildwick, in the west riding of the county of York, and terminating at or near a place called Raygill, in Lothersdale, in the parish of Carlton otherwise Carleton, otherwise Carleton with Lothersdale, in the said west riding; which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kildwick, Sutton, Cowling, Cowling-hill, Stotthill, Ickornshaw, Glusburn, Lothersdale, Carlton otherwise Carleton, otherwise Carleton with Lothersdale, all in the west riding of the county of York.

A railway from and out of the said first-mentioned intended main line of railway, commencing by a junction therewith at or near Crosshills, in the township of Glusburn, in the parish of Kildwick, in the west riding of the county of York, and terminating by a junction or reunion with the said first-mentioned intended main line of railway, in the township of Silsden, in the parish of Kildwick, in the west riding of the county of York; which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kildwick, Glusburn, Silsden, Silsden-moor, Cringles and Brunthwaite, all in the west riding of the county of York.

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

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

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

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of car-

rying the same into effect, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to enable the company to be thereby incorporated to sell or let and transfer the said intended railways, branch railways, and works, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, respectively, to the Leeds and Thirsk Railway Company, the Leeds and Bradford Railway Company, and the East Lancashire Railway Company, or to any one or more of them, or to any other railway company or companies, and to enable the said Leeds and Thirsk Railway Company, Leeds and Bradford Railway Company, and East Lancashire Railway Company, or any one or more of them, or such other company or companies as aforesaid, or any of them, to purchase or rent the said intended railways, branch railways, and works, or any part thereof, and to construct, maintain, use, and work the same, and to levy and receive tolls, rates, and duties in respect thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways, branch railways, and works; and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Leeds and Thirsk Railway Company, Leeds and Bradford Railway Company, and East Lancashire Railway Company, or any one or more of them, or such other railway company or companies as aforesaid, or any of them, and the company which may be so incorporated as hereinbefore mentioned.

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

And notice is hereby further given, that maps or plans, and sections of the said intended railways, branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston; and with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; and

that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways, branch railways, and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes, respectively, at their respective residences.—Dated this 27th day of October 1845.

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

North Metropolitan Junction Railway.

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

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

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

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

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

And it is further intended, by such Act or Acts, to enable the company thereby to be incorporated to sell or let and transfer the said intended railway or railways, branch railways, and works respectively, or any of them, or any part thereof, and all or any of the powers of such company in connection therewith, or in relation thereto, to the London and Birmingham Railway Company and the Eastern Counties Railway Company, or either of them, and to enable the said last-mentioned companies, or either of them, to purchase, or rent, or construct the said intended railway or railways, branch railways, and works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them, whether with relation to the levying of tolls, rates, and duties, or otherwise; and also to raise and contribute funds for or towards the construction, maintenance, working, and use of the said intended railway or railways, branch railways, and works respectively, or any part thereof, or to guarantee to the said company to be incorporated by the said Act or Acts, or to be in any manner concerned thereunder in the said intended railway or railways, branch railways, and works respectively, or any of them, or any part thereof, such interest or profit on their outlay as may be agreed upon; and generally to enter into and carry into effect such arrangements and agreements in reference thereto, either jointly or severally, as may be mutually agreed on between the said London and Birmingham Railway Company and Eastern Counties Railway Company, or either of them, or any other company or companies, party or parties thereto, and the company which may be so incorporated as hereinbefore mentioned.

And notice is hereby further given, that maps or plans and sections, describing the line or situation and levels of the said intended railways, branch railways, and works, and of the lands, houses, and premises proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners

or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and premises respectively, will be deposited, for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell Sessions-house, in the said county; and with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the said county of Essex; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway or railways, branch railways, and works are intended to be made or pass, will be deposited, on or before the thirty-first day December in the present year, with the respective parish clerks of those parishes, at their respective residences.—Dated this third day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the making and maintaining of a railway, commencing by a junction or junctions with the London and Birmingham Railway, in the parish of Weedon Beck, in the county of Northampton; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Weedon Beck, Upper Weedon Beck, Lower Weedon Beck, Dodford, Everdon, Great Everdon, Little Everdon, Newnham, Badby, Staverton, Catesby, Upper Catesby, Lower Catesby, and Newbold Grounds, or some of them, in the county of Northampton; Upper Shuckburgh, Wolhamcote, Flecknoe, Nethercote, Lower Shuckburgh, Grandborough, Caldecote otherwise Calcutt, Napton on the Hill, Stockton, Southam, Ladbroke, Long Itchington, Bascote, Stoney Thorpe, Harbury, Ufton, Offchurch, Offchurch Bury, Radford Semele, Whitnash, Bishops Tachbrook, Tachbrook Mallory, Leamington Priors, Lillington, Milverton, Guy's Cliffe, Emscote, Leek Wootton, Saint Nicholas Warwick, Smith-Street Ward, Bridge-End Ward, in the town of Warwick, Saint Mary Warwick, Budbrook, Hampton on the Hill, Barford, Sherbourn, Norton Lindsey, Wolverton otherwise Wolverdington, Langley, Claverdon, Fullbrook, Snitterfield, Wootton Wawen otherwise Waves Wootton, Edstone, Bearley, Aston Cantlow, Newnham, Shelfield, Little Alne, Pathlow, Wilmcote, Billesley, Haselor, Walcott, Great Alne, Kinwarton, Coughton otherwise Great Coughton, King's Coughton, Spermall, Alcester, Middletown, Sambourn, Studley, Ipsley, Tardebigg, and Tutnal and Cobley, or some of them, in the county of Warwick; Feckenham, Astwood Bank, Hunt End, Inkberrow, Tardebigg, Upper Bentley, Lower Bentley, Bentley Pauncefoot, Redditch, Web-Heath, Fladbury, Stock and Bradley, Hanbury, Stoke Prior, Stoke-Heath, Bromsgrove, Grafton otherwise Grafton-Manor, Upton Warren, Rushock, Dodderhill, Elmbridge, Chaddeley Corbett, Stone,

Hartlebury, Kidderminster, Saint Mary Kidderminster, Saint George Kidderminster, Saint John Kidderminster, Kidderminster Foreign, Kidderminster Borough, Dunclett, Lower Dunclett, Comberton, Hurcott, Blakedown, and Wribbenhall, or some of them, in the county of Worcester; and terminating at or near the town of Kidderminster, in the borough of Kidderminster, or in the foreign of Kidderminster, in the parish of Kidderminster, in the county of Worcester, with a diverging line from the said main line of railway, in the said parishes of Bromsgrove or Stoke Prior, to join the Birmingham and Gloucester Railway, in the said parishes, or one of them.

And it is intended to obtain powers, in such Act or Acts, to make and maintain a branch railway, commencing by a junction or junctions with the said main line of railway, at or near Middletown or Sambourn, in the said parish of Coughton otherwise Great Coughton, in the county of Warwick; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Sambourn, Coughton otherwise Great Coughton, King's Coughton, Studley, Ipsley, Tardebigg, Tutnal and Cobley, or some of them, in the county of Warwick; Feckenham, Redditch, Beoley, Bordesley, Tardebigg, Tutnall, Alvechurch, Hopwood, Ley End otherwise Lea End, Rowney Green, Bromsgrove, Northfield, and Cofton otherwise Coston otherwise Coston Hackett otherwise Cofton Hackett, or some of them, in the county of Worcester; and terminating by a junction with the Birmingham and Gloucester Railway, at or near the Barnt-Green Station thereof in the last-mentioned parish, and in the parishes of Alvechurch and Bromsgrove, or some or one of them.

And it is intended to take powers, in such Act or Acts, to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial places before mentioned, or some of them, for the working and using the said railway and branch railway; and also to authorize junctions with any railway or railways, at the commencement or termination, or in the line or course of the said railway and branch railway, as before described, in the several parishes, townships, and extra-parochial places aforesaid; and, in the said Bill or Bills, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railway.

And notice is hereby given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railway, respectively, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans; and also for power to vary and extinguish

all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is also intended, by such Bill or Bills, to incorporate a company or companies, for the purpose of carrying into effect the said intended railway and branch railway, and other works, and to enable such company or companies to sell or lease such railway and branch railway, or either of them, or any part thereof, respectively, to the London and Birmingham Railway Company, or to any other company, and to enable such company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Act or Acts, in connexion with such railway and branch railway; and also for powers to enable such company to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November next, be deposited, for public inspection, at the respective offices of the Clerks of the Peace for the county of Northampton, at Northampton; and for the county of Warwick, at Stratford-upon-Avon; and for the borough of Warwick, at Warwick; and for the county of Worcester, at Worcester; and, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said railway and branch railway will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such clerk.

Dated this twenty-fourth day of October 1845.

Rizon and Son, Solicitors, 20, Jewry-street, London.

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

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

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

Glasgow Harbour Grand Junction Railway
Terminus.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills, for making and maintaining a railway or railways, and all proper works and conveniences connected therewith, to commence at or near a point on the Polloc and Govan Railway, to the west of, and at or near to the cavalry barracks, in the parish of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, and to terminate at or near to Springfield, Windmillcroft, and Parkholm, on the south side of the river Clyde, in said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, with a branch railway, and all proper works and conveniences connected therewith, from the said intended railway to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, in the said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them; and another branch railway, and all proper works and conveniences connected therewith, from the said intended railway to the Glasgow, Barrhead, and Neilston Direct Railway, in the said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, and which railway or railways, and the works and conveniences connected therewith, and branch railways, and the works and conveniences connected therewith, will be situate in, and will pass from, through, or into the parishes of Govan and Gorbals, or one of them, in the counties of Lanark and Renfrew, or one of them.

And notice is farther given, that plans and sections, describing the lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November next, be deposited, for public inspection, in the office, in the city of Glasgow, of the principal Sheriff Clerk of the county of Lanark; and in the office in Paisley of the principal Sheriff Clerk of the county of Renfrew; and that a copy of as much of the said plans and sections, and books of reference, as relates to each of the parishes before specified, will, on or before the thirty-first day of December next, be deposited, for public inspection, with the schoolmaster, or if there be no schoolmaster, with the session clerk of each of such parishes respectively, at the place of abode of such schoolmaster or session clerk.

And notice is also given, that it is intended, by the said Bill or Bills, to take powers to deviate in the construction of the said railway or railways, and branches and works, from the lines delineated on the aforesaid plans, to such an extent as will be defined on the said plans, and also to alter and divert such highways, turnpike or other roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-

courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using, or for more conveniently making, maintaining, and using the said railway or railway and branches, or any of the works and conveniences connected therewith.

And notice is also given, that it is intended, by the said Bill or Bills, to incorporate a company for the purpose of making, maintaining, working, and using the said railway or railways and works, and for other purposes connected therewith, with powers to such company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway or railways, and branches, and works, and to confer other rights and privileges; as also, with powers to the company to be so incorporated, to levy tolls, rates, and duties on and for the use of the said railway or railways, and branches, and works, and for the conveyance of passengers and goods; and it is intended to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; as also, with powers to the said company to enter into, and carry into execution, with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making, maintaining, or using the said intended railway or railways, and branches, and works; and it is intended by the said Bill to take powers to alter, amend, and explain the following Acts, or some of them, the Acts relating to and concerning the navigation of the river Clyde and harbour of Glasgow, passed in the thirty-second year of the reign of His Majesty King George the Second, and in the tenth and forty-ninth years of the reign of His Majesty King George the Third, and in the sixth year of the reign of His Majesty King George the Fourth, and in the fourth year of Her present Majesty; the Acts relating to and concerning the Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, third, fifth, and eighth years of the reign of Her present Majesty; the Acts relating to and concerning the Glasgow, Paisley, and Greenock Railway, passed in the first, fourth, and seventh years of the reign of Her present Majesty; the Acts relating to and concerning the Glasgow, Paisley, and Ardrossan Canal, passed in the forty-sixth year of the reign of His Majesty King George the Third, and eighth year of the reign of His Majesty King George the Fourth; the Acts relating to and concerning the following Acts, passed in the eighth year of the reign of Her present Majesty, viz. the Caledonian Railway Act, 1845, the Clydesdale Junction Railway Act, 1845, and the Glasgow, Barrhead, and Neilston Direct Railway Act, 1845; the Acts relating to and concerning the road leading from the south end of the new bridge of Glasgow, by or near Parkhouse, to Three-mile-house, in the county of Lanark, passed in the sixth

year of the reign of Her present Majesty; and an Act relating to and concerning the road leading from the west side of the new or Jamaica-street-bridge of Glasgow, by or near Parkhouse, to the east end of the bridge at Renfew, passed in the third year of the reign of Her present Majesty; and the Acts relating to and concerning the Polloc and Govan Railway, passed in the eleventh year of the reign of His Majesty King George the Fourth, the second year of the reign of His Majesty King William the Fourth, and the first year of the reign of Her present Majesty.

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

Vale of Neath Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorise the construction and maintenance of the railway or railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper piers, basins, breakwaters, landing places, approaches, and other works and conveniences connected therewith, that is to say, a railway commencing by a junction with the South Wales Railway, at or near the town or port of Neath, in the county of Glamorgan, and terminating at or near the town or borough of Merthyr Tydfil, in the same county; which said intended railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Baglan, Baglan Higher, Baglan Lower, Britonferry, Lantwit juxta Neath, Lantwit Lower, Clyne, Resolven, Neath, Cadoxton juxta Neath, Blaenhoddan, Coedfrank, Daffryn Clydach, Dylais Lower, Dylais Higher, Neath Lower, Neath Middle, Neath Higher, Glyncorrwg, Blaengwrach, Ystrad-y-fodwg, Home and Clydach, Penreos, Rhygos, Ystrad-y-fodwg Middle, Aberdare, Cefn Penar, Cwmdare, Fforchaman, Llwyd-Coad, Merthyr Tydfil, Heoly Wormwood, Garth, Gelli-deg, Taff and Cynon, and Forest, in the county of Glamorgan, and Ystradfellte, Ystradfellte Higher, Ystradfellte Lower, Penderyn, Penderyn Higher, Penderyn Lower, Coed y Cumar, Duffryn, Gelli, and Vaynor, in the county of Brecon.

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

Also another branch railway and works,

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

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

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

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

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

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying into effect the said intended

railways and works, or any of them, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said intended railways and works, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet.

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

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

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

And notice is hereby further given, that maps or plans, and sections of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and with the Clerk of the Peace for the county of Brecon, at his office in Brecon; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his residence.—Dated this fourth day of November 1845.

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

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Glasgow Harbour Mineral Railway.

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

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

And it is also intended, by the said Act or Acts, to incorporate a company for making and maintaining the said railway or railways, and said dock or basin, or tidal harbour, or cut, and several works, houses, and others, or any of them herein mentioned, and to take power to levy tolls, rates, and duties on and for the use of the said railway or railways, said dock or basin, or tidal harbour, or cut, and several works, houses, and others, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken, by the said Act or Acts, to divert or alter, within the parish and places aforesaid, the turnpike and other roads, streets, railways, tramways, canals,

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

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

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

And notice is hereby given, that plans, sections; and duplicates thereof, describing the line or situation and levels of the said intended railway or railways, dock or basin, or tidal harbour, cut, and said several works, houses, and other works, and the lands to be taken and used for the purposes thereof, together with a book or books of reference to such plans, containing the name of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, in the office of the principal Sheriff-clerk of the county of Lanark, at Glasgow; and of the county of Renfrew, at Paisley and Greenock; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish in or through which the said railway or railways, dock or basin, or tidal harbour, cut, and said several other works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the schoolmaster, or if there be no schoolmaster, then with the session clerk of each such parish, at the respective dwelling places of each such schoolmaster or session clerk.

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

*Law and Anton, Parliamentary Agents, 18, Fludyer-street, Westminster.
Glasgow, 16th October, 1845.*

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, or railways, with all proper works, approaches, and conveniences connected therewith, commencing at or near Burry-Port-Harbour, in the parish of Pembrey, in the county of Carmarthen, and terminating at, or near, or by the junction of an intended line of railway, called the Great North and South Wales and Worcester Railway, at or near the town of Lampeter, in the parish of Lampeter, otherwise Llampeter Pontstephen, in the county of Cardigan; which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, hamlets, or townships, and extra-parochial, or other places following, or some of them, that is to say; Pembrey, Pendryn, Llan, Llandurly, Kidwelly, Lanelly, Hengoed, Glyn in Llanelly, Glyn in Llangendeirne otherwise Llangyndeyrn, Llangendeirne, otherwise Llangyndeyrn, Blaine otherwise Blainau, Terracoed otherwise Torycoed, Llanon, Llandarog otherwise Llanddarrog, Llanarthney, Llangwad, Llanfynydd, Brechfa, Llanfihangel, Rhosycom, Abergorlech, Llanybyther, Llansawel otherwise Llansawyl, Talley otherwise Tal-y-lychan, Conwill Gaio otherwise Cynfil Cayo, Llanyerwys, and Pencarreg, in the county of Carmarthen, and Llanwenog, Llanwnnen, Llanfair, Clydogan, Cellan, Llampeter borough, and Lampeter otherwise Llampeter Pontstephen,

in the county of Cardigan. And it is also intended, by such Act or Acts, to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the said parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended works. And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of land, by compulsion or agreement, for the purpose thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exceptions from such tolls, rates, and duties. And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Carmarthen, at his offices, either in Carmarthen or Llandovery; and with the Clerk of the Peace for the county of Cardigan at his office in the town of Aberystwith; and also with the Town Clerk of the borough of Cardigan, at his office in Cardigan; and that a copy of so much of the said maps or plans, sections, or books of reference as relates to each of the parishes, in or through which the said intended railway, or railways and works, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.—Dated fourth of November 1845.

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

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

place, and on goods and merchandize landed or embarked thereat or therefrom.

And in the said Bill, it is intended to apply for power to deviate from the lines laid down on the plans hereinafter mentioned to the extent thereon defined, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans, and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And further notice is hereby given, that duplicate plans thereof, describing the line or situation of the said pier or landing place, approaches, bridge, and other works, and the land to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November next, be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Somerset, at Taunton; and, on or before the thirty-first day of December next, a copy of such plans and books of reference will be deposited with the parish clerk of the said parish of Weston-super-mare.—Dated this 24th day of October 1845.

Joseph Edgar, Henry Davies,
Weston-super-mare,
Edwards, Mason, and Edwards, } Solicitors
Moorgate-street, London, } 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, and to obtain an Act, for paving, lighting, watching, cleansing, and otherwise improving the town of Wath-upon-Dearne, in the west riding of the county of York.

And it is intended to obtain powers in the said Bill for the compulsory purchase of lands, houses, and hereditaments within the said town; and also powers to levy certain tolls, rates, and assessments within the said town, and to confer certain exemptions from payment of such tolls, rates, and assessments, and all necessary and effectual powers, rights, and privileges for carrying the said intended Act into execution.

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

Dated this thirtieth day of October 1845.

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

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to make and maintain a railway, with all proper works, stations, and other conveniences connected therewith; commencing by a junction or junctions with the Midland Railway, at or near Wath-upon-Dearne, in the parish of Wath-upon-Dearne, or at or near Bolton-upon-Dearne; in the parish of Bolton-upon-Dearne, or at such other place or places as may be deemed advisable, in the parish of Wath-upon-Dearne, and township of Wath-upon-Dearne, the parish of Bolton-upon-Dearne and township of Bolton-upon-Dearne, the township of Brampton Bierlow in the parish of Wath-upon-Dearne, the parish of Adwick-upon-Dearne, or some or one of them, in the west riding of the county of York; passing thence from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial and other places of Adwick-upon-Dearne, Swinton, Wath-upon-Dearne, Brampton Bierlow, Bolton-upon-Dearne, Wentworth, Nether Hoyland, High Hoyland, Low Hoyland, Wombwell, Darfield, Worsborough otherwise Worsbrough, Silkstone, Ardsley, Barnsley, Hoyle-mill, Monk Bretton otherwise Burton, Burton-grange, Cliffe-bridge, Little Wath, Old-mill, Smithies, Roystone, Carlton, Barugh otherwise Bargh, Darton, Upper Carr-green, Lower Carr-green, Swallow-hill, Cawthorne, Kexborough, Upper Swithen, Lower Swithen, Haigh, Haigh-bridge, Woolley, Bretton West, Silkstone, Sandal Magna, Crigglestone, Nether Shitlington otherwise Netherton, Shitlington-over, Shitlington otherwise Overton, Middle Shitlington, Middlestown, Thornhill, Millbank, Thornhill-edge, Thornhill-lees, Mirfield, Dewsbury, some or one of them, all in the west riding of the county of York; and which said intended railway is to form a junction with the Manchester and Leeds Railway, at or near Thornhill-lees aforesaid, and also to terminate by a junction with a certain other railway, called the Leeds, Dewsbury, and Manchester junction Railway, at or near Thornhill-lees aforesaid, in the townships and parishes of Thornhill and Dewsbury aforesaid, or one of them, or at or near Dewsbury aforesaid, all in the said west riding of the said county of York.

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

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

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

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

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

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

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

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

And notice is hereby further given, that it is intended, by the said Bill or Bills, to incorporate a company or companies for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railways and works, and to confer, vary, or extinguish any exemptions from the payment of such tolls, rates, and duties, and other rights and privileges.

And it is further intended, by the said Bill or Bills, to authorise the sale or lease of the said intended railway or railways, to any railway company now or hereafter existing, and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connection therewith, and to enter into all such other arrangements as may be deemed advisable.

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

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

Charles Robert Scholes and Henry Brodrick,
Solicitors, Dewsbury.

Bedford and Cambridge Extension Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway from Bedford to Cambridge as hereinafter described, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the line of the Bedford and London and Birmingham Railway, as at present authorized to be made at or near Saint Leonard's, in the parishes of Saint Mary and Saint John, or one of them, in the town of Bedford and county of Bedford, and terminating in the parish of Saint Andrew the Less otherwise Barnwell, in the county of Cambridge, by a junction with that part of the line of the Brandon and Peterborough Extension of the Eastern Counties Railway which is situate between Newport and Cambridge, and at or near the Cambridge station thereon, and which said intended railway and the works connected therewith, are proposed to pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Saint Mary, Saint John, Fenlake, Eastcotts, Cardington, Cople, Willington, Moggerhanger, Charlton, South Mills, Blunham, Girtford, Sandy and Everton otherwise called Everdon, in the county of Bedford; Everdon otherwise called Everdon, Everdon cum Tetworth otherwise called Everdon cum Tetworth, Tetworth, and Waresley, in the county of Huntingdon; and Everton otherwise called Everdon, Gamlingay, Woodbury, Little Gransden, Long Stow, Bourn, Kingston, Toft, Great Eversden, Comberton, Barton, Granchester, Trumpington, Saint Mary the Less and Saint Andrew the Less otherwise Barnwell, in the county of Cambridge: And it is also intended, by such Act or Acts, to take power to stop up, alter or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter or divert, by reason of the construction of the said intended works, or any of them: And it is also intended by such Act or Acts either to enable the Bedford Railway Company, incorporated by an Act passed in the last session of Parliament, to carry into effect the said intended undertaking, and to raise such capital as may be necessary for the purpose, or otherwise to incorporate a company for carrying the same into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof; and to

grant certain exemptions from such tolls, rates, and duties: And it is further intended by such Act or Acts to vary or extinguish all existing rights and privileges in any manner connected with the lands, so proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended undertaking, and to confer other rights and privileges, and particularly to vary or repeal all powers and provisions, contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled, "An Act for better paving, cleansing, and lighting the town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town," and another Act, passed in the thirty-fourth year of the reign of King George the Third, intituled, "An Act to amend and enlarge the powers of an Act, passed in the twenty-eighth year of the reign of His present Majesty, intituled, "An Act for the better paving, cleansing, and lighting the town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town," whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Act in respect of any engines, waggon, carts, coaches, carriages, passengers, animals, goods, wares, or merchandize passing or conveyed upon the said intended railway, or any part thereof, or upon any railway with which the same may be connected: And it is also further intended by such Act or Acts, in the event of the Bedford Railway Company being thereby enabled to carry the said undertaking into effect, to authorize and empower the said company to let, sell, or transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the Eastern Counties Railway Company, and in the event of a separate company being incorporated for carrying the said intended undertaking into effect, to enable such company to let, sell, or transfer the same, or any part thereof, and all or any of the powers of such company in connexion therewith, or in relation thereto, to the said Eastern Counties Railway Company, or to the said Bedford Railway Company, and to enable the said last-mentioned companies respectively, or either of them, to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enable the said several companies to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them: And it is also proposed by the said intended Act or Acts to alter, amend, and enlarge some of the powers and provisions of the said Act incorporating the Bedford Railway Company, passed in the last session of Parliament as aforesaid: And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to

be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Bedford, at his office in Bedford; with the Clerk of the Peace for the county of Huntingdon, at his office in St. Ives; and with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; and that a copy of so much of the said maps, or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.—Dated this 31st day of October 1845.

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

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

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

Royal Asylum of the Saint Ann's Society.

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

Dean, Lecks, Dixon, and Redpath, 13,
Swithins-lane, London, Solicitors.
Parratt, and Walmisley, } Parliamentary
House of Lords, } Agents.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill or Bills, for making and maintaining the following railways and branch railways, with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say;

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

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

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

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

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

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

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

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

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

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

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

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

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

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and forty-five, duplicate plans and sections of the said railways and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the city and county of the city of Exeter, at his office in the said city; also with the Clerk of the Peace for the county of Devon, at his office at the Castle of Exeter, in the same county of Devon; also with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county of Dorset; also with the Clerk of the Peace for the county of Somerset, at his office at Taunton, in the said county of Somerset; and on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill or Bills, to incorporate a company or companies for the purpose of constructing and carrying into effect the proposed railways and works, or some part thereof; and also for powers for the compulsory purchase of lands and houses; and for compelling the sale of lands and houses to the said company or companies, and to vary

or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, and duties upon, or in respect of the said railways and works, and to alter existing tolls, rates, and duties; and to confer, vary; or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed, in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated, to let on lease, sell, or transfer the said intended railways, branches, and works, or any part of the same, or the tolls thereof, to the Cornwall and Devon Central Railway Company, the London Salisbury and Yeovil Junction Railway Company, and the London and South Western Railway Company, any or either of them, and to delegate to such company or companies as aforesaid, any or either of them, the execution of all, or any of the powers of the said intended Bill or Bills; and to authorize such company or companies as aforesaid, any or either of them, either jointly, or severally, to take shares in, and subscribe for, or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, or to purchase, rent, work, use, or, if necessary, construct the same, or any part of the same, and to take tolls and duties upon, or in respect thereof, and to raise money for the purposes aforesaid; and also to enter into such mutual arrangements with such company or companies as aforesaid, any or either of them, as may be necessary or expedient for carrying out the purposes and objects of the said railways and works, or the company or companies to be incorporated by the said Bill or Bills; and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with such company or companies, any or either of them, in any manner relating to, or affecting the interests of the company or companies to be incorporated by the said Bill or Bills, or the said railways and works.

And it is further proposed, by the said Bill or Bills, to authorize the union and amalgamation of the company, or companies to be thereby incorporated, with such company or companies, any or either of them, upon such terms and conditions as may be mutually agreed upon; and to authorize the company to be formed by such union or amalgamation, to use and work the said intended railways and works, and to take tolls in respect thereof.

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

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing in the parishes of Hailsham and Folkington, or one of them, in the county of Sussex, by a junction with the Brighton, Lewes, and Hastings Railway, at or near the intended Eastbourne and Hailsham station of the said railway, and terminating in the parish of Hailsham, in the said county of Sussex, at or near the School House, lying on the south side of the town of Hailsham, in the said county of Sussex, which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Hailsham, Folkington, Willington, and Westham, all in the said county of Sussex.

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

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

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

And it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railway, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Brighton Railway Company, and to the Brighton, Lewes, and Hastings Railway Company, or either of them, and to enable the said last-mentioned companies respectively, or either of them, to purchase or rent the said intended railway, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway,

and generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them.

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

And notice is hereby further given, that duplicates plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Sussex, at his office in Lewes; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this first day of November 1845.

Arthur R. Briggs, Solicitor, Lewes.

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

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

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

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

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

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

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

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

Lancashire and Yorkshire North Eastern Railway.

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

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

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

And notice is hereby further given, that duplicate plans and sections of the said proposed railway and works, together with books of reference thereto, will be deposited for public inspection

with the Clerk of the Peace for the west riding of the county of York, at his office at Wakefield, in the said riding and county; also with the Clerk of the Peace for the city of York and the county of the same city, at his office at York, in the said city; also with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the said west riding of the said county of York, at Otley, in the said west riding, on or before the thirtieth day of November one thousand eight hundred and forty-five; and, on or before the thirty-first day of December following, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended, by the said Bill or Bills, to incorporate a company or companies for the purpose of carrying into effect the proposed railway and works, or some part thereof; and to apply for powers for the compulsory purchase of messuages, lands, tenements, and hereditaments, and any rights and interests therein, and to vary or extinguish all rights and privileges in any manner connected with the lands, tenements, and hereditaments proposed to be taken for the purposes thereof; and also to levy tolls, rates, or duties upon or in respect of the said railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby given, that it is further intended, by the said Bill or Bills, to enable the company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Leeds and Bradford Railway Company, the Great North of England Railway Company, the Leeds and Thirsk Railway Company, the East Lancashire Railway Company, or to any other now existing or proposed railway company or companies, with whose line the said intended railway and works may unite; and also to enter into such mutual arrangements with any such company or companies as may be necessary or expedient for carrying out the purposes and objects of the said railway and works; and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with all or any of such companies, for or in respect of the traffic passing, or which may pass, on the line or works of the railway of such companies respectively, or any of them; and also to delegate to any such other company or companies as aforesaid the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said company or companies as aforesaid, out of their corporate or other funds, and either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof; or to purchase, rent, work, or construct the same, or any part of the same, and to

take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed, by the said Bill or Bills, to authorize the union and amalgamation of the company or companies to be thereby incorporated with any now existing or proposed railway company or companies, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation to use and work the said railway and works, and to take tolls in respect thereof; and for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament passed in the following sessions of Parliament, that is to say, an Act relating to the Leeds and Bradford Railway Company, passed in the seventh and eighth years of the reign of Her Majesty Queen Victoria, intituled "An Act for making a railway from Leeds to Bradford, with a branch to the North Midland Railway;" also another act, passed in the session of the eighth and ninth years of the reign of Queen Victoria, chapter 38, intituled "An Act for enabling the Leeds and Bradford Railway Company to make a railway from Shipley to Colne, with a branch to Haworth;" also an Act of Parliament relating to the Leeds and Thirsk Railway, passed in the session of the eighth and ninth years of the reign of Queen Victoria, chapter 104, intituled "An Act for making a railway from Leeds to Thirsk, with branches therefrom;" also an Act of Parliament relating to the Church Fenton and Harrogate Railway, passed in the eighth and ninth years of the reign of Queen Victoria, chapter 84, intituled "An Act for enabling the York and North Midland Railway Company to make a railway from the line of the York and North Midland Railway to Harrogate;" also "the East Lancashire Railway Act, 1845;" and to alter the tolls, rates, and duties at present authorized to be collected and received upon the said several last-mentioned railways, under or by virtue of such several and respective Acts; and to confer certain exemptions from the payment of such several tolls, rates, and duties.

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

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

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

Dated the third day of November 1845.

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

Bradford, Manchester, and Liverpool Direct.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, commencing in a certain field or close of land situate on the east side of the Bradford Court-house, in the township of Bradford, in the parish of Bradford, in the west riding of the county of York, or at such other place or places as may be deemed advisable, in the township and parish of Bradford aforesaid, and terminating at a certain point on the Manchester and Leeds Railway, in the township of Sowerby, in the parish of Halifax, in the said riding, near to the bridge there, which crosses the river Calder, and connects the said township of Sowerby with the township of Wadsworth, in the said parish of Halifax, near to a village or place there called Mytholmroyd, situate in the said township of Wadsworth, and parish of Halifax, in the said west riding of the county of York; which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, chapeltries, and extra-parochial or other places following, or some of them, that is to say, Bradford, Horton, Manningham, Bolton, Allerton, Clayton, Thornton, Northowram, Ovenden, Warley, Luddenden, Midgley, Wadsworth, Mytholmroyd, Sowerby, Erringden, parish of Bradford, and parish of Halifax, some or one of them, all in the said west riding of the county of York, and there form a junction with the Manchester and Leeds railway, at or near to the bridge near Mytholmroyd aforesaid, in the township of Sowerby, in the parish of Halifax aforesaid.

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

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

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying into effect the said intended railway or railways and works, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said railway or railways and other works, and to grant such exemptions from such tolls,

rates, and duties, as to such company may seem meet, and also to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined.

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

And notice is hereby further given, that maps or plans and sections of the said intended railway or railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessces or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the west riding of the county of York, at his office, in Wakefield; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway or railways and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerk of those parishes respectively, at their respective residences.—Dated this fourth day of November 1845.

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

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

Dated this first day of November 1845.

Slater and Heelis, Solicitors, Manchester

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

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

And it is also intended to take powers for making, constructing, and maintaining in and through the said parish of Wakefield, in the said west riding of the said county of York, all necessary and proper drains, sewers, catch ponds,

cess pools, tunnels, culverts, and sluices, and to alter and divert all or any of the existing drains and sewers; and also to enable the said company to take and purchase, by compulsion or otherwise, lands, houses, and property for the purposes aforesaid, or any of them, and to vary, repeal, or extinguish all existing rights and privileges connected with such houses, lands, and property, or which would in any manner impede or interfere with the construction or maintenance of the said works, or any of them.

And also to enable the said Wakefield Waterworks Company to lay down and maintain mains, culverts, pipes, drains, tunnels and conduits, for the conveyance of such water through private lands, and in and along streets, roads, and public passages within the said parish, and to return the surplus or spare water to the said river Calder, near to the Soke Mill-dam in the township of Wakefield aforesaid, or at some other part of the river Calder, in the said township of Alverthorpe with Thornes, in the parish of Wakefield aforesaid, and above the said Soke Mill-dam; and also to stop up, alter, or divert all such highways or roads within the said parish as it may be necessary to stop up, alter, or divert, for effecting the purposes aforesaid, or any of them.

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

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

And notice is hereby lastly given, that, on or before the thirtieth day of November next, duplicate plans and sections of the said intended works and lands, in or through which the same are proposed to be made, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and hereditaments, will be deposited with the Clerk of the Peace for the west riding of the said county of York, at his office, at Wakefield, in the said riding; and that, on or before the thirty-first day of December next, a copy of the said plans and sections, with a book of reference thereto, will also be deposited with the parish clerk of the said parish of Wakefield.—Dated this twenty-ninth day of October 1845.

Signed,

Henry Lumb and Sons,) Solicitors.
Taylor and Westmorland, { Wakefield.

Sheffield and Lincolnshire Junction Railway.

WHEREAS notices were duly published in the month of November last, in the London Gazette, the Sheffield and Rotherham Independent, the Nottingham Journal, the Derbyshire Courier, the Lincoln, Rutland, and Stamford Mercury, and the Lincoln Standard newspapers, that application was intended to be made in the then next ensuing session of Parliament, for leave to bring in a Bill "to incorporate a company, and to give to such company power to make and maintain a railway, commencing by a junction with the Sheffield, Ashton-under-Lyne, and Manchester railway, at or near Osborne-street, in the township of Brightside Bierlow, in the parish of Sheffield, in the west riding of the county of York, and to terminate at or near a place known by the name of Whinleys, otherwise Welham Whinleys, in the township or hamlet of Welham, in the parish of Clarborough, otherwise Clareborough, in the county of Nottingham, and thence by means of two diverging communications or branches, one of such communications or branches to commence by a junction with the said main line, at or near the said place known by the name of Whinleys, otherwise Welham Whinleys, in the said township or hamlet of Welham, in the said parish of Clarborough, otherwise Clareborough, and to terminate at or near the port of Gainsborough, otherwise Gainsburgh, upon or near the bank or wharf on the west side of the river Trent, in the parish of Beckingham, in the said county of Nottingham; and the other of such communications or branches to commence by another junction with the said main line, at or near the said place known by the name of Whinleys, otherwise Welham Whinleys, and to terminate at or near the High-street, in the parish of Saint Mark, in the city of Lincoln, and county of the same city:

And also to make and maintain a branch railway from and out of the said intended main line of railway, in the parish of Handsworth, in the west riding of the said county of York, to join the Midland Railway, otherwise called the North Midland Railway, in the parish of Beighton, in the county of Derby:

And also to make and maintain another branch railway from and out of the said intended main line of railway, in the parish of Aston-cum-Aughton, otherwise Aston with Aughton, in the west riding of the said county of York, also to join the said Midland Railway, otherwise called the North Midland Railway, in the said parish of Aston-cum-Aughton, otherwise Aston with Aughton:"

And whereas such application was made in pursuance of the aforesaid notices, and the Bill for making the said railway (save and except the said diverging communication or branch commencing by a junction with the said main line, at or near the said place known by the name of Whinleys, otherwise Welham Whinleys, in the said township or hamlet of Welham, in the said parish of Clarborough, otherwise Clareborough, and terminating at or near the High-street, in the

parish of Saint Mark, in the said city of Lincoln and county of the same city) was ordered by the House of Commons to be engrossed, but by reason of the termination of the said session, no further proceedings were had thereon:

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

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

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

Dated this thirty-first day of October, 1845.

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

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

Dated this thirty-first day of October 1845.

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

Manchester, Midland, and Great Grimsby Junction Railway.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ence to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited for public inspection with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding; and with the clerk of the peace for the borough of Doncaster, at his office at Doncaster, in the said West Riding; and with the clerk of the peace for the county of Nottingham, at his office at Newark upon Trent, in the said county of Nottingham. And that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway or railways, branch railways, and works, is or are intended to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this first day of November, 1845.

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

Caledonian Railway; Clydesdale Junction Railway Amalgamation, &c.

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

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

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

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

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

Dated this seventeenth day of October, 1845.

Hope and Oliphant,

W. S., Edinburgh.

Alex. Grahame,

Glasgow.

Arch. Grahame, Moncreiff, and Weems,

30, Great George Street, Westminster,

Parliamentary Agents.

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

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

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

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

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

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

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

Hope and Oliphant,
W.S., Edinburgh.

G. G. Mounsey,
Carlisle.

John Jackson,
Dumfries.

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

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

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

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

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

And notice is further given, that it is intended to take power to deviate in the construction of the said railways and works, from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, feeders, waters, and watercourses, as it may be necessary or expedient to alter or divert, for the purpose of making and maintaining, or more conveniently making and maintaining or using the said railways, or any of the works or conveniences connected therewith.

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

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

Dated this 18th day of October, 1845.

Hope and Oliphant, W. S.,

Edinburgh.

Arch. Grahame, Moncreiff, and Weems,

30, Great George Street, Westminster.

Edinburgh and Perth Railway.

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

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

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

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

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

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

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

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

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

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

Edinburgh, 15th October, 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway from Ashburton to join the South Devon Railway hereinafter described, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing in the parishes of Ashburton, and Staverton, or one of them in the county of Devon, at or near a certain bridge called Dartbridge, and terminating by a junction with the line of the proposed South Devon Railway, at or near the town of Newton Abbott, in the parish of Wolborough, in the said county of Devon, which said intended railway and the works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Ashburton, Staverton, Bickington, Denbury, Woodland, Torbryan, West Oggwell, East Oggwell, Ilington, Highweck, including the township of Newton Bushel, Teignrace, and Wolborough, including the township of Newton Abbott, all in the county of Devon aforesaid.

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

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying said intended railway and works into effect, and to take powers for the purchase of land by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further intended by such Act or Acts to enable the company to be thereby incorporated to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connection therewith,

or in relation thereto, to the South Devon Railway Company, or to any other company who may be authorized to purchase or take on lease the said South Devon Railway, and to enable the said South Devon Railway Company, or any such other company as aforesaid, to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, or any part thereof, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said South Devon Railway Company, or any such other company as aforesaid, and the company to be incorporated as hereinbefore mentioned.

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

And notice is hereby further given, that maps or plans, and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the reputed owners, lessees and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Devon, at his office in Exeter, and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

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

Robert Tucker,
George Caunter, } Solicitors.

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

No. 20535.

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

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

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

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

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

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

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

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

Liverpool Improvement.

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

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

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

And it is also proposed by the Act or Acts so

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

Wm. Shuttleworth,
Town Clerk, Liverpool.

Epsom and Dorking Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to make and maintain a railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the intended Croydon and Epsom Railway, in the parish of Epsom, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Epsom, Ewell, Horton, Ashted otherwise Ashstead otherwise Ashted otherwise Ashsted, Chessington otherwise Chessington, Maldon otherwise Malden otherwise Maulden otherwise Mauldon, Oakshot otherwise Ockshot, Cobham, Leatherhead otherwise Leatherhead otherwise Letherhead otherwise Letherhead, Fetcham, Great Bookham, Little Bookham, Effingham, Stoke de Abernon otherwise Stoke D'Abernon otherwise Stoke de Albourne, Headley otherwise Hedley, Mickleham, Westhumble, The Holmwood, Betchworth otherwise Bechworth otherwise Beechworth, Dorking, or some of them, and terminating at or near the town of Dorking, in the parish of Dorking, all in the county of Surrey: And in such Bill or Bills, power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike-roads, aqueducts, canals, navigations and railways, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway.

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

and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans, and also for power to vary or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

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

And notice is hereby further given that duplicate plans and sections, describing the line and levels of the said intended railway and works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees and 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 Surrey, at Lambeth; and on or before the thirty-first day of December next a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this first day of November, 1845.

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

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

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

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

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

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

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

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

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

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

Dated this seventeenth day of October, 1845.

Hope and Oliphant,

W. S., Edinburgh,

Alex. Grahame,

Glasgow,

Arch. Grahame, Moncreiff, and Weems,

30, Great George Street, Westminster,

Parliamentary Agents.

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

hill Junior or the Younger, and Clementhorpe, all in the ainsty of York, the county of the city of York, or the West Riding of the county of York, and Holdgate (otherwise Hologate), Saint Mary Bishophill Senior or the Elder, Saint Mary Bishophill Junior or the Younger, Saint Martin-cum-Gregory (otherwise Saint Martin Micklegate with Saint Gregory), Saint John the Evangelist (otherwise Saint John's, Micklegate), All Saints North Street, Kuavesmire, and Holy Trinity, Micklegate, all in the city of York, or the county of the same city, and terminating in the said parish of Holy Trinity, Micklegate, aforesaid. And also power to construct a branch railway with all proper works, stations, and conveniences connected therewith, commencing by means of a junction with the said before-mentioned railway, in the township of Holbeck, in the parish of Leeds, in the said West Riding of the said county of York, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Holbeck and Leeds, in the West Riding of the said county of York, and terminating in the township and parish of Leeds aforesaid. And also power to construct a branch railway with all proper works, stations, and conveniences connected therewith, commencing by means of a junction with the said first-mentioned railway in the township of Thorpe-Arch aforesaid, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Thorpe-Arch, in the ainsty of York, the county of the city of York, or the West Riding of the county of York, and Wetherby and Spofforth, both in the said West Riding of the county of York, and terminating in the township of Wetherby aforesaid.

And in the said Bill or Bills powers will be applied for, to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railway, or either of them, or the works, stations, and conveniences connected therewith respectively. And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railway and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, and also for power to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway and branch railway, or either of them, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and branch railway, with books of reference to such plans, containing the names of the owners or reputed

owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November next, be deposited for public inspection at the respective offices of the Clerks of the Peace following, (that is to say,) at the office of the Clerk of the Peace for the West Riding of the county of York, at Wakefield, in the said West Riding; at the office of the Clerk of the Peace for the North Riding of the county of York, at North-allerton, in the said North Riding; at the office of the Clerk of the Peace for the city of York and the county of the same city, at York in the said city; at the office of the Clerk of the Peace for the borough of Leeds, at Leeds in the said borough; and at the office of the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the West Riding of the county of York, at Otley in the said West Riding. And that on or before the thirty-first day of December next a copy of so much of the said plans, sections, and books of reference as relates to the several parishes hereinbefore mentioned, from, in, through or into which the said railway and branch railway, or either of them, will pass or be situate, will be deposited with the Parish Clerk of each such parish.

Dated this eleventh day of October, 1845.

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

Edinburgh and Leith Water-Works.

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

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

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

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

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

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

And notice is hereby further given, that on or before the 30th day of November next, a plan or plans, and section or sections, and also Duplicates thereof, describing the lines or situations and levels of the said intended works, and the lands in or through which the same, and the communications thereto, are intended to be made, and also describing the springs, brooks, and streams intended to be taken, acquired, and diverted, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, springs, brooks, and streams respectively, will be deposited for public inspection in the offices of the principal sheriff-clerks of the county of Edinburgh and county of the city of Edinburgh respectively, in Edinburgh and Leith; in the office of the principal sheriff-clerk of the county of Linlithgow at Linlithgow: and that on or before the 31st day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said works are intended to be

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

Edinburgh, 15th October, 1845.

Greig and Morton, W. S., Edinburgh.
Spottiswoode and Robertson,
Great George Street, London.

Oldham Police.

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

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

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

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

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

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

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

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

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

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

Dated this sixth day of November, 1845.

Kay Clegg, Solicitor, Oldham.

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

Reading and Reigate Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to make and maintain a railway commencing, by a junction with the Great Western Railway, in the parish of Saint Lawrence Reading, in the county of Berks, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Saint Lawrence Reading, Saint Giles Reading, Saint Mary Reading, Reading, Sonning, Sonning town, Whitley, Earley otherwise Earleigh otherwise Erleigh, Woodley and Sandford, Loddon Bridge, Hurst, Whitley otherwise Whitley-in-Hurst, Winnersh otherwise Winnersh-in-Hurst, Sindlesham otherwise Sinsham, King-Street-Hurst, Newland otherwise Newland-in-Hurst, Hinton otherwise Broad-Hinton otherwise Hinton Pipard otherwise Hinton-in-Hurst, Wokingham otherwise Oakingham parish, Wokingham otherwise Oakingham town, Easthampstead, Sandhurst, and Finchamstead, or some of them, in the county of Berks: Yateley, Hawley, Blackwater, Cove, Farnborough otherwise Farnboro' and Aldershot, or some one of them, in the county of Southampton: and Firmley otherwise Frinkley, York Town, Pirbright, Ash otherwise

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

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

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

And in the said Bill or Bills powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike-roads, bridges, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railways.

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

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railways, and to grant certain exemptions from such tolls, rates, or duties; and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans; and also for power to vary or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and the works connected therewith respectively, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited for public inspection, at the respective offices of the clerks of the peace for the several counties following, that is to say, for the county of Berks at Abingdon; for the county of Southampton at Winchester; and for the county of Surrey at Lambeth; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the proposed railway and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this first day of November, 1845.

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

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Swansea Vale Railway.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

And notice is hereby further given, that maps or plans and sections of the said intended railway and branch railways and other works hereinbefore referred to, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners and lessees, and of the occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Brecon, at his office in Brecon, in the said county of Brecon, and with the clerk of the peace for the county of Glamorgan; at his office in Cardiff, in the said county of Glamorgan; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and branch railways and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

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

Dated this third day of November, 1845.

Thos. Attwood, Solicitor.

Exeter, Topsham, and Exmouth Railway.
NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the

construction and maintenance of a railway, with all proper works, approaches, bridges, and conveniences connected therewith, commencing by a junction with the line of the South Devon Railway, in the parish of Exminster, in the county of Devon, at or near Countess Wear Bridge, and terminating at or near Exmouth, in the parishes of Withecombe Rawleigh, and Littleham, or one of them, in the county of Devon aforesaid, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and in some or one of the parishes and townships herein-after mentioned, which said intended railway and the works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Exminster, the bed and shores of the River Exe, Lower Wear, Topsham, the bed and shores of the River Clist, Saint George's Clist, Ebford, Exton, Woodbury, Limpstone, Withecombe Rawleigh, Littleham, Exmouth, the bed and shores of the River Exe adjoining the said parishes of Woodbury, Lympstone, Withecombe Rawleigh, and Littleham, and the sea shore adjoining the said parish of Littleham, all in the said county of Devon.

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

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

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

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

And it is further intended by such Act or Acts to enable the company thereby to be incorporated to sell or let, and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the South Devon Railway Company, and to any company that may be authorized and empowered to purchase or rent the said

South Devon Railway, and to enable the said South Devon Railway Company, and also such other company as aforesaid, to purchase or rent the same, and to exercise such powers or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect, such arrangements in reference thereto, as may be mutually agreed on between the said South Devon Railway Company, or such other company as aforesaid and the company so intended to be incorporated as hereinbefore mentioned.

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

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the said intended station, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Devon, at his office, at the Castle of Exeter; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works, and station respectively, are intended to be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

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

R. T. Head,
Exeter.

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

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

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

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

And notice is hereby further given, that it is intended by the said Bill or Bills to incorporate a Company or Companies for the purpose of carrying into effect the proposed works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties, upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties, and other rights and privileges.

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

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

Dated this fourth day of November, 1845.

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

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

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

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

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

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

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

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

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

Dated this seventeenth day of October, 1845.

Hope and Oliphant, W. S. Edinburgh.

Alex. Grahame, Glasgow.

Arch. Grahame, Moncreiff and Weems,

30, Great George Street, Westminster,
Parliamentary Agents.

Barnet and North Metropolitan Junction Railway.

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

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

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

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

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

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

Dated the fourth day of November, 1845.

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

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

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

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

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

And it is further intended by the said Bill or Bills to enable the company or companies to be thereby incorporated, to sell or let the said in-

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

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

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

Finch and Dobinson,

57, Lincoln's-Inn Fields.

Yates and Turner,

Parliamentary Agents,

24, Great George Street, Westminster.

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

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

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

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

And notice is hereby further given, that plans and sections, and also duplicate plans and sections of the said intended railway or railways, and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office,

in Preston, on or before the thirtieth day of November instant. And on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said intended railway or railways, and works, or any of them, are intended to be made, will be deposited for public inspection with the parish clerk of each such parish, at the place of abode of each such parish clerk.

Dated this fourth day of November, 1845.

Sale, Worthington, and Shipman,
Solicitors, Manchester.

Midland Railway Extensions; Clay Cross to Newark.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the several railways or branch railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway or railways commencing at or near the Clay Cross station of the Midland Railway, in the parish of Northwingfield, in the county of Derby, and terminating in the parish of Rolleston, in the county of Nottingham, by a junction with the line of the Nottingham and Lincoln Railway, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, and which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Northwingfield, Anchor Bold, Tupton, Woodthorpe, Clay Lane, Pilsley Stretton, Morton, Tibshelf, Shirland, Blackwell, Hilcote, and South Normanton, in the county of Derby; and Sutton in Ashfield, Hucknall under Huthwaite otherwise Dirty Hucknall, Skegby, Mansfield, Sherwood Forest, Mansfield Woodhouse, Ravensdale, Lindhurst otherwise Lindhurst Farm, Rainworth, Rufford, Blidworth, Blidworth Grange, Haywood Oaks, Farnsfield, Upper Hexgrave, Lower Hexgrave, Hexgrave Park, Kirklington, Kirklington Moor, Edingley, Edingley Moor, Osmondthorpe, Halam, Gold Hill, Hockerton, Hockerwood, Normanton, Norwood Field, Southwell, Southwell High Town, Burgage, Easthorpe, Upton, Fiskerton, Morton, Rolleston, Averham, and Staythorpe, in the county of Nottingham.

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

to say, Sutton in Ashfield, Hucknall under Huthwaite otherwise Dirty Hucknall, Kirkby Hardwick and Kirkby in Ashfield, in the county of Nottingham.

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

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

And it is also intended by such Act or Acts, either to enable the Midland Railway Company to carry into effect the said intended railway or railways and branch railways respectively, or some of them, or some part or parts thereof, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And notice is hereby further given, that maps or plans and sections of the said intended railway or railways, branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited for public inspection, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Derby, at his office in Chesterfield, in the same county of Derby, and with the clerk of the peace for the county of Nottingham, at his office at Newark upon Trent, in the said last-mentioned county, and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway or railways, branch railways, and works, are intended to be made, will be deposited, or or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this fifth day of November, 1845.

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

Berridge and Macaulay,
Leicester.

Samuel Carter,
Birmingham.

Ambergate, Nottingham, and Boston and Eastern Junction Railway.

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

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

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

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

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

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

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

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

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

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

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

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

the clerk of the peace of the town and county of the town of Nottingham, at his office in Nottingham; with the clerk of the peace for the county of Leicester, at his office at Leicester, in the said county; with the clerk of the peace for the parts of Kesteven, in the said county of Lincoln, at his office at Sleaford, in the said county; with the clerk of the peace for the parts of Lindsey, in the said county of Lincoln, at his office at Spilsby, in the said county; and with the clerk of the peace for the parts of Holland, in the said county of Lincoln, at his office at Spalding, in the said county: And that on or before the thirty-first day of December next a copy of so much of the said plans, sections, and books of reference as relates to the several parishes, townships, and extra-parochial and other places hereinbefore mentioned, from, in, through, or into which the said railway or railways, and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such clerk.

Dated this fourth day of November, 1845.

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

Direct London and Manchester Railway.

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

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

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

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

And also to authorize the construction and maintenance of an extension of the said first-mentioned

railway, or some part or parts thereof, with proper works and conveniences connected therewith, commencing in the said parish of Saint Mary Islington, and terminating in the parishes of Saint Andrew Holborn, Saint Bride, and Saint Sepulchre, in the city of London and county of Middlesex, or one of them, and passing from, in, through, or into the following parishes, townships, and extra-parochial or other places, that is to say, Saint Mary Islington, Saint Pancras, Saint John Clerkenwell, Saint James Clerkenwell, the Liberty of Saffron Hill Hatton Garden and Ely Rents, Ely Place Liberty, Saint Andrew Holborn, Saint Sepulchre, Saint Martin Ludgate, and Saint Bride's Fleet Street, or some of them, all in the county of Middlesex and city of London, or one of them.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November instant, at the office of the clerk of the peace for the city of London, at the Sessions House, Old Bailey, in the said city of London; at the office of the clerk of the peace for the county of Middlesex, at Clerkenwell, in the said county of Middlesex; at the office of the clerk of the peace for the county of Hertford, at Saint Alban's, in the said county of Hertford; at the office of the clerk of the peace for the Liberty of Saint Alban, at Saint Alban's aforesaid; at the office of the clerk of the peace for the county of Bedford, at Bedford, in the said county of Bedford; at the office of the clerk of the peace for the county of Northampton, at Northampton, in the said county of Northampton; at the office of the clerk of the peace for the county of Leicester, at Leicester, in the said county of Leicester; at the office of the clerk of the peace for the county of Derby, at Chesterfield, in the said county of Derby; at the office of the clerk of the peace for the county of Stafford, at Stafford, in the said county of Stafford; at the office of the clerk of the peace for the county of Chester, at Chester, in the said county of Chester;

at the office of the clerk of the peace for the county of Lancaster, at Preston, in the said county of Lancaster; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes, in or through which the said intended railways and works, or any part thereof, are or is intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of the said respective parishes.

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

Solicitors, 8, New Palace Yard, Westminster.

7th November, 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway from Rugby to Leamington and Warwick as hereinafter described, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the line of the London and Birmingham Railway in the parish of Rugby, and terminating within or near the parish of Saint Mary Warwick, in the county of Warwick, which said intended railway and other works connected therewith are proposed to pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Rugby, Bilton, Newbold-upon-Avon, Long Lawford, Dunchurch, Causton, Thurlaston, Bourton otherwise Bourton on Dunsmore, Draycote, Frankton, Birdingbury otherwise Birbury, Marton, Eathorpe, Wappenbury, Honingham otherwise Hunningham, Long Itchington, Newfields, Snowford, Offchurch, Offchurch Bury, Radford, Radford Semele, Whitnash, Lillington, Leamington Priors, Saint Mary Leamington Priors, Milverton, Newbold Comyn, Newbold, Emscott otherwise Edmonscott, Myton, Warwick, Bridge End Ward Saint Nicholas, Smith Street Ward Saint Nicholas, Saint Nicholas Warwick, Saint Mary Warwick, all situate in the county of Warwick.

And it is also intended by such Act or Acts to take powers to deviate in the construction of the said railway and works connected therewith from the lines or situations thereof respectively, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shewn or defined on such plans, and to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other places or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works, or any of them.

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

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

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

And notice is hereby further given, that maps plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Warwick, at his office at Stratford-upon-Avon; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this second day of November, 1845.

*Harris and Son,
Rugby.
Samuel Carter,
Birmingham.* } Solicitors

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for 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 main line of railway, or some part or parts thereof, with all proper works, stations, and other conveniences connected therewith, and approaches thereto, commencing in the township of Oldbury, in the parish of Hales-Owen, in the county of Worcester, and in the parish of West Bromwich, in the county of Stafford, or one of them; passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Hales-Owen, Oldbury, Saint Nicholas Oldbury, Cakemore, Langley otherwise Langley Wallaxhall, The Hill, Dudley, Saint Thomas Dudley, Saint Edmund Dudley, Saint John Dudley, Saint James Dudley, Burnt Tree, The Trindle, Porter's Field, Dudley Castle and grounds, Dudley Priory and grounds, Dudley Priory, the Dock, and Clent, or some of them, in the county of Worcester; West Bromwich, Harborne, Smethwick, Tipton or Tibbington, Saint Paul Tipton, Saint Martin Tipton, Dudley Castle and grounds, Rowley Regis, Rowley Somery, Rowley Regis over side, Rowley Regis lower side, Kingswinford, Pensnett, Holly Hall, Old Park, Hunts Mill, Saint Mary Kingswinford, Shut End, Hockley, the Oak, Holbeach, the Oak Farm, Wall Heath, Sedgeley parish, Sedgeley township, Sedgeley, Lower Gornall, Saint James Lower Gornall, Upper Gornall, Woodsetton, Cotwall End, Gospel End, Himley, Wombourne parish, Wombourne township, Wombourne, Swindon, Orton, Woodford Grange, Highgate, Blackhill, Clam Park, Checkhill, Smestow, Trysull otherwise Trysull-cum-Seisdon parish, Trysull township, Trysull Seisdon, Bobbington, Kinver, Enville, Patshull, Pittingham, Claverley, Shipley, Rudge, Shipley and Rudge, or some of them, in the county of Stafford; Pittingham, Shipley, Rudge, Shipley and Rudge, Bobbington, Whittemore, Claverley, Ludstone, Worfield, Worfield north-east quarter, Worfield north-west quarter, Worfield south-east quarter, Worfield south-west quarter, Chesterton, Ackleton, Kingslow, Stanlow, Bradney, Burton, Cranmere, Ewdness, Hilton, Oldington, Rowley, Sonde, Badger, Stockton parish, Stockton township, Stockton, Bonninghall, Norton, Higford, Apley, Sutton Maddock parish, Sutton Maddock township, Sutton Maddock, Kemberton parish, Kemberton township, Kemberton, Brockton, Harrington, Swinney, Barrow parish, Barrow township, Barrow, Caughley, Linley, Rowton, Broseley, Burton, Marsh, Jackfield, Madeley, Coalport, Ironbridge, Saint Luke Ironbridge, Coalbrook, Coalbrookdale, Benthall, Buildwas, Buildwas Abbey and lands, Burnt Houses, Much Wenlock parish, Much Wenlock township, Much Wenlock, Wyke and Bradley, Shingleton, Leighton parish, Leighton township, Leighton, Garmston, Belwardine, Cound, Cresage, Upper Cound, Lower Cound, Harnage, Golding, Eaton Constantine, Wroxeter parish, Wroxeter township, Wroxeter, Eyton and Dryton, Norton, Rushton, Donnington, Berrington parish, Berrington township, Berrington, Brompton, Eaton Mascott, Cantlop, Cross Houses, Betton,

No. 20535.

K.

Great Betton, Abbots Betton, Betton Abbots, Saint Chad Shrewsbury, Little Betton, Betton Strange, Betton and Alkmere, Atcham otherwise Attingham parish, Atcham otherwise Attingham township, Atcham, Einstre, Chilton, Crouk Hill, Berwick otherwise Berwick Maviston, Uckington, Longner, Sutton, Sutton Mill, Sutton Lower Mill, Meole Brace otherwise Brace Meole parish, Meole Brace otherwise Brace Meole township, Meole Brace, Pulley, Nobold, Newton and Edgbold, Saint Julian Shrewsbury, Coleham, Trinity Coleham, Stone Ward within otherwise Stone Ward within the walls, Stone Ward without otherwise Stone Ward without the walls, Castle Ward without otherwise Castle Ward without the walls, Holy Cross and Saint Giles parish, Holy Cross and Saint Giles township, Abbey Foregate, Abbey Foregate East End, Abbey Foregate West End, and the bed and shore of the river Severn, or some of them, in the county of Salop, and terminating in the said parish of Holy Cross and Saint Giles, in the borough of Shrewsbury and county of Salop aforesaid.

And also power to construct the several branch railways, with all proper works, stations, and other conveniences connected therewith, hereinafter mentioned, or some of them; or some part or parts thereof respectively; that is to say, a branch railway diverging from the said main line of railway in the township of Oldbury aforesaid, in the said parish of Halesowen, in the county of Worcester, and passing from thence, in, through, or into the several parishes, townships, and extra-parochial or other places following, namely, Halesowen, Oldbury, Saint Nicholas Oldbury, Cakemore, and Langley otherwise Langley, Walloxhall, or some or one of them, in the county of Worcester; and terminating in the township of Oldbury aforesaid, in the said parish of Halesowen, in the county of Worcester; also a branch railway diverging from the said main line of railway, in the said parish of Saint Julian Shrewsbury, in the borough of Shrewsbury, and county of Salop, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following; namely, Sutton, Sutton Mill, Sutton Lower Mill, Meole Brace otherwise Brace Meole parish, Meole Brace otherwise Brace Meole township, Meole Brace, Pulley, Nobold, Newton and Edgbold, Saint Julian Shrewsbury, Coleham, Trinity Coleham, Stone Ward within otherwise Stone Ward within the walls, Stone Ward without otherwise Stone Ward without the walls, Saint Mary Shrewsbury, Castle Ward within otherwise Castle Ward within the walls, Castle Foregate, Shrewsbury Castle, Saint Michael within the Castle of Shrewsbury, the Royal Free Chapel of Saint Michael, Coten, Cotton Hill, Castle Ward without otherwise Castle Ward without the walls, Saint Alkinond, Holy Cross and Saint Giles parish, Holy Cross and Saint Giles township, Abbey Foregate, Abbey Foregate East End, Abbey Foregate West End, and the bed and shore of the river Severn, or some of them, in the said county of Salop; and terminating in the said parish of Saint Mary, in the borough of Shrewsbury and county of Salop aforesaid.

Also a branch railway diverging from the said main line of railway in the said parish of Stockton, in the county of Salop, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places following; that is to say, Stockton parish, Stockton township, Stockton, Bonninghall, Norton, Apley, Higford, Sutton Maddock parish, Sutton Maddock township, Sutton Maddock, Brockton, Harrington, Kemberton, and Madeley, in the county of Salop, or some of them, and terminating in the said parish of Madeley, in the county of Salop.

Also another branch railway diverging from the said main line of railway in the parish of Trysull or Trysull-cum-Seisdon, in the county of Stafford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, Trysull otherwise Trysull-cum-Seisdon parish, Trysull township, Trysull, Seisdon, Patshull, Pattingham, Claverley, Rudge, Shipley, Shipley and Rudge, Penn, Upper Penn, Lower Penn, Sedgley parish, Sedgley township, Sedgley, Gospel End, Tettenhall, Tettenhall Regis, Tettenhall Clericom, Compton, Wightwick, Pirton and Trescott, Pirton, Bovenhill, Bushbury otherwise Byshbury, Autherley otherwise Aldersley, Wolverhampton parish, Wolverhampton township, Wolverhampton, Saint Peter, Wolverhampton, Saint John Wolverhampton, Saint George Wolverhampton, Saint Mary Wolverhampton, Saint James Wolverhampton, Saint Paul Wolverhampton, or some of them, in the county of Stafford, and Pattingham, Rudge, Shipley, Shipley and Rudge, Claverley, or some of them, in the county of Salop; and terminating in the township and parish of Wolverhampton, in the county of Stafford.

Also another branch railway diverging from the said main line of railway in the parish of Dudley aforesaid, in the said county of Worcester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, Dudley, Saint John Dudley, Saint Edmund Dudley, Saint James Dudley, Dudley Castle and grounds, or some or one of them, in the county of Worcester; Tipton otherwise Tibbington, Saint Paul Tipton, Saint Martin Tipton, and Dudley Castle and grounds, or some of them, in the county of Stafford; and terminating by a junction with the intended Oxford, Worcester, and Wolverhampton Railway, in the same parish of Dudley and county of Worcester.

And also power to construct another main line of railway or some part or parts thereof, with all proper works, stations, and other conveniences connected therewith, commencing in the said township and parish of Wolverhampton, in the county of Stafford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wolverhampton parish, Wolverhampton township, Wolverhampton, Saint Peter Wolverhampton, Saint John Wolverhampton, Saint George Wolverhampton, Saint Mary Wolverhampton, Saint James Wolverhampton, Saint Paul Wolverhampton, Bilston, Saint Leonard Bilston, Saint Mary Bilston, Stow Heath, Wednesfield, Parkfields, Millfields, Cullwell, Penn,

Upper Penn, Lower Penn, Sedgley parish, Sedgley, Cotwall End, Upper Gornall, Saint James Lower Gornall, Lower Gornall, Sedgley township, Gospel End, the Straits, Brierley, Coseley, Etingshall, The Holy Trinity Etingshall, Himley, Holbeach, Kingswinford, Saint Mary Kingswinford, The Oak, The Oak Farm, Wall Heath, Pensnett, Common Side, Shut End, Brierley Hill, Brockmoor, Saint John Brockmoor, Wordsley, The Holy Trinity Wordsley, Quarry Bank, Old Swinford, Old Swinford parish, Old Swinford township, Christchurch Quarry Bank, Amblecote, The Holy Trinity Amblecote, Audnam, Brettell Lane, Coalbournbrook, Holloway End, Upper Swinford, Lower Swinford, Wollaston, Stourbridge, and Saint Thomas Stourbridge, or some of them, in the county of Stafford; (Oldswinford; Amblecote, The Holy Trinity Amblecote, Coalbournbrook, Holloway End, Stourbridge, Saint Thomas Stourbridge, Wollaston, or some of them, in the county of Worcester; and terminating in the township of Stourbridge, in that part of the parish of Oldswinford, which is in the county of Worcester.

Also a branch railway diverging from the said last-mentioned main line of railway, in the said hamlet of Amblecote, in that part of the parish of Oldswinford which lies in the county of Stafford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Oldswinford, Amblecote, The Holy Trinity Amblecote, and Wollaston, or some or one of them in the county of Stafford, and terminating by a junction with the intended Oxford, Worcester, and Wolverhampton Railway, in the said hamlet of Amblecote, in that part of the parish of Oldswinford which lies in the said county of Stafford.

And in the said Bill or Bills powers will be applied for to deviate from the lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike roads and other highways, towing paths, 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 railways and branch railways, or any of them, or the works, stations, and conveniences connected therewith respectively; and also to authorize junctions with the said intended Oxford, Worcester, and Wolverhampton Railway, 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 railways and branch railways, 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 railways and branch railways, 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 and levels of the said intended railways and branch railways, and the lands to be taken for the pur-

poses 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 respective offices of the Clerks of the Peace following; that is to say, at the office of the Clerk of the Peace for the county of Worcester, at Worcester; at the office of the Clerk of the Peace for the county of Stafford, at Stafford; and at the office of the Clerk of the Peace for the county of Salop, at Shrewsbury; 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 railways and branch railways, or any of them, will pass or be situate, will be deposited with the Parish Clerk of each such parish.

Dated this fourth day of November, 1845.

Bourne & Wainwright, Dudley.
W. B. Collis, Stourbridge.
W. R. Anstice, Ironbridge.

Gloucester and Dean Forest Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills for making and maintaining the railways and branch railway hereinafter mentioned and described, or some of them, with all suitable and proper bridges, stations, erections, docks, wharfs, warehouses, landing-places, approaches, and conveniences attached thereto, or connected therewith, respectively, that is to say, a railway commencing in the hamlet of Wotton 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 there, and to terminate by a junction with the line of the Monmouth and Hereford Railway, as now authorised to be made, according to the plan thereof deposited with the clerk of the peace for the county of Gloucester, in the parishes of Westbury-upon-Severn and Blaisdon, in the said county of Gloucester, or one of them, and near to the boundary between such two parishes as defined on the said plan; and a branch railway leading from and out of the first-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 lying near to the Gloucester and Berkeley Canal; also another railway in extension of the said first-mentioned railway, commencing at a point on the same railway at or near the Grange otherwise Grange Court, in the parish of Westbury-upon-

Severn, in the said county of Gloucester, and passing thence to or near the line of the Forest of Dean Railway at Bullo Pill, in the parish of Newnham, in the said county of Gloucester, and terminating in the parish of Awre, in the said county of Gloucester, at or near a place called Hagloe Farm; and another railway, commencing at a point on the said first-mentioned railway, at or near the Grange or Grange Court aforesaid, and terminating at or near Bilsom, in the township of East Dean, in the Forest of Dean, by a junction with the Forest of Dean Railway, or by an independent terminus there; which said railways and branch railway will pass and be made from, in, through, or into the several parishes, townships, extra-parochial and other places next hereinafter mentioned, or some of them, that is to say, Saint Catherine, Saint Oswald, Saint John the Baptist, Saint Aldate, Saint Mary de Lode, Saint Mary de Crypt, Saint Michael, the South Hamlet, Barton Saint Michael, Barton Saint Mary, Wotton Saint Mary, Vill of Wotton, Wotton Saint Catherine, Longford Saint Mary, Longford Saint Catherine, the North Hamlet, the Town Ham, the Precincts of the Mace, Poole Meadow, Saint Nicholas, Saint Owens, and Littleworth, all in the city of Gloucester and county of the same city; the South Hamlet, the North Hamlet, the Town Ham, Poole Meadow, Saint Mary de Lode, Saint Catherine, Saint Oswald, Saint Nicholas, Saint Michael, Barton Saint Mary, Barton Saint Michael, Vill of Wotton, Wotton Saint Mary, Wotton Saint Catherine, Longford Saint Mary, Longford Saint Catherine, Kingsholm Saint Mary, Kingsholm Saint Catherine, Barnwood, Hempstead, Tuffley, Upton Saint Leonards, Maisemore, Over, Highnam and Linton, Churcham, Lassington, Rudford, Tibberton, Taynton, Bulley, Huntley, Minsterworth, Blaisdon, Longhope, Westbury-upon-Severn, Adsett, Elton, Rodley, Broadoak, Flaxley, Abinghall, Cleeve, Northwood, Stantway, Bollow otherwise Bolloe, Chaxhill, Lower Ley otherwise Leigh, Upper Ley otherwise Leigh, Northcot, Newnham, Ruddle, Haydon Green, Awre, Blakeney, Bledisloe, Etloe Duchy, Nibley, Netherall, Hagloe, Gibbs Hall, Mitcheldean, Newland, The Lea Bailey, The Lea Hamlet, East Dean and West Dean, and parts of the extra-parochial lands of Her Majesty's Forest of Dean, all in the county of Gloucester.

And it is intended in and by the said Bill or Bills to apply for powers to enable the company or companies to be thereby incorporated, 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 the said close of ground called Sizes, and part of a close or piece of ground called 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 Stroud Water Canal; and it is intended to apply for powers to make lateral deviations from the line of the said railways and branches, docks, basins, 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, paths, passages, sewers, waters, and watercourses, streams, canals, navigations, aqueducts, rivers, railways, and tramroads within the said parishes, townships, 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, branch railway, docks, and wharfs.

And it is further intended by such Bill or Bills to enable the company or companies thereby to be incorporated to sell, or let, and transfer the 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 or companies 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 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 them and the said company or companies intended to be incorporated as aforesaid.

And it is intended by the said Bill or Bills to extend the powers and provisions, or some of them, contained in the several Acts of Parliament passed for making and maintaining the said Gloucester and Berkeley Canal, to the docks, basins, and works connected therewith proposed to be made as aforesaid.

And it is further intended, for the purposes aforesaid; to alter, amend, and enlarge, so far as may be necessary, the provisions of the following Acts (local and personal) passed in the several sessions of Parliament after-mentioned, relating to the said Gloucester and Berkeley Canal, namely, an Act passed in the thirty-third year of the reign of King George the Third, an Act passed in the thirty-seventh year of the same reign, an Act passed in the forty-fifth year of the same reign, an Act passed in the fifty-eighth year of the same year, an Act passed in the third year of the reign of King George the Fourth, an Act passed in the sixth year of the same reign, an Act passed in the second and third years of King William the Fourth, and an Act passed in the fourth year of the same reign.

And it is further intended by such Bill or Bills, to incorporate a company or companies for the purpose of carrying into effect the said intended railways and branch railway, docks, basins, and other works hereinbefore referred to; and to take powers for purchase of land and houses, and all rights and interests therein, by compulsion or agreement, for the purposes thereof; and for levying tolls, rates, and duties in respect of the use of the said works, and to confer, vary, or extinguish exemptions from such tolls, rates, and duties, and other rights and privileges.

And it is further intended by such Bill or Bills, to enable the company or companies thereby to be

incorporated, to grant leases of, sell, or let and transfer all or any part of the railways, branch railway, docks, basins, and works hereinbefore mentioned, of which such company may become possessed, or which they may be authorised to make or maintain under the provisions of such Bill or Bills, and to delegate all or any powers of such company or companies to the Great Western Railway Company, to the South Wales Railway Company, and to the Gloucester and Berkeley Canal Company, or any or either of them, and to enable such companies to take leases of, purchase, or rent, or construct the said 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 works, and generally to enter into and carry into effect such arrangements in reference thereto as may be or have been mutually agreed on between them and the said company or companies intended to be incorporated as aforesaid; and to take tolls and duties in respect of the said railways and works.

And it is further proposed by the said Bill or Bills, to authorize the union and amalgamation of the company or companies to be thereby incorporated, with any such other companies as hereinbefore particularly named, or with the subscribers to any other undertaking, on such terms as may be agreed upon; and to authorize the company to be formed by such union or amalgamation to use and work the said intended railways and works, and to take tolls in respect thereof.

And it is intended, for all or any of the purposes aforesaid, to alter, amend, and enlarge the several Acts of Parliament (local and personal) relating to the said Great Western Railway Company, passed in the following sessions of Parliament, namely, an Act passed in the fifth year of the reign of King William the Fourth, an Act passed in the sixth year of the same reign, an Act passed in the first year of the reign of Her present Majesty Queen Victoria, another Act passed in the same year, an Act passed in the second year of the same reign, and an Act passed in the seventh and eighth years of the same reign; also the Acts (local and personal), relating to the Cheltenham and Great Western Union Railway Company, passed in the following sessions of Parliament, namely, an Act passed in the sixth and seventh years of the reign of King William the Fourth, an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria, and another Act passed in the fifth year of the same reign; and also the Monmouth and Hereford Railway Act, 1845; and the South Wales Railway Act, 1845.

And notice is hereby further given, that duplicate maps or plans and sections of the said intended railways and branch railway, docks, basins, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Gloucester, at his office in Gloucester, and with the clerk of the peace for the city of Gloucester and county of the same city, 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 intended railways, branch railway, docks, basins, 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 fourth day of November, 1845.

Whitcombe, Helps, and Wemyss,
Solicitors, Gloucester.

Fleetwood, Preston, and West Riding Junction Railway, with a Branch to Burnley.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to make and maintain a railway, with all proper works, stations, communications, approaches, and conveniences connected therewith, to commence at or near the terminus of the Preston and Wyre Railway at Maudland Bank, in the town and borough of Preston, in the township and parish of Preston, in the county palatine of Lancaster, and to terminate by a junction with the Leeds and Bradford Extension Railway, in the township of Elslack in the parish of Broughton in the West Riding of the county of York.

And also to make and maintain another railway or branch railway, with all proper works and conveniences connected therewith, and approaches thereunto, to commence by a junction with the said first proposed railway at or near to Little Mitton, in the parish of Whalley, in the said county palatine, and to terminate at or near the terminus of the Burnley branch of the Manchester and Leeds Railway, in the township of Habergham Eaves, at or near the town of Burnley, in the same parish and county.

And that the said first proposed railway is intended to be made, and to pass from, in, through, or into the several parishes, townships, chapelries, hamlets, extra-parochial and other places of Preston, Ribblesdale, Lancaster, Fulwood, Grimsargh-with-Brockholes, Elston, Alston with Hothersall, Alston, Hothersall, Ribchester, Stidd, Dutton, Dilworth, Mitton, Aighton Bailey and Chaigley, Blackburn, Dinkley, Salesbury, Billington, Whalley, Little Mitton Henthorn and Colcoats or Coldcoats, Pendleton, Clitheroe, Standen, Chatburn and Downham, all in the said county palatine of Lancaster, and Gisburn, Rimington or Rimmington, Sawley cum Tossy, Bracewell, Barnoldswick, Brogden, Coates, Martonsboth, East Marton, West Marton, Thornton, Broughton and Elslack, in the said West Riding of the county of York, some or one of them.

And that the said secondly proposed railway or branch railway is intended to be made and to pass from, in, through, or into the several parishes, townships, chapelries, hamlets, extra-parochial and other places of Little Mitton Henthorn and Colcoats or Coldcoats, Whalley, Read, Simonstone, Padiham, Hapton, Ighten Hill Park, Blackburn Billington, Burnley and Habergham Eaves, all in the said county palatine of Lancaster, some or one of them.

And it is also intended to make and maintain a branch railway, commencing at the said secondly proposed or branch railway in the township of Hapton, near to the lower houses in the township of Habergham Eaves, and terminating at or near to a certain colliery, the property of James Phillips Kay Shuttleworth, Esq., in the township of Padiham.

And notice is also hereby given, that it is intended to apply for powers to make lateral deviations from the lines 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 all such turnpike roads, parish roads, and other highways, streams, sewers, water-courses, canals, navigations, railways, and tram-roads, within the said parishes, townships, chapelries, hamlets, 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 it is intended by the said Bill or Bills to incorporate a company for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments, to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, 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 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 notice is hereby further given, that it is intended to take powers by the said Bill or Bills to enable the Company to be thereby incorporated to enter into any arrangement or agreement with the Preston and Longridge Railway Company for the use of such line of railway, or a portion thereof, for the conveyance of goods and passengers, and to adapt the same, or such same portion thereof, for such purposes, by the extension or widening of the same, or by the construction and laying down of such enlarged or additional works, rails, bridges, viaducts, apparatus, and conveniences as may be necessary for the purposes aforesaid, and for settling the tolls and duties to be payable in respect of the same; and also to enter into any arrangement or agreement with a Company registered by the name of the Blackburn, Clitheroe, and North-Western Junction Railway Company, for the construction, at the mutual or joint expense of such company, and of the company to be thereby incorporated, of all such part or parts of the said line of railway, stations, works, and apparatus so to be made as aforesaid, which shall or may be used in common by the said Blackburn, Clitheroe, and North-Western Junction Railway, and the company by the said Bill so to be incorporated as aforesaid, and for the apportioning the tolls thereon, and for the use of the same, by the said companies respectively.

And it is intended also, by the said Bill or Bills to carry into effect and confirm any agreements or arrangements made or hereafter to be made for

amalgamating the said railway or railways and works with a certain intended railway, registered and described as the Liverpool, Southport, and Preston, or West Lancashire Railway, and also with another intended Railway, registered and described as the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and also with another intended railway, and registered and described as the Lancashire and Yorkshire North-Eastern Railway Company, or one of them, in case such last-mentioned railways respectively shall be authorized by Parliament, so that the said railways and works, with the Liverpool, Southport, and Preston, or West Lancashire Railway, and the Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway, and the Lancashire and Yorkshire North Eastern Railway Company and works, or either of them, may be and become one united property, to be vested in and managed by one company or otherwise as the respective companies may see fit.

And it is further intended by the said Bill or Bills to enable the company to be incorporated as aforesaid to sell or lease the said lines of railway or any of them, or such amalgamated railway or any part thereof respectively to the Preston and Wyre Harbour Dock and Railway Company or any other company, and to enable the company to which the same shall be so sold or leased to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connexion therewith, and to enter into such arrangements as to the said companies, or any of them respectively, may seem expedient.

And notice is hereby given, that, on or before the thirtieth day of November next, duplicate plans and sections of the said proposed railways and works, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands from, in, through, or into which the same railways are respectively intended to be made, will be deposited for public inspection with the clerk of the peace of the county of Lancaster, at his office at Preston, and with the clerk of the peace of the West Riding of the county of York, at his office at Wakefield, 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 railways and works are intended to be made, together with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode.

Dated the thirtieth day of October, 1845.

Joseph Bray, Preston,
John Webster, Manchester, } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for one or more Bill or Bills, to alter, amend, and enlarge the powers and provisions of 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;" and of an Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to Alter the Line of the London and Southampton Railway, and to Amend the Act relating thereto;" and of an Act passed in the second year of the reign of Her present Majesty Queen Victoria, intituled "An Act to Amend the Acts relating to the London and Southampton Railway Company, hereafter to be called the London and South Western Railway Company, and to make a Branch Railway to the Port of Portsmouth;" and of an Act passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to Amend the Acts relating to the London and South Western Railway Company;" and of an Act passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to Amend the Acts relating to the London and South Western Railway Company, and to authorise an Agreement between the said Company and certain inhabitants of Wandsworth and Battersea, respecting an alleged loss in their supply of water;" and of an Act passed in the eighth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to make a Branch Railway from the London and South Western Railway to Salisbury;" and of an Act passed in the same eighth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to Amend the Acts relating to the London and South Western Railway, and to authorise an Extension of the said Railway, and other Works, at or near the Nine Elms Station;" and of an Act passed in the ninth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to Amend the Acts relating to the London and South Western Railway, and to authorise Extensions thereof from the Nine Elms Terminus to a point near 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 of an Act passed in the same ninth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to Amend the Acts relating to the London and South Western Railway, and to authorise the London and South Western Railway Company to buy, and the Guildford Junction Railway Company to sell, the Guildford Junction Railway."

And notice is hereby further given, that in the said Bill or Bills, or in some other Bill or Bills, powers will be applied for to enable the said London and South Western Railway Company to make and maintain a railway, with all proper and necessary roads, approaches, stations, works, and conveniences connected therewith, commencing at or near, and proceeding from a point on the northern side of a piece of vacant ground situated in York Street, York Road, in the said parish of Saint Mary, Lambeth, abutting on the church newly erected in York Street aforesaid, which said intended point of commencement will be the point of junction of the said intended new railway with the line of the extension of the said London and South Western Railway from Nine Elms aforesaid, to the said neighbourhood of Hungerford and Waterloo Bridges, authorised to be

made in the last session of Parliament, and terminating near to the foot of London Bridge in the borough of Southwark, and county of Surrey, either at the river Thames at, or near to a spot, known by the name of Montagu Close, or at or near to, Three Crown Square, both in the parish of Saint Saviour and borough of Southwark, and which said intended new railway, with the roads, approaches, stations, works, and conveniences connected therewith, are respectively intended to be made in and to pass from, through, or into, the several boroughs of Lambeth and Southwark, the liberty of the Clink and the several parishes, townships, and extra-parochial and other places of Saint Mary, Lambeth, Christchurch, Saint Saviour, and Saint George the Martyr, some or one of them, all in the county of Surrey.

And notice is hereby further given, that a plan and section of the said proposed railway, and other works, and also a duplicate of such plan and section, with a book of reference thereto, will be deposited for public inspection on or before the thirtieth day of November instant, with the clerk of the peace for the said county of Surrey, at his office, in North Street, Lambeth, in the same county; and a copy of so much of such plan and section as relates to each parish in or through which the said proposed railway and other works are respectively intended to be made, together with a book of reference thereto, will be deposited on or before the thirty-first day of December next, with the parish clerk of each such parish, at his respective place of abode.

And notice is hereby further given, that powers are intended to be taken in and by the said Act or Acts to deviate in the construction of the said proposed railway, and other works, to such extent as will be defined on the said plan, and to alter and divert such highways, roads, streets, courts, passages, paths, lanes, alleys, canals, navigations, drains, sewers, and watercourses, within the several boroughs, liberties, parishes, townships, and extra-parochial and other places aforesaid, as it may be necessary to alter or divert, for the purposes of the said proposed railway and works; and also powers for the compulsory purchase of lands and houses, and for varying or extinguishing all rights and privileges in any manner connected with such lands and houses, and for the levying of tolls, rates, and duties, upon or in respect of the said proposed railway and other works.

And notice is hereby further given, that in the said Bill or Bills, powers will be applied for, for enabling the London and South Western Railway Company to grant leases for lives or years, or in perpetuity of any of the lands and houses which shall be acquired by the London and South Western Railway Company by virtue or in pursuance of the powers of the said intended Bill or Bills, and which shall not be necessary for the construction and maintenance of the said intended works; and also powers to lease or to agree to lease the line of the said intended new railway, or any part or parts thereof, to any person or persons, bodies or companies, subject to such terms and conditions as may be or may have been agreed on between the London and South Western Railway Company and such other person or persons, bodies, or companies, and

to enter into and give effect to all such covenants and agreements as may be necessary or expedient with reference to the purposes aforesaid; and also to enable the said other person or persons, bodies and companies, to concur in such leasing and hiring, and to enter into and give effect to all such agreements, covenants, and operations as aforesaid.

Dated this third day of November, 1845.

Bircham and Dalrymple,
15, Bedford Row, London,
Solicitors for the proposed Undertaking.

Enfield Chase Road.

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, extend, and enlarge the powers and provisions of an Act passed in the first year of the reign of his late Majesty King William the Fourth, intituled "An Act for maintaining the road from Enfield Chase, in the county of Middlesex, to Lemsford Mill, in the county of Hertford." And it is also intended by the said Bill or Bills, or in some other Bill to be introduced into Parliament, in the said next ensuing session, to obtain powers to make and maintain a new line of turnpike road, to commence at or near the sixteenth mile stone on the road maintained under the powers of the said recited Act, as the distance is marked thereon, from London, to or near to the northern end of the town of Hatfield, in the said county of Hertford, which new road is intended to be made and maintained from, in, through, or into the parishes of North Mimms and Hatfield, otherwise Bishops Hatfield, or one of them, in the said county of Hertford.

And it is intended by the said Bill or Bills to obtain powers for the compulsory purchase of lands and houses for the purposes of such new road, or to obtain such powers in and by such other Bill to be introduced as is before mentioned. And it is proposed to take powers by the said intended Bill or Bills, or in such other Bill, so soon as the said new turnpike road shall be completed and opened to the public, to stop up, and do away, in whole or in part, with that portion of the existing turnpike road maintained under the powers of the said recited Act, and situated within the said parishes of North Mimms and Hatfield otherwise Bishops Hatfield, or one of them, which lies between the said sixteenth mile stone and the said town of Hatfield, for which the said intended new turnpike road is intended to be substituted; and it is further intended by the said Bill or Bills, or in such other Bill, to take powers to alter the toll, rates, and duties authorized to be taken by the said recited Act, and to levy other tolls, rates, and duties on the roads now maintained under the powers of the said Act, and also to levy tolls on, or in respect of such new turnpike road, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and, so far as may be necessary for any of the purposes aforesaid, to introduce clauses into any such other Bill

to alter, amend, extend, and enlarge the powers and provisions of the said recited Act. 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, describing the line, levels, and situation of the said intended new line of turnpike road, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses intended to be taken for the purpose of such new line of road, will be deposited for public inspection with the clerk of the peace for the said county of Hertford, at his office at Saint Albans, in the said county of Hertford; 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 book of reference, as relates to each of the parishes from, in, through, or into which such intended new line of turnpike road is intended to be made and maintained, will be deposited also for public inspection with the parish clerk of each such parish, at the respective residences of such parish clerks.

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

By order of the Trustees,

Longmore and Swoorder,
Solicitors, Hertford.

North Staffordshire Railway, Liverpool
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 and maintenance of the railway 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 Kidsgrove Church, in the parishes of Wolstanton and Audley, or one of them, in the county of Stafford, and terminating either by a junction with the line of the Grand Junction Railway at or near Preston Brook, in the parish of Runcorn, and county of Chester, or by a junction with the line of the Liverpool and Manchester Railway, at or near Broad Green, in the township of West Derby, in the parish of Walton otherwise Walton-on-the-Hill, in the county of Lancaster, or by a junction with the lines of the intended Liverpool and Bury and West Lancashire Railways, or one of them, at or near Rake Lane, in the township of Kirkdale, in the parish of Walton otherwise Walton-on-the-Hill, or at or near the Exchange, in the borough and parish of Liverpool, in the said county of Lancaster, which said first-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, Wolstanton, Brieryhurst

otherwise Brerhurst, Oldcott otherwise Oldcote, Ranscliffe otherwise Ravenscliffe, Kidsgrove, 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, Betchton, Hassal, Wheelock, Bradwall otherwise Bradwell, Thurlwood, Chelshill, Roughwood, Hassall Green, Malkins Bank, Warmingham, Elton, Moston, Tetton, Middlewich, Sutton, Newton, Kinderton otherwise Kinderton with Hulme, Sproston, Occestone otherwise Occeleston, Croxton, Byley cum Yatehouse otherwise Byley cum Yatchouse, Ravenscroft, Cleford Bridge, Knights Hulme, Curtis Hulme, Davenham, Stanthorn otherwise Stanthorne, Wharton, Bostock, Whatcroft, Moulton, Shipbrook, Rudheath, Shurlach otherwise Upper Shurlach otherwise Higher Shurlach, Lower Shurlach, Leitwich, Eaton, Peck Mill, Billinge Green, Mare Heath, Great Budworth, Northwich, Hartford, Castle Northwich, Winnington, Witton otherwise Witton cum Twambrooke otherwise Witton cum Twambrookes, Birches, Lach Dennis, Lostock Gralam, Rudheath, Little Leigh, Auderton, Barnton, 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, Kirkdale, 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 Bradwall, all in the county of Chester, for the purpose of connecting the line of the said first-mentioned intended 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 Moor, Acton Grange, and Preston Brook, all in the county of Chester, for the purpose of connecting the said first-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, Prescot, Widness with Appleton, Cuerdley, Ditton, Penketh, and Farnworth, all in the county of Lancaster, for the purpose of connecting the said first-mentioned intended main line of railway with the line of the Saint Helen's 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 first-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 first-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 first-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 first-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 and county of Lancaster, to communicate with the docks or intended docks of the Liverpool Dock Trustees.

And it is also intended by the said Act or Acts to authorize the construction and maintenance of a ship canal, with all proper works and conveniences connected therewith, commencing at or near Cuerdley Marsh, in the said parish of Prescot, in the county of Lancaster, and terminating at or near Fiddler's Ferry, in the said parish of Prescot and county of Lancaster; and of a basin in connexion with the said canal, in the said parish of Prescot; 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, Prescot, Great Sankey, Cuerdley, Ditton, Penketh, Wid-

ness 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 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 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 Stafford, at his office in Stafford; 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 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, Lerk, Endon, Endon Longsdon and Stanley, Ladderedge, Cheddleton, Rownall, Shafterlong, Consall otherwise Cunsall, Basford, Ipstones, Belmont, Frogball, Mosslee, Hollins, Kingsley, Whiston-Eaves, Whiston, Hazles, Hazles'-Cross, Kingsley-Holt, Bank Top, Foxt, Morridge with Foxt, Checkley, Lees, Booth, Ipstones Booths, Eaves-Ford, Oakamoor, Cheadle, Cheadle Grange otherwise Hounds Cheadle, Above Park, Huntley, Alton otherwise Alveton, Farley, Cotton, Widness, Rakes Dale, Hansley, Threapwood, Crumpwood, Holbrook, Ellastone otherwise Eliaston, 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, Crakemarshe Creighton and Stramshall, Crakemarshe, 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.

Slater and Heelis,

Manchester.

Burchell, Kilgour, and Parson,

47, Parliament Street.

North Staffordshire Railway; Main Line through the Pottery District.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railways, 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 Paul's Macclesfield, Saint Paul's Macclesfield, Hurdsfield, Sutton otherwise Higher Sutton, Wincle otherwise Winkle, Bosley otherwise Boseley otherwise Bosley and Lea otherwise Lea Bosley, North Rode, Newton, Butley cum Newton, Butley, Mottram Andrew otherwise Mottram Saint Andrew, Gawsworth, High Lane, Astbury, Buglawton otherwise Lawton, Congleton, Smallwood, Dane en Shaw, Newbold-Astbury, Newport, Moreton, Moreton 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, Tunstall Court, Burslem, 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, in the 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 Coppenhall, in the parish of Church Coppenhall, 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, Barthomley, Alsager, Haslington, Crewe, Wybunbury, Weston, Basford, Gresty otherwise Shavington cum Gresty, Wistaston, Coppenhall, Church Coppenhall, and Monks Coppenhall, 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 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 railway and branch railways, 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 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 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 railway, branch railways, and works respectively, 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, and with the clerk of the peace for the county of Stafford, at his office in Stafford; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and branch railways, 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, Froghall, Mosslee, Hollins, Kingsley, Whiston - Eaves, Whiston, Hazles, Hazles Cross, Kingsley Holt, Bank Top, Foxt, Morridge with Foxt, Checkley, Lees, Booth, Ipstones Booths, Eaves-Ford, Oakamoor, Cheadle, Cheadle Grange otherwise Hounds Cheadle, Above Park, Huntley, Alton otherwise Alveton, Farley, Cotton, Widness, Rakes Dale, Hansley, Threapwood, Crumpwood, Holbrook, Ellastone otherwise Ellaston, Prestwood, Rocester, Denstone, Denstone in Rocester, Denstone in Alton, Quixhill otherwise Quickshill, Quixhill in Rocester otherwise Quickshill in Rocester, Stubwood, Rocester Green, Combridge, Croxden, Great Yate, Checkley, Hollington, Madeley, Madeley Holme, Fole, Uttoxeter, Uttoxeter Woodlands, Loxley, Loxley and Uttoxeter Woodlands, The Rectory of Uttoxeter otherwise the Deanery of Uttoxeter, Crakemarsch Creighton and Stramshall, Crakemarsch, Stramshall, and Creighton, all in the county of Stafford, and to appropriate the same, or parts thereof, to the purposes of the said intended railways, or some of them; and for the purposes aforesaid, or some of them, it is intended to alter, amend, vary, extend, enlarge, or repeal the powers and provisions of the several Acts of Parliament relating to the said Trent and Mersey Navigation, or some of them, passed respectively in the sessions of Parliament held respectively in the sixth year of the reign of his late Majesty King George the Third, the seventh year of the reign of his late Majesty King George the Fourth, and in the first year of the reign of his late Majesty King William the Fourth.

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.

North Staffordshire Railway; Churnet Valley Line.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway, branch railway, 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, in the said 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 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 Paul's Macclesfield, Hurdsfield, Sutton otherwise Higher Sutton, Wincle otherwise Winkle, Bosley otherwise Boseley otherwise Bosley and Lea otherwise Lea Bosley, North Rode, Newton, Butley cum Newton, Butley, Mottram Andrew otherwise Mottram Saint Andrew, Gawsworth, High Lane, Astbury, Buglawton otherwise Lawton, Congleton, Smallwood, Dane en Shaw, Newbold, Astbury, Newport, Moreton, Moreton cum Alcumlow, 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 Longsdon, 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, Bank Top, 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, Crakemarsch Creighton and Stramshall, Crakemarsch, 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, Coron, Fauld otherwise Fawld, Hanbury Hanbury Woodend 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, town-

ships, 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, Abbott's 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 intended railway, commencing at or near Uttoxeter, in the parish of Uttoxeter, in the said county of Stafford, and terminating at or near Stoke-upon-Trent, in the parish of Stoke-upon-Trent, 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, Blount's Hall otherwise Blount's Green, the Rectory of Uttoxeter otherwise the Deanery of Uttoxeter, Loxley and Uttoxeter Woodlands, Loxley, Uttoxeter Woodlands, Uttoxeter, Little Bromshall otherwise Little Bramshall, Great Bromshall otherwise Great Bramshall, Bromshall otherwise Bramshall, Beamhurst, Lower Tean otherwise Nether Tean, Upper Tean otherwise Over Tean, Fole, Madeley, Madeley Holme, Hollington, Checkley, Field, Middleton Green, Dodsley otherwise Dodsleigh, Withington, Lower Nobot otherwise Lower Nobut, Upper Nobot otherwise Upper Nobut, Upper Leigh otherwise Over Leigh, Lower Leigh, Church Leigh, Leigh, Newton Totmanslow, Cheadle, Creswell, Draycott, Draycott in the Moors, Blythe Marsh, Forsbrook, Dilhorn, Weston Coyney, Hulme and Weston Coyney, Hulme, Mear, Caverswall otherwise Caverswall and Mear, Hilderstone, Fulford, Stallington, Stallington Grange, Fulford and Stallington, Normicott, Normicott Grange, Stone, Furnace, Blurton otherwise Blurton and Lightwood Forest, Trentham, Longton, Lane End otherwise Mear Lane End, Fenton, Fenton Culvert otherwise Great Fenton, Fenton Vivian otherwise Little Fenton, Boteslow otherwise Botslow, Shelton, and Stoke-upon-Trent, all in the county of Stafford.

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 railway, branch railway, 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 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 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 railway, branch railway, and works respectively, 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 Derby, at his office in Chesterfield, and with the clerk of the peace for the county of Stafford, at his office in Stafford; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, branch railway, 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 Ladderedge, Cheddleton, Rownall, Shafferlong, Consall otherwise Cunsall, Basford, Ipstones, Belmont, Froghall, Mosslee, Hollins, Kingsley, Whiston Eaves, Whiston, Hazles, Hazles Cross, Kingsley Holt, Bank Top, 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, 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 leave to bring in a Bill or Bills for making and maintaining the railway or railways, and branch railway or railways, hereinafter mentioned, with all proper works and conveniences connected therewith respectively, that is to say, a line of railway to commence by a junction with the line of the London and South Western Railway, at or near Battledown Bridge, in the parish of Wootton Saint Lawrence otherwise Saint Lawrence Wootton, in the county of Southampton, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them that is to say, Wootton Saint Lawrence otherwise Saint Lawrence Wootton, Church Oakley, East Oakley, Oakley Hall otherwise Hall Place, Dean Ashe, Overton, Laverstoke otherwise Laverstock, Freefolk, Freefolk Priors, Freefolk Syfreewast, Whitchurch, Whitchurch Parsonage, Worting, Basingstoke, East Sherborne otherwise Sherborne Saint John, Monk Sherborne otherwise West Sherborne, Malshanger, Summer Down otherwise Somer Down, Clerkengreen, North Oakley, Hannington, Woodgarston, Kingsclere, Ewhurst, Polhampton otherwise Poolhampton, Quidhampton, Southington, Mitcheldever, Northington otherwise Norington, Sidmanton, Winslade and Kempshott, Dummer, North Waltham, Litchfield, Steventon, Popham, Sapley, Southley, Wonston, Tufton, Charlcot otherwise Charlcott, Bullington, borough of Whitchurch, Cold Henley, Hurstbourne Priors otherwise Down Hurstbourne, Hurstborne otherwise Down Hurstborne, Long Parish otherwise Middleton, Easton, East Aston, West Aston, Forton, Saint Mary Bourne, Swampton Bourne, Weeke, Chapmansford, Wherwell, Westover, Goodworth Clatford otherwise Lower Clatford, Tuckington, Upper Clatford otherwise Up Clatford, Abbottsann otherwise Abbottsanne, Little Ann otherwise Little Anne borough of Andover, Andover, Alderman the Great, Winchester Street, Priory, Charlton, Hatherden, King's Enham otherwise Enham Regis, Eastanton otherwise East Anton, Smannell otherwise Swanhill, Woodhouse, Little London, Finckley, Knight's Enham, Foxcott otherwise Foxcote otherwise Foxcotte, Penton Mewsey otherwise Peniton Mewsey, Wey otherwise Weyhill, Penton, Grafton, Nutbin otherwise Nutbane, Clanville, Ragged Appleshaw otherwise Appleshaw Dean, Fyfield otherwise Fifield otherwise Ffyfield, Redenham, Kimpton, Great Shodsdown otherwise Great Shoddesden, Little Shodsdown otherwise Little Shoddesden, Littleton Farm, Thruxton otherwise Throxton, Monxton otherwise Monkston otherwise Monkstown, Ampport, Sarson, East Cholderton, Mullen's Pond, Shipton otherwise Shipton Bellingier, Quarley, Grately, Upper Wallop otherwise Over Wallop, Wallop Moyles, Wallop Buckland, Wallop Raxall, Lower otherwise Nether Wallop, in the county of Southampton; West Cholderton, Newtontoney, Allington, Amesbury, Boscombe, Wilsford, Idmiston, Lake, Great Durnford, Porton, Winterslow, Durnford, Gumbleton otherwise Gomeldon otherwise Gum-

bleton, Pitton and Farley Woodford, Shrippe, Stratford under the Castle, Winterbourne Gunner otherwise Winterbourne Gomer otherwise Winterbourne Cherbrough, Winterbourne Dauntsey, Winterbourne Earls, Winterbourne Ford, The Liberty of Clarendon, Laverstock and Ford, Milford, Saint Martin Salisbury, Saint Edmund Salisbury, Saint Thomas Salisbury, Fisherton Anger, The Liberty of the Close of New Sarum, The Borough and City of New Sarum, West Harnham, Bemerton, East Harnham, Britford, Netherhampton, Quidhampton, Fugglestone Saint Peter, Wilton, Ditchampton, South Newton, Grovely, Wishford, Chilhampton, North Burcombe, South Burcombe, Ugford, Barford Saint Martin, Baverstock, Compton Chamberlain, Broad Chalk, Little Langford, Berwick Saint John, Dinton, Darlings Farm, Teffont Magna otherwise Upper Teffont, Wily, Teffont Evias otherwise Teffont Ewyas otherwise Lower Teffont, Deptford Compton, Bower Chalke, Fovant, Fifield, Chicksgrove, Ebbesborne Wake, Sutton Mandeville, Swallow Cliffe otherwise Swallow Clift, Rudge, Chilmark, Ansty, Fonthill Gifford, Fonthill Bishop, East Tisbury, Wardour, West Tisbury, Staple Tisbury, Hazledon, Hatch, Newtown Bridzor, Donhead Saint Andrew, Easton, Donhead Saint Mary, Charlton, Doggers Hall, Hayston, Semley, East Knoyle otherwise Knoyle, West Knoyle, Milton, Upton, Hindon, Berwick Saint Leonard, Monckton Deverill, Sedghill otherwise Sedgehill, Zeals, Mere otherwise Meer Chadenwyche otherwise Chadenwick, Mere Woodlands, Mere Town, Stourton otherwise Stourhead, in the county of Wilts; Shaftesbury otherwise Shaston, Shaftesbury Saint Peter, Shaftesbury Holy Trinity, Shaftesbury Saint Barnes, Motcombe, Bourton, Preston otherwise Pierson otherwise Pearson, Milton upon Stour, Silton, Gillingham, Marston Wyke otherwise Weeke, Magiston, Stower Provost otherwise Stour Provost, East Stower otherwise East Stour, West Stower otherwise West Stour, Saint Margaret Marsh otherwise Margaret's Marsh, Todber otherwise Todbere, Marnhull, Fifehead Magdalen, Stallbridge, Thornhill, Nyland, Kington Magna otherwise Kington Magna, Little Keinton otherwise Little Kington, and Buckhorn Weston, in the county of Dorset; Cucklington, Henstridge, Whitchurch, Wincanton, South Cheriton, North Cheriton, Stowell, Horsington, Temple Combe otherwise Abbas Combe, Clossworth, East Coker, West Coker, Sutton Bingham, Pointington, Sandford, Orcas, Trent Adber, Berwick otherwise Barwick, Stoford, Goathill, Milborne Port, Yeovil, Kingston juxta Yeovil otherwise Pitney, Wigdon and Huntley, Hendford, Yeovil Marsh and Yeovil Borough, in the county of Somerset; Bishop's Caundle, Stourton Caundle, Woodrow, Haydon, Caundle Marsh, North Wootton, All-weston, Folke, Lillington, Yetminster, Chetnole Leigh, Beerhacket, Ryme Intrinseca, Osborne, Over Compton, Nether Compton, Castleton, Purse Caundle, Sherborne, Abbotts fee, Eastbury, Houndstreet, Nether Combe otherwise Nether Coombe, Newland Borough, Over Combe otherwise Over Coombe, Westbury, Pinford, Thornford, Wyke, Clifton Mabank otherwise Maybank, Bradford Abbas,

Melbury Osmond, Halstock, Knighton, Leweston, Longburton, Holnest, Glanvills Wootton, Newland otherwise Newton Montacute, Middlemarsh, Down and Marsh, Densham, Caundle Wake, Holwell, Buckshaw, Stock Gaylard, Lidlinch otherwise Lydlinch, Thornhill, Gomershay, Stalbridge Weston, Fifehead Neville, in the county of Dorset; and to terminate in the parish of Sutton Bingham, in the county of Somerset; with a branch or branches from the said line commencing at some convenient point or points on the said line hereinbefore mentioned, in the parishes of Yetminster, or Clifton Mabank otherwise Maybank, or one of them, in the county of Dorset; and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Chetnole, Ryme Intrinseca, Yetminster, Beerhackett, Thornford, Bradford Abbas, Overcompton, Nethercompton, in the county of Dorset; Berwick otherwise Barwick otherwise Barwick and Stoford, Stoford, and Yeovil, in the county of Somerset; and such branch or branches to terminate at or near Cake Bridge or Newton Bridge, in the parish of Yeovil, in the county of Somerset.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed railway or railways, branch railway or railways, and works, to such extent as will be 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, 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 aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November, 1845, duplicate plans and sections of the said railway or railways, and branch railway or railways, and works, describing the lines, levels, and situations of the same respectively, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and other property to be taken for the purposes thereof, will be deposited for public inspection with the clerk of the peace for the county of Southampton, at his office at Winchester, in the same county; also with the clerk of the peace for the county of Wilts, at his office at Wilton, in the same county; also with the clerk of the peace for the county of Dorset, at his office at Sherborne, in the same county; also with the clerk of the peace for the county of Somerset, at his office at Taunton, in the same county; and that, on or before the thirty-first day of December, 1845, a copy of so much of the said plans and sections, and books of reference, as relates to each parish, in or through which the said railway or railways, and branch railway or railways, and works, are intended to be made and maintained, will be deposited also for public inspec-

tion 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, to incorporate a company, for the purpose of constructing, maintaining, and carrying into effect the proposed railway or railways, and branch railway or railways, and works, and also 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 railway or railways, and works, and to confer exemptions from payment of tolls, rates, 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 or railways, and branch railway or railways, and works, or any part of the same, or the tolls thereof, to any Railway Company or companies now or hereafter to be incorporated with whose line the said intended railway or railways, and branch railway or railways, and works may unite, 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 railway or railways, and works, or any part thereof, or to purchase, rent, work, use, 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 to be thereby incorporated with 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 branch railway or railways, and works, and to take tolls in respect thereof.

Dated this fourth day of November, 1845.

Johnston, Farguhar, and Leech,
London.

Hodding, Hodding, and Townsend,
Salisbury.

G. and T. W. Webster,
Parliamentary Agents.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill or Bills for making and maintaining the railway or railways, and branch railway hereinafter mentioned, with all proper works and conveniences connected therewith respectively, that is to say, a line of railway to commence at or near the north-west end of the public Quay, in the parish of Saint James, in the town and county of the town of Poole, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, viz., Hamworthy, the Mudlands in the Harbour in the said parish of Saint James, in the town and county of Poole, Thickford otherwise Thickfurze, Tatnam, Longfleet, Parkstone, Canford Magna otherwise Great Canford, Corfe Mullen, Wimborne Minster, Ham Preston, Kingston, West Parley, Holt Chapel, in the borough of Poole, in the county of Dorset, or some or one of them, and to terminate by a junction with the line of the Southampton and Dorchester Railway, as at present proposed, at or near the turnpike road leading from Poole to Blandford, in the parish of Canford Magna otherwise Great Canford, in the county of Dorset: also a railway to commence by a junction with the line of the Southampton and Dorchester Railway as at present proposed, at or near a piece of heath land belonging to the Right Honourable the Earl of Shaftesbury, in the parish of West Parley, in the county of Dorset, and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, viz., Holt Chapel, Verwood, Edmondsham, Cranborne, Bowridge otherwise Boveridge, and Alderholt, in the county of Dorset, and Ellingham, Harbridge, Fordingbridge, Breamore, Whichbury, Hale, North Charford, and South Charford, in the county of Southampton; Downton, Nunton, Bodenham, Standlinch, Odstock, Homington, Britford, West Harnham, Milford, Laverstock; Saint Martin Salisbury, Saint Edmund Salisbury, Saint Thomas Salisbury, the liberty of the close of Sarum, the borough of New Sarum, and Fisherton Anger, in the county of Wilts, and to terminate at a point at or near Fisherton Street, in the said parish of Fisherton Anger, in the said county of Wilts: also a branch railway to commence by a junction with the said intended line, at or near the Andover and Salisbury turnpike road, in the parish of Milford, in the county of Wilts, and to terminate by a junction with the line of the Salisbury and Bishopstoke Railway, in the said parish of Milford, in the county of Wilts: and it is intended to apply for powers to make lateral deviations from the lines of the proposed railway or railways and branch and works, to such an extent as will be defined on 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, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes aforesaid.

No. 20535.

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And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and forty-five, duplicate plans and sections of the said railway or railways and branch and works, describing the lines, levels, and situations of the same respectively, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and other property intended to be taken for the purposes thereof, will be deposited, for public inspection, with the clerk of the peace for the town and county of the town of Poole, at his office in the same town and county; also with the clerk of the peace for the county of Dorset, at his office at Sherborne, in the same county; also with the clerk of the peace for the county of Southampton, at his office at Winchester, in the same county; also with the clerk of the peace for the county of Wilts, at his office at Wilton, in the same county; and that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each parish, from, in, through, or into which the said railway or railways, and branch, and works, are intended to be made, will be deposited also for public inspection, 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, to incorporate a company for the purpose of constructing and carrying into effect the proposed railway or railways, and branch, and works; and also 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, 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 or railways, and branch, and works, or any part of the same, or the tolls thereof, to the London, Salisbury and Yeovil Junction Railway Company, or to any other railway company or companies, now or hereafter to be incorporated, with whose line the said intended railway or railways, and branch, and works, may unite, and to delegate to such company or companies the execution of all or any of the powers of the said intended Bill or Bills, and to authorize any such 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, 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, to be thereby incorporated, with

such other 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 branch, and works, and to take tolls in respect thereof.

Dated this fourth day of November, 1845.

Johnston, Farquhar, and Leech,
London.
Hodding, Hodding, and Townsend,
Salisbury.
G. and T. W. Webster,
Parliamentary Agents.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to make and maintain a railway, commencing in an open field commonly called Cowley Field, in the parishes of Saint Clement, in the city and borough of Oxford, in the county of Oxford, and Cowley and Iffley otherwise Yeffley, in the county of Oxford, some or one of them, passing thence, from, in, through or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Saint Clement, Headington, Cowley otherwise Temple Cowley, Hockmore Street, the liberty of Littlemoor otherwise Littlemore in the parishes of Saint Mary the Virgin, and Iffley otherwise Yeffley, or one of them, Iffley otherwise Yeffley, Horsepath, Garsington, Wet Sandford, Toot Balden otherwise Toot Baldon otherwise Balden otherwise Baldon, Marsh Balden otherwise Marsh Baldon otherwise March Balden, otherwise March Baldon, Chiselhampton otherwise Chislehampton, Stadhampton, Brookhampton otherwise Brookhampton, Drayton otherwise Drayton Saint Leonard, Newington Holcombe otherwise Holcomb, Chalgrove, Berwick Salome, Berwick Prior, Brightwell-Baldwin, Britwell Salome, Britwell Prior, Bensington otherwise Benson, Watlington, Ewelme, Pyrton, Swincomb otherwise Swincombe, Upper Assendon, and Middle Assendon, Pishill, Nettlebed, and Bix, all in the county of Oxford; Turville and Fawley, in the county of Bucks; Henley on Thames, in the county of Oxford; Hambledon otherwise Hambleden, in the county of Bucks; Remenham and Wargrave, in the county of Berks; Medmenham, in the county of Bucks; Hurley otherwise Hurly, Bisham, Bray and Cookham, all in the county of Berks, and terminating either by a junction with the Great Western Railway in the said parish of Bray, or at a distinct terminus in the same parish.

And in the said Bill or Bills powers will be applied for, to deviate from the line or lines laid down on the plans hereafter mentioned, to the extent thereon defined, and to stop up, vary, or alter, whether temporarily or permanently, all such turnpike and other roads and highways, railways, aqueducts, canals, and navigations, within the parishes, town-

ships, townlands, and extra-parochial, or other places aforesaid, or some of them, as it may be necessary to stop up, vary, or alter, for the purposes of such intended railway.

And it is intended to take powers to construct stations, communications, works, and other conveniences in the several parishes, townships, townlands, and extra-parochial or other places before mentioned, or some of them, for constructing, working, and using the said intended railway; and also to authorize junctions with any railway or railways at the commencement or termination or in the line or course of the said intended railway as before described, in the several parishes, townships, townlands, 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 intended railway, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans, and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And also for power to purchase any toll or tolls now levied and taken under or by virtue of any Act or Acts of Parliament, upon any of the turnpike, mileway, or other road or roads near to the course or line or either of the termini of the said intended railway.

And it is also intended to apply for power to sell or lease such intended railway, or any part thereof, to any company or companies, and to enable such company or companies to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Act or Acts in connexion with such railway, and also for powers to enable such company or companies to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the clerks of the peace for the county of Oxford, at Oxford, and for the county of Bucks, at Aylesbury, and for the county of Berks, at Abingdon.

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

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

Dennett and Griffith, Solicitors,
25, Tokenhouse Yard, London.

Cornwall 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 several railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with piers, quays, wharfs, landing-places, and approaches, and all other proper works and conveniences connected therewith, that is to say, Firstly, a railway to commence by a junction with the proposed South Devon Railway, in the parish of Saint Andrew (Plymouth), in the county of Devon, at or near a place commonly called Eldad, or at or near the place where the said South Devon Railway is intended to cross a certain road or highway called Fivefield Lane, and passing thence 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 Andrew (Plymouth), Stonehouse, East Stonehouse, Stoke Damerel, Plymouth, Devonport, the bed and shores of Stonehouse Creek and Stonehouse Mill Pool, the bed and shores of the river Tamar or sea-shore and Hamoaze, all in the county of Devon, and to terminate at or near to a place commonly called New Passage, in the parish of Stoke Damerel, in the said county of Devon.

Secondly. A railway to commence at or near the Torpoint Ferry, situate on the western bank of that part of the river Tamar called the Hamoaze, in the parish of Antony otherwise Anthony otherwise Antony Saint Jacob otherwise Antony in the East, in the county of Cornwall, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Torpoint, in the county of Cornwall, the bed and shores of the river Tamar or sea-shore, Hamoaze, and Saint Johns, in the counties of Devon and Cornwall, or one of them, Antony otherwise Anthony otherwise Antony Saint Jacob otherwise Antony in the East, Saint Johns, the bed and shores of Saint Johns Creek otherwise Saint Johns Lake, the bed and shores of Lynher River and Lynher Creek, Sheviock or Cheviock, the bed and shores of Sheviock Creek, Saint Germans, the bed and shores of Polbathack Creek and other Creeks connected with the Lynher River, Saint Stephens in the East, Landrake, Saint Erney, Landrake cum Saint Erney, Morval, Menheniot, Quethiock, Liskeard, Saint Keyne, Saint Cleer, Saint Neot, Saint Pinnock, Broadoak otherwise Braddock, Boconnoc, Warleggan, Cardinham, Bodmin, Lanhydrock, Saint Winnow, Lostwithiel, Lanlivery, Fowey River and the bed and shores thereof, Saint Sampsons otherwise Golant, Tywardreath, Luxilian otherwise Luxulion, Par, Saint Blazey, Saint Austell, Saint Mewan, Saint Ewe, Saint Stephens in Branwell, Grampond, Creed, Probus, Ladock, Merther, Saint Erme, Saint Clement (Truro), Saint Mary (Truro), Kenwyn, Kea, Feock, Perranarworthal, Gwennap, Stithians or Saint Stithians, Constantine, Mylor, Gluvias or Saint Gluvias, Penryn, Penryn Creek and Turnpike Creek and the beds and shores thereof respectively, Mabe, Budock and Falmouth and the

bed and shores of the harbour of Falmouth, all in the county of Cornwall; and to terminate in or near to the town of Falmouth, in the parish of Budock, in the county of Cornwall aforesaid; or in lieu of the said firstly-mentioned intended railway, and of part of the said secondly-mentioned intended railway, to authorize the construction and maintenance of the railway next hereinafter mentioned, together with piers, quays, wharfs, landing places, and approaches, and all other proper works and conveniences connected therewith, that is to say, Thirdly, a railway to commence by a junction with the proposed South Devon Railway, in the parish of Saint Andrew (Plymouth), in the county of Devon, at or near a place commonly called Eldad, or at or near the place where the said South Devon Railway is intended to cross a certain road or highway called Fivefield Lane, and passing thence 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 Andrew (Plymouth), Stonehouse, East Stonehouse, Stoke Damerel, Plymouth, Devonport, the bed and shores of Stonehouse Creek, and Stonehouse Mill Pool, Keyham Creek and Weston Mill Creek, and the beds and shores thereof respectively, Egg Buckland and Tamerton Foliot, all in the county of Devon, Saint Budeaux, the beds and shores of the river Tamar and Hamoaze, in the counties of Devon and Cornwall, or one of them; Saltash, Saint Stephens in the East, Earth Island, Landulph, Botesfleming, the beds and shores of Lynher River, Lynher Creek, Saint Germans Creek, and other creeks connected with the Lynher River, Landrake, Saint Erney, Landrake cum Saint Erney, Saint Germans, Pillaton, Saint Ive, and Quethiock, or some of them, in the said county of Cornwall; and to fall into and form a junction with the line of the said secondly-mentioned intended railway, in the said parish of Saint Germans.

Fourthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Doubleboys, in the parish of Liskeard, in the county of Cornwall, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Liskeard, Saint Pinnock, Saint Neot, Saint Cleer, North-hill, Linkinhorne, Alternun, Trewen, Lewannick otherwise Lawannick, the river Inney, and the bed and shores thereof, Lezant, South Petherwin, Saint Stephens by Launceston, Saint Thomas the Apostle, Saint Thomas Street otherwise Saint Thomas Hamlet, and Saint Mary Magdalene, in the said county of Cornwall; and to terminate near the South Gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the said county of Cornwall.

Fifthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Moorswater, in the parish of Liskeard, in the county of Cornwall, passing thence in and through the

said parish of Liskeard, or part thereof, and to terminate by a junction with the Liskeard and Caradon Railway, near Looe Mills, in the said parish of Liskeard.

Sixthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Glyn Bridge, in the parishes of Saint Winnow and Cardinham, or one of them, passing thence 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 Winnow, Cardinham, Lanhydrock, Bodmin, Lanivet, Withiel, Saint Wenn, Helland, Blisland, Simonward otherwise Saint Breward, Michaelstow, Saint Tudy, Saint Mabyn, Egloshayle, Wadebridge, Saint Kew, Saint Breock, Saint Issey, Little Petherick, Saint Ervan, Endellyon, Saint Minver, Saint Michael's Church, Saint Merryn, the River Camel or Alan and the bed and shores thereof, Saint Enodock and Padstow, all in the county of Cornwall, and to terminate at or near Padstow in the said county of Cornwall, or upon or near the shore of the River Camel or Alan aforesaid.

Seventhly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Carvedras, in the parish of Kenwyn, in the county of Cornwall, passing thence in and through the said parishes of Kenwyn and Saint Mary (Truro), or one of them, or part thereof respectively, and to terminate at or near Newham, in the said parish of Kenwyn.

Eighthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Barn Farm, in the said parish of Budock, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Budock and Gluvias or Saint Gluvias aforesaid, and to terminate at or near the Exchequer Quay, at Penryn, in the said parish of Gluvias or Saint Gluvias.

And it is also intended by the said Act or Acts to take powers to purchase by compulsion or agreement, and also to alter the width, and gauge, and direction, and levels of the line of the Bodmin and Wadebridge Railway hereinafter mentioned, or of some part or parts thereof, within the parishes, townships, and extra-parochial or other places following, that is to say, Bodmin, Helland, Blisland, Simonward otherwise Saint Breward, Egloshayle, Wadebridge, and Saint Breock, or some of them, in the county of Cornwall, to such extent and in such manner as will be shown on the plan and sections to be deposited as hereinafter mentioned; and for the purposes aforesaid to amend, enlarge, and repeal some of the provisions of the Acts relating to the said Bodmin and Wadebridge Railway hereinafter mentioned, and especially to repeal so much of the

said Acts as limits the width of the said railway or the extent of land to be taken for the purposes thereof.

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, railways, tramways, harbours, docks, sewers, pipes, 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, for the purposes of the said intended railways and 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 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, or any of them, and to confer other rights and privileges.

And it is further intended, by such Act or Acts, to incorporate a company, and to enable the proprietors of, and other persons interested in a certain ferry, known as the Torpoint Steam Ferry, at Torpoint, to sell or let the said ferry, and the machines, vessels, wharfs, quays, landing-places, staiths, works, and other conveniences thereto belonging, or used therewith, or any part thereof, and the tolls and duties payable in respect thereof, and all or any of the powers of such proprietors or persons in connection therewith respectively, to the company so to be incorporated as aforesaid, and to enable such last-mentioned company to purchase or rent, and hold and use the said ferry, and to exercise all such powers as aforesaid.

And it is further proposed to amend or enlarge the powers and provisions of the Act establishing the said ferry, passed in the thirtieth year of the reign of His late Majesty King George the Third, and to alter the tolls, rates, or duties payable in respect of the said ferry, and to grant certain exemptions from the payment thereof.

And it is further proposed, by the said intended Act or Acts, to empower the company thereby to be incorporated to establish a ferry, or other means of communication, across the river Tamar, at Hamoaze aforesaid, from Torpoint aforesaid to the opposite bank or side of the Hamoaze aforesaid, in the parish of Stoke Damerel, in the said county of Devon, and to construct and maintain such wharfs, quays, landing-places, staiths, and other works and conveniences as may be necessary for maintaining the communication across the said river, in connection with the said firstly and secondly mentioned intended railways, which ferry, and the works connected therewith, will be situate within the parishes, townships, and extra-parochial or other places of Torpoint, Antony otherwise Anthony otherwise Antony Saint Jacob otherwise Antony in the East, the bed and shores of the River Tamar, or of the Hamoaze and Stoke Damerel, or some of them; and it is proposed to take power also to let or sell and transfer the said intended ferry, or other means of communication and works, or any part thereof, and all or any of the powers of the com-

pany in connection therewith, to the Torpoint Steam Ferry Boat Company, or the owners or other persons interested in the said last-mentioned ferry, or to any other company or persons, and to enable the said Steam Ferry Boat Company, or such owners or persons, to purchase or rent the said intended ferry, or other such means of communication, or to construct, maintain, and use the same, and to exercise such powers, or any of them, and to grant such exemptions from the payment of tolls and duties in respect of the said ferry, or means of communication, and such other privileges with respect to the traffic thereof, as may be mutually agreed upon between them and the company to be incorporated as aforesaid.

And it is further intended, by the said Act or Acts, to enable the company to be incorporated as aforesaid and the company of proprietors, or the proprietor for the time being, of the Newquay Railway and the company of proprietors of the Bodmin and Wadebridge 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 or the proprietor for the time being of the Pentewan Railway and any company or companies which may be incorporated for the purpose of making a railway between Truro and Penzance, or from Tavistock to Launceston or for making certain intended railways through the northern parts of the county of Devon, to be called by the general designation of the North Devon 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 canal, 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 canal, or any or either of them respectively, to the company so to be incorporated as aforesaid; and for adapting the said last-mentioned railways, canal, or any or either of them, to the purposes of the said last-mentioned company; 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 several Acts relating to the said Newquay Railway, passed respectively in the first and second and in the seventh years of the reign of Her present Majesty; and of the several Acts relating to the said Bodmin and Wadebridge Railway, passed respectively in the second and in the fifth and sixth years of the reign of His late Majesty King William the Fourth; and also of the Act establishing the said Liskeard and Caradon Railway, passed in the sixth and seventh years of the reign of Her present Majesty; and also of an Act for making and maintaining the said Liskeard and Looe Union Canal, passed in the sixth year of the reign of His late Majesty King George the Fourth.

And it is also intended by the said Act or Acts to enable the company to be thereby incorporated, to purchase or rent or take a transfer of certain docks, basins, and works, in Penryn Creek as authorized to be made and maintained by the Act

relating thereto passed in the last session of Parliament or all or any of the powers, rights, and privileges conferred by such Act in relation to the making and maintaining of the said docks, basins, and works, and to use, exercise, and enjoy such powers, rights, and privileges, or to enter into arrangements with reference to making and maintaining or the use of the said docks, basins, and works, or to contribute towards the construction of such docks, basins, and works, and to raise such capital as may be necessary for the purposes aforesaid, or any of them, and to enable the commissioners acting under the said Act to sell, let, or transfer all their rights, powers, and interests in or in relation to the said docks and basins, or any works connected therewith to the said company, and to enter into any such arrangements as aforesaid with the said company; and for the purposes aforesaid it is proposed to amend and enlarge, so far as may be necessary, the powers and provisions of the said Act relating to the said docks and basins.

And it is also intended, by such Act or Acts, to empower the company thereby to be incorporated, to purchase lands and houses, by compulsion or agreement, and to levy tolls, rates, and duties in respect of the use of the said intended railways, ferry, docks, 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 enable the company thereby to be incorporated to sell, or let, or transfer, the said intended railways, ferry, harbour, docks, basins, or other works, or any part 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, the Bristol and Gloucester Railway Company, and the South Devon Railway Company, or any or either of them.

And notice is hereby further given, that maps or plans, and sections, of the said intended railways, ferry, and other works, so far as required by the Standing Orders of Parliament, together with books of reference to such plans containing the names of the owners or reputed owners and lessees or reputed lessees, and of the occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November instant, 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: 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, ferry, and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated the seventh day of November, 1845.

Smith and Roberts, Truro.
W. G. and W. Hunt, No. 10, Whitehall,
London.

The Blackburn, Chorley, and Liverpool Railway.
Registered provisionally pursuant to 7 and 8
Victoria, cap. 110.

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, with all proper works and conveniences, stations, and approaches connected therewith, to commence at and by a junction with the Blackburn, Darwen and Bolton Railway, in the township of Blackburn, in the parish of Blackburn, in the county of Lancaster, thence to pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say, Blackburn, Lower Darwen, Livesey otherwise Livesey with Tockholes, Pleasington, Tockholes, Leyland, Withnell, Wheelton, Heapey, Whittle-Woods, Brindle, Chorley, Duxbury, Worthington, Charnock-Richard, Coppull, Standish, Standish-with-Langtree, Langtree, Shevington, Wigan, Orrell, Dalton, and Upholland, all in the said county of Lancaster, and to terminate at and by a junction with the Liverpool and Bury Railway, in the township of Upholland, in the parish of Wigan, in the said county of Lancaster. And also a railway or branch railway, with all proper works and conveniences, stations, and approaches connected therewith, to commence at and by a junction with the said intended main line of railway, in the township of Chorley, in the parish of Chorley, in the said county of Lancaster, and to terminate at and by a junction with the Bolton and Preston Railway, in the said township of Chorley, in the parish of Chorley, and county of Lancaster aforesaid. And also a railway or branch railway with all proper works and conveniences, stations, and approaches connected therewith, to commence at and by a junction with the said intended main line of railway, in the township of Coppull, in the parish of Standish, in the said county of Lancaster, and to terminate at and by a junction with the North Union Railway, in the said township of Coppull, in the parish of Standish, and county of Lancaster aforesaid.

And further notice is hereby given, that it is proposed by the said intended Act or Acts to incorporate a company for carrying into effect the objects and purposes aforesaid, with powers to purchase lands and houses by compulsion or agreement, to levy tolls, rates and duties in respect of the use of the said intended railway, branches, and works, and to grant and confer such exemptions from payment of such tolls, rates and duties, as to the said company may seem meet.

And further notice is hereby given, that it is proposed by the said intended Act or Acts to vary, repeal or extinguish all existing rights or privileges connected or usually enjoyed with the lands and houses to be purchased under the authority of the said Act or Acts, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, branches, and works, and to confer other rights and privileges.

And further notice is hereby given, that it is proposed to take power by the said intended Act or

Acts, to stop up, alter or divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial and other places aforesaid, or some of them, all such railways, turnpike roads, highways, rivers, canals and streams as it may be necessary or expedient to stop up, alter or divert, for the construction and maintenance of the said intended railway, branches, and works, or any of them.

And further notice is hereby given, that it is proposed by the said intended Act or Acts, to authorize the company thereby to be incorporated, to contribute towards the making, maintaining, working, and using of the proposed Blackburn, Clithero, and North-Western Junction Railway, and to raise an additional capital for such purpose.

And further notice is hereby given, that plans and sections describing the line and levels of the said intended railway, branches, stations, approaches, and works, and 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 for public inspection, on or before the thirtieth day of November instant, with the clerk of the peace for the said county of Lancaster, at his office at Preston, in the said county of Lancaster; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in, or through which the said intended railway, branches, stations, approaches, and works, are proposed to be made, will be deposited on or before the thirty-first day of December, in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated the third day of November, 1845.

Thomas Ainsworth, Jun., Blackburn,
Frederick Copley Hulton, Manchester,
Solicitors.

Borough of Ludlow.

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 effecting an agreement and compromise concerning the estates granted to the corporation of the borough of Ludlow, by the charter of King Edward the Fourth, and the estates granted to the said corporation by the charter of King Edward the Sixth, subject to certain charitable trusts or charges; and that it is proposed by such Bill to vest in the trustees of the charities within the said borough of Ludlow (appointed by order of the Lord Chancellor), under the authority of the Act of the fifth and sixth years of King William the Fourth, intituled "An Act to provide for the regulation of Municipal Corporations in England and Wales;" a portion of the hereditaments comprised in the said charters (a schedule of the hereditaments so to be vested in the said trustees being intended to be appended to the said Bill;) and also to vest in the said trustees the school, head master's house and garden, the under master's house and garden, hosier's alms-houses, and the houses appertaining to the lectureship and reader-

ship (which said hereditaments are also intended to be comprised in the same schedule), discharged from all claims and interests of the corporation of the borough of Ludlow, and also indemnified by the said corporation from and against all charges, incumbrances, and liabilities of, or occasioned by, the said corporation; and to vest in or confirm to the said corporation all other the hereditaments granted to the said corporation by the said charters of King Edward the Fourth, and King Edward the Sixth; and all other the hereditaments which, immediately before the passing of the said Act of the fifth and sixth years of King William the Fourth, were vested in the said corporation (except only the hereditaments to be comprised in the said first schedule to the said Bill), discharged from all the charitable uses, trusts, and charges, now affecting the same, under the said charter of King Edward the Sixth; and to discharge all hereditaments, if any there be, that have been aliened by the said corporation from the said charitable uses and trusts.

And it is also proposed by such Bill to give powers to the said corporation to pay or to direct that the said corporation shall pay the costs of all parties and petitioners, customary lessees, and others already incurred, or to be incurred, in or relating to the suit, by original, and supplemental informations, now or heretofore depending in the Court of Chancery, concerning the said charities, and the costs of all parties in the applying for, obtaining and passing of the said Bill, and in the proceedings preparatory thereto, whether in the said Court of Chancery or otherwise, and in the execution of the powers to be created by the said Bill; and also the costs of the said corporation, the charity trustees, the customary renewable lessees, and petitioners, in, concerning, or preparatory, and in relation to a certain other Bill, touching the matters aforesaid, heretofore before Parliament; and lastly, all debts whatsoever now due and owing from the corporation of the said borough, or charged on their estates, or any part thereof, or which, under this Act, may affect their corporate property.

And it is intended by such Bill to take power for the corporation of the said borough to raise such sums as may be necessary for the purposes aforesaid, by sale or mortgage of all or any of the estates so to be vested in or confirmed to them as aforesaid, (subject only to the right of the lessees thereof,) or by conveyance to the lessees thereof of the fee-simple of such hereditaments as have been comprised in the renewable leases; and also to provide that the lessees or assignees holding leases for any term or terms of years granted by the said corporation, with a covenant or covenants for renewal of the term or terms thereby granted, or which may have been granted by the said corporation, or by the said trustees, in pursuance of any covenant for renewal, shall have the right of purchasing the fee-simple and inheritance of the hereditaments comprised in their leases respectively, upon payment of a consideration money, to be fixed after the rate to be mentioned in a schedule to be appended to the

said Bill; and to give powers to parties having partial and limited interests in such leases to effect such purchases, and to raise monies for that purpose.

Dated this ninth day of November, 1844.

John Williams,
Ludlow.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills for making and maintaining the railway or railways and branch railway or railways after mentioned, with all proper works and conveniences connected therewith, respectively, that is to say, a line of railway to commence at or near Fisherton street, in the parish of Fisherton Anger, in the borough of New Sarum, in the county of Wilts, and passing thence from in through or into the several parishes, townships, and extra-parochial or other places following or some of them, that is to say, viz.:—Fisherton Anger, the liberty of the Close of New Sarum, the borough and city of New Sarum, West Harnham, Bemerton, East Harnham, Britford, Netherhampton, Quidhampton, Fugglestone Saint Peter, Wilton, Ditchampton, South Newtown, Grovely, Wishford, Chilhampton, North Burcombe, South Burcombe, Ugford, Barford Saint Martin, Baverstock, Compton Chamberlain, Broad Chalk, Little Langford, Berwick Saint John, Dinton, Darling's Farm, Teffont Magna otherwise Upper Teffont, Wiley, Teffont Evias otherwise Teffont Ewyas otherwise Lower Teffont, Deptford, Compton, Bower Chalke, Fovant, Fifield, Chicksgrove, Ebbesborne Wake, Sutton Mandeville, Swallow Cliffe otherwise Swallow Clift, Rudge, Chilmark, Ansty, Fonthill Gifford, Fonthill Bishop, East Tisbury, Wardour, West Tisbury, Staple Tisbury, Hazledon, Hatch, Newtown Bridzor, Donhead Saint Andrew, Easton, Donhead Saint Mary, Charlton, Doggers Hall, Hayston, Semley, East Knoyle otherwise Knoyle, West Knoyle, Milton Upton, Hindon, Berwick Saint Leonard, Monckton Deverill, Sedghill otherwise Sedgehill, Zeals, Mere otherwise Meer Chadenwyche otherwise Chadenwick, Mere Woodlands, Mere Town, Stourton otherwise Stourhead, in the county of Wilts; Shaftesbury otherwise Shaston, Shaftesbury Saint Peter, Shaftesbury Holy Trinity, Shaftesbury Saint Barnes; Motcombe, Bourton, Preston otherwise Pierson otherwise Pearson, Milton upon Stour, Siltou, Gillingham, Marston, Wyke otherwise Weeke, Magiston, Stower Provost otherwise Stour Provost, East Stower otherwise East Stour, West Stower otherwise West Stour, Saint Margaret Marsh otherwise Margaret's Marsh, Todber otherwise Todbere, Marnhull, Fifehead Magdalen, Stalbridge, Thornhill, Nyland, Kington Magna otherwise Keinton Magna, Little Keinton otherwise Little Kington, and Buckhorn Weston, in the county of Dorset; Cucklington, Henstridge, Whitechurch, Wincanton, South Cheriton, North Cheriton, Stowell, Horsington, Temple Combe otherwise Abbas Combe, Closworth, East Coker, West Coker, Sutton Bingham Pointington, Saudford

Orcas, Trent Adber, Berwick otherwise Barwick, Stoford, Goathill, Milborne Port, Yeovil, Kingston juxta Yeovil otherwise Pitney, Wigdon and Huntley, Hendford, Yeovil Marsh and Yeovil Borough, in the county of Somerset; Bishop's Caundle, Stourton Caundle, Woodrow, Haydon, Caundle Marsh, North Wootton, Allweston, Folke, Lillington, Yetminster, Chetnole, Leigh, Beerhacket, Ryne Intrinseca, Osborne, Over Compton, Nether Compton, Castleton, Purse Caundle, Sherborne, Abbott'sfee, Eastbury, Hound street, Nether Combe otherwise Nether Coombe, Newland Borough, Over Combe otherwise Over Coombe, Westbury, Pinford, Thornford, Wyke, Clifton Mabank otherwise Maybank, Bradford Abbas, Melbury Osmond, Halstock, Knighton, Leweston, Longburton, Holnest, Glanvill's Wootton, Newland otherwise Newton Montacute, Middlemarsh, Down and Marsh, Densham, Caundle Wake, Holwell, Buckshaw, Stock Gaylard, Lidlinch otherwise Lydlinch, Thornhill, Gomershay, Stalbridge Weston, Fifehead Neville, in the county of Dorset; and to terminate in the parish of Sutton Bingham, in the county of Somerset; with a branch or branches from the said line, commencing at some convenient point or points on the said line hereinbefore mentioned, in the parishes of Yetminster or Clifton Mabank otherwise Maybank, or one of them, in the county of Dorset, and passing thence from in through or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Chetnole, Ryne Intrinseca, Yetminster, Beerhackett, Thornford, Bradford Abbas, Overcompton, Nethercompton, in the county of Dorset; Berwick otherwise Barwick otherwise Barwick and Stoford, Stoford, and Yeovil, in the county of Somerset; and such branch or branches to terminate at or near Cake Bridge or Newton Bridge, in the parish of Yeovil, in the county of Somerset.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed railway or railways, branch railway or railways, and works to such extent as will be 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, 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 aforesaid.

And notice is hereby further given, that, on or before the thirtieth day of November, 1845, duplicate plans and sections of the said railway or railways, and branch railway or railways, and works, describing the lines, levels, and situations of the same respectively, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and other property to be taken for the purposes thereof, will be deposited for public inspection with the clerk of the peace for the county of Wilts, at his office at Wilton, in the same county; also with the clerk of the peace for the county of

Dorset, at his office at Sherborne, in the same county; also with the clerk of the peace for the county of Somerset, at his office at Taunton, in the same county; and that, on or before the thirty-first day of December, 1845, a copy of so much of the said plans and sections, and books of reference, as relates to each parish in or through which the said railway or railways, and branch railway or railways, and works, are intended to be made and maintained, will be deposited also for public inspection 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 to incorporate a company for the purpose of constructing, maintaining, and carrying into effect the proposed railway or railways, and branch railway or railways, and works, and also 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 railway or railways, and works, and to confer exemptions from payment of tolls, rates, 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 or railways, and branch railway or railways, and works, or any part of the same, or the tolls thereof, to any railway company or companies now or hereafter to be incorporated, with whose line the said intended railway or railways, and branch railway or railways, and works, may unite, 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 authorise 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 railway or railways, and works, or any part thereof, or to purchase, rent, work, use, 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 to be thereby incorporated with 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 branch railway or railways, and works, and to take tolls in respect thereof.

Dated this fourth day of November, 1845.

Johnston, Farquhar, and Leech,
London.
Hodding, Hodding, and Townsend,
Salisbury.
G. and T. W. Webster,
Parliamentary Agents.

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, and enlarge, and also to repeal some of the provisions of an Act passed in the fifty-third year of the reign of King George the Third, intituled "An Act for paving and improving the town of Warrington, in the county of Lancaster, and for building a new bridewell in the said town;" and to extend the powers and provisions of such Act or Acts to the parishes, townships, chapelries, and places of Latchford, in the parish of Grappenhall, and Thelwall, (so far as the same is included within the Parliamentary borough of Warrington,) in the parish of Runcorn, both in the county of Chester, or to some or one of them, or to some part or parts thereof respectively, and to alter the present constitution and mode of election of the commissioners acting under the said Act, and to amend and enlarge the powers of such commissioners, and confer on them new and extended powers for regulating the buildings, and the police, and markets within the said limits, and for widening, altering, cleansing, draining, and improving the streets, lanes, and other places in the town of Warrington, and in the said townships, chapelries, and places hereinbefore mentioned, or some of them, or some part or parts thereof respectively; and by such intended Act or Acts, it is proposed to authorise and empower the said commissioners to purchase, or take on lease, the tolls, rates, and dues payable and belonging to the lord of the manor of Warrington, in respect of any goods, wares, or merchandise exposed for sale, or of any stalls or carriages permitted to stand in the market-place, or any other public place used as and for the purposes of a market within the said limits, or of the several cloth-halls or market-halls, or other buildings or tenements within the said manor, used for such like purposes, and the rights, profits, and privileges of the lord of the said manor in respect thereof, and to vary or extinguish such rights and privileges, and also to authorise the said commissioners to take down and remove the present town-hall, cloth-hall, and certain other erections and buildings adjacent or near thereto, and erect and maintain a new market-house or market-houses with suitable conveniences, on the site thereof, and lay out new streets and approaches to the same; and by such intended Act or Acts, it is further proposed to take powers, enabling the commissioners thereunder to purchase certain gas works belonging to the Warrington Gas Light and Coke Company, situate within the said parish of Warrington; and also all rights, privileges, lands, property, and effects of the said company, and to enable the said company to sell and dispose of the said gas works to the said commissioners, together with all their powers and privileges in relation thereto, and the several lands, buildings, and other property and effects held or possessed in connection therewith, and to dissolve the said company, and for such purpose, to alter, amend, and repeal so far as may be necessary, the Act incorporating the said company, made and passed in the third year of the reign of King George the Fourth, intituled "An Act for incorporating the Warrington Gas Light Company."

No. 20535.

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And it is further proposed by the said intended Act or Acts, to take powers for enabling the said commissioners, in the event of such purchase as aforesaid being effected, to manufacture and supply gas within the several parishes, townships, and places of Warrington, the district parish of Saint Paul Warrington, Runcorn, Great Budworth, Grappenhall, Latchford, Thelwall, and Appleton otherwise Hull and Appleton, or some of them, or some part thereof, and to exercise all such powers as are now possessed, exercised, or enjoyed by the said gas company in relation thereto, and such other powers as may be necessary and expedient and as Parliament may sanction for the purposes aforesaid.

And by such intended Act or Acts it is further proposed, to enable the said commissioners to raise money for the purpose of effectuating such purchase as aforesaid, and also to levy rates or tolls and rents for the supply of gas, and to alter, vary, or increase the rates or rents authorised to be taken under the said hereinbefore recited Acts, or either of them, as also the tolls, rates, and dues payable to the lord of the manor of Warrington as aforesaid, and to enable the said commissioners to purchase, either by voluntary agreement or under compulsory powers, such lands, houses, and other hereditaments as may be required for the purposes of such intended Act or Acts, and to vary or extinguish all or any exemptions from the payment of any rates authorised to be levied under the said recited Acts, or either of them, or from any of the rates, tolls, and dues payable to the said lord of the manor of Warrington, as well as all rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other exemptions from the payment of tolls, rates, and dues, and other rights and privileges.

And it is further proposed by such intended Act or Acts, in the event of any company or persons being authorized by any Act or Acts of Parliament to be passed in the next or any future session, to supply water within the said several parishes, townships, and places of Warrington, the district parish of Saint Paul Warrington, Runcorn, Great Budworth, Grappenhall, Latchford, Thelwall and Appleton otherwise Hull and Appleton, or any of them, or any part thereof, to enable the said commissioners to purchase the works, lands, buildings, rights, powers, and privileges which may become vested in or may belong to such company or persons by virtue of any such Act or Acts, and to hold, use, exercise, and enjoy the same, and to levy rates in respect thereof, and to enable such company to sell and transfer the same to the said commissioners.

Wagstaff, Marsh, and Burratt,
Nicholson and Sons, } 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 authorize the assignment to, and purchase by, a company, of the following Letters Patent, and the privileges thereby respectively granted, that is to say, Letters Patent under the Great Seal of the United Kingdom, bearing date at Westminster, on or about the twelfth day of June, in the seventh

year of the reign of His late Majesty, granting unto William Fothergill Cooke, and Charles Wheatstone, the sole use of their invention, "of Improvements in giving signals and sounding alarms in distant places by means of electric currents transmitted through metallic circuits," in England, Wales, and Berwick-upon-Tweed. Also certain other Letters Patent under the said Great Seal, bearing date at Westminster on or about the eighteenth day of April, in the first year of the reign of Her present Majesty, granting unto the said William Fothergill Cooke, the sole use of his invention of "improvements in giving signals and sounding alarms at distant places, by means of electric currents transmitted through metallic circuits," in England, Wales, and Berwick-upon-Tweed. Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the twenty-first day of January, in the third year of the reign of Her present Majesty, granting unto the said Charles Wheatstone, and William Fothergill Cooke, the sole use of their invention of "improvements in giving signals and sounding alarms at distant places by means of electric currents," in England, Wales, Berwick-upon-Tweed, and Her Majesty's colonies and channel islands. Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the seventh day of July, in the fifth year of the reign of Her present Majesty, granting unto the said Charles Wheatstone the sole use of his invention of "improvements in producing, regulating, and applying electric currents" in England, Wales, and Berwick-upon-Tweed. Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the eighth day of September, in the sixth year of the reign of her present Majesty, granting unto the said William Fothergill Cooke, the sole use of his invention of "improvements in apparatus for transmitting electricity between distant places, which improvements can be applied, amongst other purposes, to apparatus for giving signals and sounding alarms at distant places by means of electric currents," in England, Wales, and Berwick-upon-Tweed. Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the sixth day of May, in the eighth year of the reign of Her present Majesty, granting unto the said Charles Wheatstone, and William Fothergill Cooke, the sole use of their invention of "improvements in electric telegraphs, and in apparatus relating thereto, part of which improvements are applicable to other purposes," in England, Wales, Berwick-upon-Tweed, and her said Majesty's colonies and channel islands. Also certain Letters Patent under the Seal, ordained by the treaty of the Union to be used in Scotland instead of the Great Seal thereof, sealed at Edinburgh, on or about the twelfth day of December, 1837, granting unto the said William Fothergill Cooke, and Charles Wheatstone, the sole use of their invention of "improvements in giving signals and sounding alarms at distant places by means of electric currents transmitted through metallic circuits," within Scotland aforesaid. Also certain other Letters Patent under the said last

mentioned Seal, and sealed at Edinburgh, on or about the twenty-first day of August, 1840, granting unto the said Charles Wheatstone, and William Fothergill Cooke, the sole use of their invention of "improvements in giving signals and sounding alarms at distant places by means of electric currents," within Scotland aforesaid. Also certain other Letters Patent under the said last-mentioned Seal, sealed at Edinburgh, on or about the third day of July, 1845, granting unto the said Charles Wheatstone, and William Fothergill Cooke, the sole use of their invention of "improvements in electric telegraphs, and in apparatus relating thereto, part of which improvements are applicable to other purposes," within Scotland aforesaid. Also certain Letters Patent under the Great Seal of Ireland, bearing date at Dublin, on or about the twenty-third day of April, in the first year of the reign of Her present Majesty, granting unto the said William Fothergill Cooke, and Charles Wheatstone, the sole use of their invention of "improvements in giving signals and sounding alarms at distant places by means of electric currents transmitted through metallic circuits," within Ireland aforesaid. Also certain other Letters Patent under the said last-mentioned Seal, bearing date at Dublin, on or about the twenty-seventh day of October, in the fourth year of the reign of Her present Majesty, granting unto the said Charles Wheatstone, and William Fothergill Cooke, the sole use of their invention of "improvements in giving signals and sounding alarms at distant places by means of electric currents," within Ireland aforesaid. Also certain other Letters Patent under the said last-mentioned Seal, bearing date at Dublin, on or about the twenty-second day of October, in the ninth year of the reign of Her present Majesty, granting unto the said Charles Wheatstone, and William Fothergill Cooke, the sole use of their invention of "improvements in electric telegraphs, and in apparatus relating thereto, part of which improvements are applicable to other purposes," within Ireland aforesaid. And also any other Letters Patent for the sole use of any invention of any improvement or improvements upon such electric telegraphs and inventions as aforesaid, or any of them, or any part thereof, or of any other invention or inventions relating to the transmission of intelligence by means of electricity. And also to authorise the assignment to, and purchase by, the said company, of any partial or other interest or interests, license or licenses, in or under the said several and respective Letters Patent, any or either of them. And also to enable such company to make, use, exercise, and vend such inventions and improvements as aforesaid. And to make, construct, and erect electric telegraphs according to such inventions and improvements; and such electric telegraphs respectively to use, exercise, and let to hire, for the purpose of transmitting signals and intelligence in all and every, or any of the parts of the United Kingdom to which the said Letters Patent respectively extend. And to make provision for the protection of such electric telegraphs, and the works thereof, from injury or destruction. And to enable such company to grant licenses to make, use, exercise, and vend such tele-

graphs, inventions, and improvements as aforesaid. And also to enable such company to sell or otherwise dispose of the privileges granted by such Letters Patent as aforesaid, or any of them, or any part thereof, or interest therein respectively. And to incorporate the said company, or to grant to the said company, power to sue and be sued in the name or names of the said company, or one or more of the directors or officers thereof; and also to make provision, and grant powers, for the constitution and regulation of the said company.

Dated this third day of November, 1845.

<p><i>Pearce, Phillips, and Winckworth,</i> Swithin's Lane, London,</p> <p><i>Wilson and Harrison,</i> 1, Copthall Buildings, London,</p>	}	<p>Joint Solicitors.</p>
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NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to construct a main line of railway, commencing by a junction with the London and Croydon Railway, in the parishes of St. Paul Deptford, and Lewisham, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of St. Paul Deptford, Sydenham, Lewisham, Brockley, Southend, Beckenham, Bromley, Hayes, Keston, Crofton, Chiselhurst, St. Paul's Cray, St. Mary's Cray, Farnborough, Down, Chelsfield, Orpington, Cudham, Halstead, Knockholt, Chevening, Lullingstone, Lullingstane, Shoreham, Riverhead, Sevenoaks, Otford, Kemsing, Seal, Ightham, Wrotham, Trotterscliffe, Addington, Offham, Mereworth, Ryarsh, Leybourne, West Malling, East Malling, Ditton, Aylesford, Allington, East Barming, West Barming, Maidstone, Boxley, Debtling, Thornham, Bearstead, Otham, Hollingbourne, Bromfield, Harriets-ham, Lenham, Witchling, Leeds, Boughton Malherbe, Charing, Westwell, Eastwell, Hothfield, Pluckley, Little Chart, Great Chart, Boughton Aluph, Kennington, Willesborough, and Ashford, or some of them, all in the county of Kent, and terminating at or near the town of Ashford, in the said parish of Ashford, either by a distinct terminus there, or by a junction with the South Eastern Railway.

Also a branch railway, commencing by a junction with the said main line of railway, in the said parish of Lewisham, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Lewisham, Lee, St. Alphage, Greenwich, St. Nicholas Deptford, and St. Paul Deptford, or some of them, all in the said county of Kent, and terminating by a junction with the London and Greenwich Railway, in the said parish of St. Paul Deptford.

Also a branch railway, commencing by a junction with the said main line of railway, in the said parish of Otford, passing thence, from, in, through, or into

the several parishes, townships, and extra-parochial or other places, of Otford, Chevening, Chipstead, Bessels Green, Riverhead, and Sevenoaks, or some of them, all in the said county of Kent, and terminating at Riverhead aforesaid, in the liberty and parish of Sevenoaks aforesaid.

Also a branch railway, commencing by a junction with the said main line of railway, in the said parish of Ightham, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ightham, Seal, Wrotham, Plaxtol, West Peckham, Shipbourne, East Peckham, Hadlow, Leigh, Mereworth, Tudeley, Capel, Pembury, and Tunbridge, or some of them, all in the said county of Kent, and terminating at or near the said town of Tunbridge, in the said parish of Tunbridge, either by a distinct terminus there, or by a junction with the South Eastern Railway.

Also another branch railway, commencing by a junction with the said main line of railway, at or near Buckland, and terminating at or near the borough of Westree, all in the said parish of Maidstone.

Also a branch railway, commencing by a junction with the said main line of railway, in the said parish of Hothfield, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Hothfield, Eastwell, Westwell, Ashford, Kennington, Boughton Aluph, Godmersham, and Wye, or some of them, all in the said county of Kent, and terminating in the parish of Wye, either by a distinct terminus there, or by a junction with the branch or intended branch of the South Eastern Railway from Ashford to Canterbury, Ramsgate, and Margate.

And it is intended in the said Bill or Bills to take power to construct a station for the use of the said main line of railway and branch railways, at or near the London terminus of the said London and Greenwich and London and Croydon Railways, and of the said South Eastern Railway, and the London and Brighton Railway, or some or one of them, to be situate in the several parishes of St. Olave, St. Saviour, and St. Thomas, some or one of them, in the borough of Southwark, in the county of Surrey; and also another station at the Dover terminus of the said South Eastern Railway in the several parishes of Hougham, and St. Mary the Virgin, or one of them, in the said county of Kent; and also stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial or other 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 terminations or in the line or course of the said railway and branch railways, as before described, in the several parishes, townships, and extra-parochial or other places aforesaid.

And in the said Bill powers will be applied for to deviate from the lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, parish roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial or other places aforesaid, as it may be necessary to

vary or alter for the purposes of such railway and branch railways.

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, houses, and buildings, to be described upon the said plans; and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and the works connected therewith, and hereinbefore described respectively, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the clerk of the peace for the county of Kent, at Maidstone, and at the office of the clerk of the peace for the county of Surrey, at No. 1, North Street, Lambeth; and that, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes, in or through which the said railway and branch railways and works will pass, or be situate, will be deposited with the parish clerk of each such parish.

Dated this third day of November, 1845.

Wildes and Son, } Joint
Pearce, Philips, and Winckworth, } Solicitors.

The Reading, Guildford, and Reigate 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, and branch railways, to be called the Reading, Guildford, and Reigate Railway, with all proper bridges, roads, works, stations and conveniences connected therewith, and approaches thereto, the main trunk line of the said railway or railways commencing from, and out of, or by a junction with The Great Western Railway, at or near the Reading station of the said last-mentioned railway, in the parish of St. Lawrence, Reading, in the borough of Reading, in the county of Berks, and terminating at or near the station of the London and Brighton Railway, and the South Eastern or London and Dover Railway, or of one of them, called the Redhill or Reigate station, in the parish of Reigate, and in the foreign of Reigate, or one of them, in the county of Surrey, and which said proposed railway or railways, and 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 following, or some of them: that is to say,

Reading, the borough of Reading, Saint Giles Reading, Whitley, Saint Lawrence, Reading, Saint Mary, Reading, all in the county of Berks; Sonning, Earley, Woodley, and Sandford, all in the said county of Berks; such part of Hurst, Winnersh, and Newland as may be situate in the county of Berks, and such part of Hurst, Winnersh, and Newland, as may be situate in the county of Wilts; such part of Oakingham otherwise Wokingham, as may be situate in the county of Berks; such part of Oakingham otherwise Wokingham, as may be situate in the county of Wilts; Finchampstead, Eastampstead otherwise Easthampstead, both in the county of Berks; such part of Sandhurst as may be situate in the county of Berks, and such part of Sandhurst as may be situate in the county of Southampton; Eversley, Bramshill, Great Bramshill, Little Bramshill, Yateley, Yately Inner, Cove, Hawley, Minley, Blackwater, Farnborough, Aldershot, all in the county of Southampton; Ash, Frimley, Normandy, Worplesdon, Wick otherwise Weeke otherwise Wyke, Burgham, Perry-Hill, West-end, Wanborough, Compton, Stoke, Guildford, the borough of Guildford, Stoke next Guildford, The Holy Trinity Guildford, Saint Nicholas Guildford within and without the borough of Guildford, Artington within and without the borough of Guildford, Shalford, Bramley, Womersh, Saint Martha otherwise Saint Martha's-on-the-Hill, Chilworth, Albury, Shiere otherwise Shera otherwise Sheire, Gumshall, Abinger, Sutton, Wotton otherwise Wotten otherwise Wooton otherwise Wootten, Dorking otherwise Darking, Eastborough, Chippingborough, Holmwood-borough, Milton-borough, Westcote-borough, the town of Dorking, Westcott otherwise Westcote, Milton Street, Holmwood, Bechworth otherwise Beechworth, East Bechworth, West Bechworth, Brockham, Buckland, Reigate otherwise Riegate otherwise Ryegate otherwise Reygate, the foreign of Reigate otherwise the foreign of Riegate, otherwise the foreign of Ryegate otherwise the foreign of Reygate, the borough of Reigate otherwise the borough of Riegate otherwise the borough of Ryegate otherwise the borough of Reygate, Woodhatch, Hooley otherwise Howley, Lingfield Street otherwise Linkfield Street, Santon, Colley, and Gatton, all in the county of Surrey.

And it is proposed to take powers in the said Act or Acts to construct the said railway or railways, so as to form a junction with, pass by, through, over, along, upon, or on one or either side of, or upon a part of the Guildford Junction Railway, such part of the said railway being situate in Artington, and in the parish of Saint Nicholas Guildford, in the county of Surrey, or one of them, at or near to the first bridge on the north side of the Guildford station of the said Guildford Junction Railway, and proceeding therefrom to, or at, or near to the northern side of the turnpike road leading from Guildford aforesaid to Farnham, in the county of Surrey, and which turnpike road is situate near to or contiguous to the Guildford station of the said Guildford Junction Railway.

And it is proposed in the said intended Act or Acts to take power to make and maintain a branch railway, or extension of the said main trunk line of

railway, with all proper works and conveniences respectively connected therewith, that is to say, a branch or extension of the said Reading, Guildford, and Reigate Railway commencing from and out of, or by a junction with the said main line or trunk railway at or near to a spot upon which now stands or formerly stood a certain building, called the old workhouse at Ash, in the parish of Ash, in the county of Surrey, and terminating at or near to a spot now or lately called Asp Mill, at or near the town and in the parish of Alton, in the county of Southampton, and which said proposed branch railway, works, and conveniences, is or are intended to pass, or be made by, from, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Ash, Normandy, Worplesdon, Seale, Seal and Tongham, Tongham, Farnham, Runfold otherwise Runvall, Badshot, Hale, Dogfludd, Runweek otherwise Runwick, Tilford, Wreclesham, all in the county of Surrey, Bentley, Binstead, Issington, Thurstons otherwise Thurstones, Millcourt otherwise Mullcourt, Week otherwise Wyke, South Haye and Blackmore otherwise Southey and Blackmere, Westcoate otherwise, Westcote otherwise Westcott, Roxford; Binstead, Popham, Frenchman's Haye, Binstead, King's Coldrey, Froyle, Upper Froyle, Lower Froyle, Neatham, Bonhams Holybourne, Halliborne, Alton, Anstey, Westbrook otherwise Alton Westbrook otherwise Alton Westbrooke, Eastbrook or Alton Eastbrook otherwise Eastbrooke or Alton Eastbrooke, all in the county of Southampton.

And it is intended in the said Act or Acts to take power to make and maintain another branch railway, or extension of the said main trunk line of railway, with all proper works and conveniences respectively connected therewith, that is to say, a branch or extension of the said Reading, Guildford, and Reigate Railway, commencing from and out of, or by a junction with the said main line or trunk railway at or near to College Farm, in the parish of Worplesdon, in the county of Surrey, and terminating at, forming a junction with, or running into the aforesaid branch railway at or near to Ash Green, in the said parish of Ash, in the said county of Surrey, and which proposed branch railway, works, and conveniences is or are intended to pass, or be made by, from, through, or into the several parishes, townships, or extra-parochial, and other places following, or some or one of them, that is to say, Wick otherwise Weeke otherwise Wyke, Worplesdon, and Ash, all in the said county of Surrey.

And it is intended in the said Act or Acts to take power to make and maintain another branch railway, or extension of the said main trunk line of railway, with all proper works and conveniences respectively connected therewith, that is to say, a branch or extension of the said Reading, Guildford, and Reigate Railway, commencing from, and out of, or by a junction with the said main line or trunk railway at or near a public carriage road at the north-western end of Farnborough village, in the parish of Farnborough, in the said county of Southampton, and terminating by a junction with or running into the South Western Railway at or near

to the Farnborough station of the said South Western Railway, in the said parish of Farnborough, in the said county of Southampton, and which said proposed branch railway, works, and conveniences is or are intended to pass, or be made by, from, through, or into the parish of Farnborough, in the county of Southampton.

And it is intended in the said Act or Acts to take power to make and maintain another branch railway, or extension of the said main trunk line of railway, with all proper works and conveniences respectively connected therewith, that is to say, a branch or extension of the said Reading, Guildford, and Reigate Railway, commencing from and out of or by a junction with the said main line or trunk railway at or near to Artington Farm, in the tithing of Artington, in the parish of Saint Nicholas Guildford, aforesaid, in the said county of Surrey, in the occupation of Isaac Ellis, and terminating at or near the southern end of Westbrook Place, in the parish of Godalming, and in or near the borough of Godalming, in the county of Surrey aforesaid, and which said last hereinbefore-mentioned proposed branch railway, works, and conveniences, is or are intended to pass or be made by, from, through, or into the several parishes, townships, or extra-parochial and other places following, or some or one of them, that is to say, Artington, Saint Nicholas Guildford, Shalford Compton, Godalming, Farncombe otherwise Fernecombe, Binscombe, the tithing of Godalming town, borough of Godalming, Godalming town liberty, Shackleford, Hurtmore otherwise Hurtmoore, Compton, Eashing, Upper Eashing, Lower Eashing, Cattshall otherwise Catteshall, Deanshold; Tuesley otherwise Tewsley, and Leybourne otherwise Labourne, all in the county of Surrey.

And it is proposed in the said intended Act or Acts to take power to make and maintain another branch railway or extension of the said main trunk line of railway, with all proper works and conveniences respectively connected therewith, that is to say, a branch or extension of the said Reading, Guildford, and Reigate Railway, commencing from and out of or by a junction with the said main line or trunk railway, at or near to Shalford Common, in the parish of Shalford, in the county of Surrey aforesaid, and terminating at, forming a junction with, or running into the last hereinbefore-mentioned branch railway at or near to Loseley Gate otherwise Losely Lodge, in the tithing of Artington, or the said parish of Saint Nicholas Guildford aforesaid, and which proposed branch railway, works, and conveniences, is or are intended to pass or be made, by, from, through, or into the several parishes, townships, or extra-parochial and other places following, or some or one of them, that is to say, Shalford, Artington, Saint Nicholas, Guildford aforesaid, all in the county of Surrey.

And it is intended to apply for powers in the said Act or Acts to incorporate a company or companies for the purpose of carrying into effect and executing the proposed works, and for powers for the purchase by compulsion or agreement of all such lands, houses, and other property as may be necessary for the purposes aforesaid, and for powers

to levy tolls, rates, and duties, for and in respect of the use of such proposed railway or railways and branch railways and other works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet, or to alter, vary, and extinguish all existing rights and privileges connected with the houses, lands, buildings, and other property intended to be taken, and to confer other rights and privileges, and to alter and repeal all and so much of the provisions of any Act or Acts as shall in any wise affect or interfere with the making and maintaining as aforesaid the said railway or railways and branch railways, and to confer other powers and provisions in lieu thereof.

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 and branch railways, from the lines of situation thereof respectively as laid down on the plans thereof, to be deposited as hereinafter mentioned, to the extent shown or defined on the said plans, and to cross, vary, divert, alter, or stop up all such turnpike roads, railroads, parish roads, and other highways, canals, bridges, aqueducts, navigations, and railway tramroads, rivers, drains, brooks, streams, and watercourses within the parishes, townships, or extra-parochial and other places aforesaid, as it may be necessary to cross, vary, divert, alter, or stop up for the purposes of such railway or railways and branch railways.

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 before-mentioned proposed undertaking, and to sell or let on lease the said intended railway or railways, and branch railways, and other works, or any part or parts thereof, to any other company or parties, or to unite and 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 railways, and branch railways, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof, and to purchase and hold lands and houses by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the said company thereby intended to be incorporated in connection therewith, and also to authorize the company to be incorporated by the said Act or Acts, or such united or amalgamated, or any other company or companies, or 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 or railways, and branch railways and works, or of any part thereof, and also to effect and confirm any agreement or arrangement made or hereafter to be made for or in respect of the traffic passing, or which may pass on the line of the said intended line of railway or

railways, and branch railways, or on the line or works of any other railway company united or amalgamated with a company incorporated by the said intended Act or Acts, or any or either of them.

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

And notice is hereby further given, that it is proposed by the said Act or Acts to alter, increase, amend, and in part repeal, the powers and provisions of the Act or Acts hereinafter recited, or one of them, and to alter the tolls, rates, and duties granted by the said after-recited Act or Acts, or one of them, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of the same as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, and in relation to the railway to which the said after-recited Act or Acts relate, that is to say, an Act made and passed in the seventh year of the reign of her present Majesty, intituled "An Act for making a Railway from the London and South Western Railway to Guildford, in the County of Surrey," and an Act made and passed in the eighth and ninth years of the reign of her present Majesty, intituled "An Act for authorizing the Sale of the Guildford Junction Railway."

Dated this fifth day of November, 1845.

Hodgson, Concanen, & Noyes,
Solicitors for the Bill,
5, Lincoln's Inn Fields.
Cadwalader F. Waddy,
13, Fludyer Street, Westminster,
Parliamentary Agent.

Staffordshire and North Midland 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 Grand Junction Railway, at or near the Stafford station at Forebridge, in the parish of Castle Church, in the county of Stafford, and terminating at the Midland Railway, otherwise the North Midland Railway, in the township of Alderwasley, in the parish of Wirksworth, in the county of Derby, near the Amber-gate station on the said last-mentioned railway; which said intended railway or railways and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Castle Church, and Castle Church in the borough or county of Stafford, or one or both of them, the united parishes of Saint Mary and Saint Chad Stafford, Coton Fields, Hopton and Coton, Marston, the Common Fields, Salt and Enson, Ingestre otherwise Ingestrie, Weston-upon-Trent, Sandon, Gayton, Stowe, Colwick otherwise Colwich, Fradswell, Chartley, Chartley Lodge, Chartley Hulme, Leigh, Field, Gratwich, Kingstone, Bramshall, Uttoxeter, Rocester, Combridge, Ellastone, Calwich otherwise Calwick, Denstone, and Mayfield, or some of them, all in the county of Stafford; Doveridge, Clownholme, Marston otherwise Marston Montgomery, Norbury and Roston-Norbury cum Snelston, Snelston, Mappleton, Edlaston, Wyaston, Ashborne Parish, Ashborne Town, ship, Clifton, Offcote and Underwood, Sturston, Yieldersley, Kniveton, Bradley, Bradbourne, Atlow, Hognaston, Callow, Hulland, Hulland Ward, Ward Gate, Ireton Wood, Windley, Hulland Ward Intake, Kirk Ireton Parish, Kirk Ireton Township, Wirksworth Parish, Wirksworth Township, Biggin, Duffield Parish, Duffield Township, Turnditch, Ireton Wood, Ideridgehay otherwise Ideridgehay and Alton, Hazzlewood, Shottle and Postern, Shottle, Belper, Alderwasley, and Heage otherwise High Edge, or some of them, all in the said county of Derby.

And also a railway commencing by a junction with the said intended railway at or near the turnpike road leading from Duffield to Wirksworth aforesaid, in the township of Shottle with Postern, in the said parish of Duffield, and terminating by a junction with the Midland Railway otherwise North Midland Railway, at or near a certain field, in the township of Belper, in the said parish of Duffield, called the Fish Pond Meadow, or at or near the present station on the said last mentioned railway called the Belper Station, in the said township of Belper, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Turnditch, Shottle, Shottle and Postern, Hazzlewood, Chevin, Chevin Ward, Chevin side, Duffield parish, Duffield township, and Belper, or some of them, all in the said county of Derby.

And also a branch railway, diverging from, and

out of the said first-mentioned intended railway, at or near the turnpike road leading from Duffield to Wirksworth aforesaid, in the said township of Shottle with Postern, in the said parish of Duffield, and terminating at or near Warmbrook, in the said township of Wirksworth, and county of Derby, or by a junction with the Cromford and High Peak Railway, in the township of Middleton, in the said parish of Wirksworth, and passing from, in, through, or into the several parishes, townships, extra-parochial, or other places following, that is to say, Shottle, Shottle and Postern, Ashleyhay, Wallstone, Hazzlewood, Turnditch, Ideridgehay otherwise Ideridgehay and Alton, Alton, Callow, Kirk Ireton Parish, Kirk Ireton Township, Wirksworth Parish, and Wirksworth Township, or some of them, all in the said county of Derby.

And it is also intended by such Act or Acts to take powers to alter or divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, 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, branch railway, and works, and also to deviate in the construction of the said railway or railways, or branch railway, from the line or lines laid down on the plans hereinafter mentioned to the extent defined thereon.

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 branch railway and works, and to confer other rights and privileges.

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying into effect the said intended railway or railways, branch railway and works, and to take powers for the purchase of lands and houses, by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use of the said intended railway or railways, branch railway and works, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet.

And it is further intended by such Act or Acts to enable the company thereby to be incorporated, to sell or let, or transfer the said intended railway or railways, branch railway, and works, or either of them or any part thereof, and to delegate all or any powers of such company in connection therewith, or in relation thereto, to any other company or companies willing or desirous to become the purchasers or lessees thereof, or to construct the same, and to enable any such company or companies to purchase, or rent, or construct the said intended railway or railways, 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 or railways, branch railway, and works, and generally to enter into and carry into effect such arrangements in reference

thereto as may be mutually agreed on between them.

And notice is hereby further given, that duplicate maps or plans, and sections of the said intended railway or railways, branch railway, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference 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 Stafford, at his office in Stafford; and with the clerk of the peace for the county of Derby, at his office in Chesterfield, in the said county of Derby; and that a copy of so much of the said maps or plans, sections and books of reference as relates to each of the parishes in or through which the said intended railway or railways, branch 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 clerk of each such parish respectively.

Dated this 1st day of November, 1845.

Thomas Richardson,
Uttoxeter,
Philip Hubbersty,
Wirksworth, } Solicitors.

Ashby-de-la-Zouch Canal.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the sale to the Midland Railway Company of the Ashby-de-la-Zouch Canal, authorized to be made by an Act passed in the thirty-fourth year of the reign of King George the Third, entitled "An Act for making and maintaining a navigable canal from the Coventry Canal at or near Marston Bridge, in the parish of Bedworth, in the county of Warwick, to a certain close, in the parish of Ashby-de-la-Zouch, in the county of Leicester, and for continuing the same from thence in one line to the Limeworks, at Ticknall, in the county of Derby; and in another line to the Limeworks at Cloudhill, in the said county of Leicester, with certain cuts or branches from the said canal;" together with all powers, rights, privileges, lands, buildings, property, interest, and effects of the company of proprietors of the said Ashby-de-la-Zouch Canal incorporated by the said Act, and to enable the said Midland Railway Company to effect such purchase, and to hold, use, exercise, and enjoy the said canal, powers, rights, privileges, lands, buildings, property, interest, and effects aforesaid.

And it is further proposed by such Act to dissolve the said company of proprietors of the said Ashby-de-la-Zouch Canal, and to alter, amend, or repeal the said Act relating to the said Ashby-de-la-Zouch Canal, and to amalgamate the same with the Midland Railway, so that the same may form part of that undertaking, and as such be subject to the provisions (so far as the same may be applicable) of the Act relating thereto, passed in the seventh and eighth years of the reign of Her present Majesty

Queen Victoria, and entitled "An Act to consolidate the North Midland, Midland Counties and Birmingham and Derby Junction Railways."

And it is further proposed by such intended Act or Acts, to enable the said Midland Railway Company to levy and raise tolls, rates, and duties, in respect of the said Ashby-de-la-Zouch Canal, and to alter the tolls, rates, and duties at present authorized to be levied thereon, and to vary or extinguish all rights or privileges which would in any manner impede or interfere with the object aforesaid, and to confer other rights and privileges.

Dated this first day of November, 1845.

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

Berridge and Macaulay, Leicester.

Saml. Carter, Birmingham.

W. Dewes,

Fisher, and Sherwin, } Ashby-de-la-Zouch.

Hayle's Charity.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to extend (so far as relates only to the estates and property of this charity,) the powers of a certain Act of Parliament, made and passed in the ninth year of the reign of his late Majesty King George the Fourth, intituled "An Act for confirming a Partition of the Walcott Charity Estates, situate in the Parish of Lambeth, in Surrey, by vesting the same in Trustees for the several Parishes of Lambeth aforesaid, and Saint Olave Southwark, and Saint John Horslydown, in Surrey, and for regulating the said Charities; and for empowering the Trustees of the said Charities, and also the Trustees of a certain other Charity called Hayle's Charity, in Lambeth, to grant Building and Repairing Leases," and also to obtain powers for the purpose of properly settling and vesting the estates and property belonging to the said charity, called Hayle's Charity, situate in the parish of Saint George-the-Martyr, Southwark, in the county of Surrey, in the trustees thereof, for the charitable purposes mentioned in a certain order of the High Court of Chancery, bearing date the twenty-seventh day of January, one thousand eight hundred and twenty-three, or such other order of the said court, as shall or may be made in such matter, and to extend the future trusts and administrations, and to enlarge the future charitable uses, extend the objects, and regulate the future application of the rents and profits of the estates and property of the said charity, and for empowering the trustees of the said charity to grant building, repairing, and other leases, and to take premiums thereon, and for other purposes relating thereto, and if necessary to raise money for the purposes of the said Act.

Dated the sixth day of November, 1845

H. Harpur,

Kennington Cross, Surrey,

Solicitor for the proposed Bill.

Parratt & Walmisley,

House of Lords,

Parliamentary Agents.

Shropshire Union Railway and Canal.—(Chester and Wolverhampton.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Chester and Crewe branch of the Grand Junction Railway, in the township of Calveley, in the parish of Bunbury, in the county of Chester, and terminating in the township of Wolverhampton, in the parish of Wolverhampton, in the county of Stafford, and which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places of Bunbury, Calveley, Wardle, Acton, Stoke, Hurleston, Poole, Henhull otherwise Hin-hull, Acton, Edleston otherwise Edlaston, Bad-dington, Coole Pilate, Newhall, Cholmondeston, Burland, Worleston, Austerson, Dodcott-cum-Wilkesley, Nantwich, Nantwich, Willaston, Wren-bury, Broomhall, Dodcott-cum-Wilkesley, Aud-lem, Audlem, Hankelow, and Newhall, in the county of Chester; Adderley, Adderley, Spoonley, Drayton-in-Hales otherwise Market Drayton, Betton, Drayton Magna, and Woodseaves, in the county of Salop, Drayton-in-Hales otherwise Market Drayton, Almington, Bloore, Hales, Tyr-ley, Bloore in Hales, Bloore in Tyrly, Tyrley, Hales, in the county of Stafford; Almington, Cheswardine, Cheswardine, Goldstone, Great Sowdley, Little Sowdley, and Ellerton, in the county of Salop; Adbaston, Adbaston, Knighton, Adbaston-cum-Knighton, Flashbrook, Tunstall, Bishop's Offley, High Offley, High Offley, Sheb-don otherwise Shebden, Woodseaves, Norbury, Loynton, Weston Jones, Norbury, Oulton, Gnosall, Ghosall, Plardiwick, Cowley, Cowley-cum-Coton, Coton End, Bescote, Knightley, Moreton, Walton Grange, Wilbrihton, Great Chatwell, Apeton, Alston, Church Eaton, Church Eaton, Wood Eaton, Little Onn, Shusions, High Onn, Orslow, Marston, Lapley, Lapley, Wheaton Aston, Penkridge, Stretton, Brewood, Horsebrook, Brewood, The Hattons, Gunstone, Tettenhall, Tettenhall Regis, Tettenhall Clericorum, Pirton, Trescott, Pende-ford, Billbrook, Codsall, Bushbury, Bushbury, Ford-houses, Gosbrook, Moseley, Oxley, Wolverhampton, Featherston, Hatherton, Hilton, Kinwaston, Bentley, Pelsall, Wednesfield, Willenhall, Bilston, Wolverhampton, Saint John, Saint George, Saint Pater, Saint Mary, Saint James, and Saint Paul, in the county of Stafford.

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, aque-ducts, canals, pipes, sewers, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railway and works, or any of them.

And it is also intended by such Act or Acts to enable the United Company of Proprietors of the

Ellesmere and Chester Canal, in conjunction with other persons to be incorporated with them, to carry into effect the said intended undertaking, and to take powers for the purchase of lands by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act or Acts to vary or extinguish all existing rights or privi-leges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges: And it is further proposed by such intended Act or Acts to authorize the appropriation of all or any part of the canals, cuts, works, lands, and buildings of the said United Company of Proprietors of the Ellesmere and Chester Canal which may be situate in the line of the said intended railway to the purposes thereof, and to authorize the disuse of the same or any part or parts thereof as a canal or canals, and the conversion thereof or of any part or parts thereof into such intended railway, and the sale of such parts of the said canals, cuts, works, lands, and build-ings as shall not be required for the purposes of such intended railway, and to vary or extinguish all rights and privileges whatsoever connected with the said canal, or the use thereof, which would impede or interfere with the objects aforesaid.

And it is further intended by such Act or Acts to authorize an increase of the capital of the said United Company of Proprietors of the Ellesmere and Chester Canal, and the admission and incor-poration of new subscribers in the said company for the objects aforesaid, and to amend, enlarge, and repeal all or some of the powers and provisions of the several Acts relating to the Ellesmere and Chester Canal, passed respectively in the eighth year of the reign of his late Majesty King George the Fourth; in the eleventh year of the reign of his said Majesty King George the Fourth; in the first year of the reign of her present Majesty Queen Victoria; in the fifth year of the reign of her said present Majesty; and in the eighth year of the reign of her said present Majesty Queen Victoria; and also all or some of the provisions of the several Acts relating to the late Birmingham and Liver-pool Junction Canal Navigation, now belonging to the said United Company of Proprietors of the said Ellesmere and Chester Canal, and passed res-pectively in the seventh year of the reign of his late Majesty King George the Fourth; in the eighth year of the reign his said late Majesty King George the Fourth; in the first year of the reign of his late Majesty King William the Fourth; in the fourth year of the reign of his late Majesty King William the Fourth; and in the fifth year of the reign of her present Majesty Queen Victoria.

And it is further intended by such Act or Acts to alter, vary, extinguish, or repeal the tolls, rates, and duties authorized to be taken on the said United Ellesmere, and Chester, and Birmingham and Liverpool Junction Canals.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Chester, at his office in the city of Chester; with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this third day of November, 1845.

Parker, Hayes, Barnell and Twisden,

1, Lincoln's Inn Fields.

Potts and Brown, Chester.

Slater and Heelis, Manchester.

James Wheeler, Manchester.

Lowdale and Peele, Shrewsbury.

Henry Heane, Newport.

Richmond Railway, Kew Branch.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend, and enlarge the powers and provisions of the Richmond Railway Act, 1845, and to enable the company thereby incorporated, to make and maintain a railway or railways with all proper, necessary, and convenient stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, which said railway or railways is or are intended to commence at or near to Sheen Lane, in the parish of Mortlake, in the county of Surrey, by a junction there with the Richmond Railway, and to terminate at or near to Kew Bridge, in the parish of Kew, in the said county of Surrey, and which said railway or railways is or are intended to pass from, into, or through the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Mortlake and Kew, both in the county of Surrey.

And notice is also hereby given, that it is intended to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy and collect tolls, rates, or duties upon, or in respect of the said railway or railways, 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 intended to apply for powers in the said Act to cross, divert, alter, or stop up all such roads and highways, rivers, streams, navigations, railways, and tram-

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

And further notice is hereby given, that on or before the thirtieth day of November instant, plans and sections of the said railway or railways, and works, with duplicates of the same; and a book of reference thereto will be deposited for public inspection with the clerk of the peace for the said county of Surrey, at his office at Lambeth, in such county, and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and book of reference, as relates to each of the several parishes hereinbefore mentioned, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode.

Dated this fourth day of November, 1845.

Wm. Chapman,

Solicitor, Richmond.

Staines and Richmond Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining a railway or railways, with all proper, necessary, and convenient stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, which said railway or railways is or are intended to commence at or near an alley called Black Ditch, in or near the Kew Road, in the parish of Richmond, in the county of Surrey, by a junction there with the Richmond Railway now constructing, and to terminate at or near to Shooting-off Lane on the south-east side of the town of Staines, in the parish of Staines, in the county of Middlesex, and which said railway or railways is or are intended to 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, Richmond, the bed and shore of the River Thames, in the county of Surrey, and Twickenham, Isleworth, the bed and shore of the River Thames, Hampton, Teddington, Hanworth, Sunbury, Feltham, Shepperton, High Halliford, Ashford, Littleton, Laleham, and Staines, all in the said county of Middlesex.

And notice is also hereby given, that it is intended to apply for powers in the said Act to incorporate a company for the purpose of taking into effect the proposed works, and to apply for powers for the compulsory purchase of lands and houses, and to vary and 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 or collect tolls, rates, or duties upon or in respect of the said railway or railways 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 intended to apply for powers in the said Act to make lateral deviations from the line or lines of the said railway or railways and works, to the extent or within the limits defined upon the plans

to be deposited as hereinafter mentioned, and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, rivers, streams, canals, navigations, railways, and tram-roads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway or railways and works.

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

Dated this fourth day of November, 1845.

Wm. Chapman,
Solicitor, Richmond.

Midland Railway.

Burton-upon-Trent to Nuneaton.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the several railways hereinafter described, 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 commencing by a junction or junctions with the line of the Midland Railway, at or near the town of Burton-upon-Trent, in the parish of Burton-upon-Trent, in the county of Stafford, and terminating by a junction with the line of the Trent Valley Railway, as at present authorized to be made, in the parish of Nuneaton, in the county of Warwick, 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, Burton-upon-Trent, Burton Extra otherwise Bond End, and Branstone, in the county of Stafford, Stapenhill, Drake-
low, Stanton, Newhall, Stanton and Newhall, Hearthcote otherwise Harcott otherwise Hercott, Cauldwell, Gresley, Church Gresley, Castle Gresley, Linton, Swadlincote, Donisthorpe, Oakthorpe, Stretton-en-le-Field, Measham, Appleby, Great Appleby, and Little Appleby, in the county of Derby, Ashby-de-la-Zouch, Ashby Wolds, Moira, Seals, Netherseal, Overseal, Donisthorpe, Appleby, Great Appleby, Little Appleby, Sharestone, Gopsal, Swebstone, Newton Nethercote, Newton Burgoland, Bilston, Norton juxta Twycross, Odstone, Shackerstone, Barton in the Beans, Carlton, Con-

gerstone, Nailstone, Market Bosworth, Wellsborough, Temple Hall, Near Coton, Far Coton, Sibson, Upton, Shenton, Sutton Cheney otherwise Sutton Chainell, Dadlington, Stoke Golding, Hinckley, Fenny Drayton, Lindley, Rowden, and Higham on the Hill, in the county of Leicester; and Weddington, Caldecote, Attleborough, and Nuneaton, in the county of Warwick.

And also a branch railway from and out of the said intended railway, commencing by a junction therewith, in the parish of Stapenhill aforesaid, and terminating at or near certain collieries known as the Swadlincote collieries, in the parish of Church Gresley aforesaid, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Stapenhill, Drakelow, Cauldwell, Stanton, Newhall, Stanton and Newhall, Hearthcote otherwise Harcott otherwise Hercott, Gresley, Church Gresley, Castle Gresley, and Swadlincote, in the county of Derby.

And also another branch railway from and out of the said first mentioned intended railway, commencing by a junction therewith, in the parish or Ashby-de-la-Zouch aforesaid, and terminating at or near a certain wharf, called Wooden Box Wharf, in the last mentioned parish, and which said last mentioned intended branch railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Ashby-de-la-Zouch, Ashby Wolds, Moira, Seals, Netherseal and Overseal, in the county of Leicester; and Linton, Gresley, Church Gresley, Castle Gresley, and Swadlincote, in the county of Derby.

And also another branch railway from and out of the said first mentioned intended railway, commencing by a junction therewith, in the parish of Shackerstone aforesaid, and terminating by a junction with the Leicester and Swannington Railway, at or near a certain place called Coalville, in the parish of Ibstock, and county of Leicester; and which said last mentioned intended branch railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Shackerstone, Odstone, Newton Nethercote, Newton Burgoland, Swebstone, Heather, Ravenstone, Ibstock, Packington, Snibstone, Swannington, Thringstone, Whitwick, Donnington on the Heath, Coalville, and Hugglescote, in the county of Leicester, and Packington, Snibstone, and Ravenstone, in the county of Derby.

And also another branch railway from and out of the said first mentioned intended railway, commencing by a junction therewith, in the parish of Ashby-de-la-Zouch aforesaid, passing by or near the town of Ashby-de-la-Zouch, and terminating by a junction with the line of the Leicester and Swannington Railway, in the parish of Whitwick, in the said county of Leicester; and which said last mentioned intended branch railway and other works connected therewith will pass from, in, through, or into, or be situate within the several

parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Ashby-de-la-Zouch, Ashby Woulds, Moira, Blackfordby, Boothorpe, Coleorton, Overtown Saucey otherwise Orton Saucey, Nethertown Quatremarsh otherwise Orton Quatremarsh, Ravenstone, Packington, Snibstone, Whitwick, Thringstone, Coalville, and Swannington, in the county of Leicester; and Willesley, Packington, Snibstone, and Ravenstone, in the county of Derby.

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

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

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

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 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 Stafford, at his office in Stafford, with the clerk of the peace for the county of Derby, at his office in Chesterfield, with the clerk of the peace for the county of Leicester, at his office in Leicester, and with the clerk of the peace for the county of Warwick, at his office in Stratford-on-Avon, and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, 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.

Dated this first day of November, 1845.

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

West London Railway 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 formation and maintenance of a railway or railways, with all proper works, wharfs, cuts, approaches, and conveniences connected therewith, in extension of the West London Railway, commencing by a junction with the last-mentioned railway at or near the termination thereof, in the parishes of Saint Mary Abbot Kensington, Hammersmith, and Fulham, or one of them, in the county of Middlesex, and terminating at or near the bank of the River Thames, in or near to the Fulham Town Meadows, in the parish of Fulham, in the same county, which said intended railway or railways and works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Willesden, Acton, Hammersmith, Saint Mary Abbot Kensington, Saint Luke Chelsea, and Fulham, in the county of Middlesex.

And it is also proposed by the said intended Act or Acts to take powers to make and maintain a new line of railway commencing from or from near the point of junction of the West London Railway with the London and Birmingham Railway, in the parishes of Hammersmith and Fulham aforesaid, or one of them, and terminating by a junction with the West London Railway near to the south end of a certain place or district called Wormwood Scrubs, in the parishes of Hammersmith, Fulham, and Saint Mary Abbot Kensington, or some one of them, in the county of Middlesex, which said intended new line of railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Hammersmith, Acton, Willesden, Wormwood Scrubs, Fulham, and Saint Mary Abbot Kensington, or some or one of them, in the county of Middlesex; and also to alter and vary so much of the line of the said West London Railway which is situated in the said several parishes, or either of them, between the points of commencement and junction hereinbefore specified, which it may be necessary to vary and alter, and to abandon such part or parts of the said West London Railway as may become useless and unnecessary in consequence of any such alteration and variation.

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

And it is also intended by such Act or Acts to take powers for the purchase of lands, by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act or Acts to vary or extinguish all existing rights or privileges

in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof; and to confer other rights and privileges.

And it is also intended by such Act or Acts to enable the London and Birmingham Railway Company and the Great Western Railway Company, or either of them, to carry into effect the said proposed works, or any part or parts thereof, and to raise such additional capital as may be necessary.

And it is also intended by such Act or Acts to alter, amend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament relating to the said West London Railway, under that name, or under the name of the Birmingham, Bristol, and Thames Junction Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, in the fourth year of the reign of Her present Majesty, and in the eighth year of the same reign.

And notice is hereby further given, that maps or plans and sections of the said intended 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 Middlesex, at his office in Clerkenwell, in the same 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 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 sixth day of November, 1845.

Parker, Hayes, Barrwell, and Twisden,
1, Lincoln's-Inn-Fields,
W. O. and W. Hunt,
Whitehall,
Samuel Carter,
Birmingham, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the proposed Richmond and Staines Railway, at or near a certain road called Shooting-off Lane and Causeway, in the parish of Staines, in the county of Middlesex, or at some other point near to the aforesaid road in the said parish of Staines, and terminating at or near the town of Newbury, in the parish of Newbury, in the county of Berks, or terminating at some intermediate point within some one of the parishes and townships hereinafter mentioned, which said intended railway and works connected therewith will pass from, in, through, or into, or be situate within the several parishes,

townships, and extra-parochial or other places following, or some of them, that is to say, Staines and Knowles Green, both in the county of Middlesex, Egham, Thorpe, Chertsey, Chobham, Windlesham, and Bagshot Heath, all in the county of Surrey; Coworth; Suaningdale, Old Windsor, Sunninghill, Swinley, Bagshot Heath, Winkfield, Warfield, Easthampstead, Bracknall otherwise Bracknell, Old Bracknall otherwise Old Bracknell, Binfield, Swallowfield, Wokingham otherwise Oakingham, Barkham, Finchhampstead, Newlands, Langley Common, Whitehall, Arberfield, Beech Hill, Oakfield otherwise Wokefield, Stratfield, Mortimer, Burghfield Green, Burghfield, Lower Sulhampstead, Bannister, Padworth, Oakfield, Sulhampstead, Bannister, Inglefield otherwise Englefield, Sulhampstead Lower End, Sulhampstead, Abbots, Ufton, Waring, Woolhampton, Beenam or Benham, Valence, Aldermaston, Midgham, Brimpton, West Woodhay, Sandford, Crookham, Bucklebury, Thatcham, Colthrop, Greenham, Newbury, Enbourne, Hampstead, Marshall, Henwick Shore cum Donnington and Speen, in the county of Berks; Wokingham otherwise Oakingham Town, Swallowfield, Graizeley or Graisleys, Didnam otherwise Didenham, Hartley Prior otherwise Hartley Dummer, Shinfield, east side Shinfield, in the counties of Berks and Wilts, or one of them; Heckfield, Strathfieldsaye, Silchester, Mortimer, West End, Tadley, Inhurst, Wolverton, Banghurst, Burghclere, Highclere, Kingsclere, Itchingswell, Sidmanton, East Woodhey, Newtown, and Eversley, in the county of Hants.

And it is also intended by such Act or Acts to take powers to deviate from the line of the said proposed work to the extent or within the limits defined upon the plans hereinafter mentioned, and to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them.

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties. And it is further intended by such Act or Acts to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is further intended by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to purchase or rent of the Kennet and Avon Canal Company the canal known as the Kennet and Avon Canal, or any part or parts thereof, which may be necessary for the

construction of the proposed railway and branches, and all rights, powers, and privileges of or relating to the said canal, and to enable such companies to sell or lease and transfer their canal, or any part or parts thereof respectively, and generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them.

And it is further intended by such Act or Acts, in the event of a company being thereby incorporated, to enable the said company to unite and amalgamate with the Kennet and Avon Canal Company, or with any other canal or railway company or companies, upon such terms and conditions as may be agreed upon, and to authorize the company or companies 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 notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Middlesex, at the Sessions House, Clerkenwell-Green, in the same county; with the clerk of the peace for the county of Surrey, at his office in Lambeth, in the same county, with the clerk of the peace for the county of Berks, at his office in Abingdon, in the same county, with the clerk of the peace for the county of Hants, at his office in Winchester, in the same county, and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this fifth day of November, 1845.

Sutton, Ewens, Ommanney & Prudence,
Basinghall-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 to repeal, alter, or vary, an Act of Parliament made and passed in the fifty-second year of the reign of King George the Third, intituled "An Act for lighting and watching the road leading from Newington Butts to the Nag's Head, on the Wandsworth Road, and several other roads and places communicating therewith, situate in the parishes of Saint Mary Lambeth, Clapham, and Battersea, in the county of Surrey," and for making, in lieu of the provisions contained in the Act so to be repealed, altered, or varied, provisions for lighting, cleansing, paving, draining, and improving the main or high road, leading from the village of Newington Butts, in the county of Surrey, at the end of Lower Kennington Lane, in the parish of Saint Mary Lam-

beth, in the said county of Surrey, commencing at the north end of the said main or high road, with the house now in the occupation of Joseph Fox, and being No. 1, in the said Lane. Also on the south side of the said main or high road, from No. 1, Manifold Place, in the occupation of ——— Page, and continuing through the said lane to a house, No. 33, situate at Kennington Cross, in the occupation of Samuel Millis, thence crossing over to a house newly erected or erecting, in the occupation of or belonging to Esther Reid, being No. 14, Park Place, and continuing through Upper Kennington Lane, past Vauxhall, through the turnpike, to, and including the Nag's Head, in the Wandsworth Road, also from Vauxhall turnpike, through the high road to a house, No. 1, Stockwell Villas, South Lambeth, in the occupation of William Smith. Also the collateral road and places called Augusta Terrace, Augusta Place, to No. — Portland Street, and Places North and South, South Lambeth New Road, and any other road or street branching from South Lambeth aforesaid. Also, the high road leading from the Wandsworth Road aforesaid, commencing at No. 1, Belmont Row, late in the occupation of — Paddy, along the Nine Elms Road, up to, and including a house in the occupation of — Slade, in Battersea Fields. Also, from Vauxhall turnpike, to the corner of New Street, in Princes Street, including Alfred Singer's Pottery. Also, from the Plough and Harrow, No. 1, Kennington Road, in the occupation of Charles Collyer, along the high road leading therefrom, to Kennington Common, to and including a house, No. 28, York Row, in the occupation of William Hull. Also, the high road leading from Kennington Cross, to and including the Assembly rooms, and rooms and shops under, belonging to the Horns Tavern, Kennington, and up to and including a house opposite, being No. 2, Octagon Place, in the occupation of Edward Watkins. Also, the Oval, Kennington, and Harleyford Street, Bowling Green Street, Clayton Street, and William Street, leading thereto, and through Harleyford Road, crossing over the main road to and including the Bar on the side of Vauxhall Walk. Also, the high road leading from Lansdowne Road, in South Lambeth, to a house in Lark Hall Lane, in the occupation of Doughall Mc. Farlane, being No. 1, Malcom Place, crossing over and including a house in the occupation of C. H. Ferman. Also, Binfield Road, and any other road or street, forming, or to be formed, on either side of the said road, called Lansdowne Road, Binfield Road, or Lark Hall Lane, and several other roads, streets, and places adjacent to either of the above named roads, streets or places, or connected therewith or leading thereto. And also, all such roads, streets, and places, as are now lighted under the provisions of the said Act of Parliament of the fifty-second year of the reign of King George the Third. And all other roads, streets, and places leading out of the Wandsworth Road into South Lambeth, or near thereto, and all other collateral roads, streets, squares, lanes, alleys, courts, and all other public passages and places branching from any of the aforesaid places, or being within the distance of eight hundred yards from the sides of any of the said roads, streets, or places whereon

there now are, or hereafter may be, any houses or buildings erected or built; all such roads, streets, and places, being in the parishes of St. Mary Lambeth, Clapham, and Battersea, all in the county of Surrey. Also for the removal and disposal of the dust, cinders, ashes, and breeze, made thereon, and for removing and preventing nuisances, incroachments, and annoyances therein, and for other purposes relating thereto. And it is intended by the said Bill to take powers to levy rates and duties, or to increase, alter or vary any existing rates and duties, and to confer, vary, and extinguish exemptions from the payment of such rates and duties, and all other rights and privileges, and all necessary and effectual powers for carrying the intended Act into execution, and, (if necessary) to raise money for the purposes of the said Act.

Dated this sixth day of November, 1845.

H. Harpur,

Kennington Cross, Surrey,

Solicitor for the proposed Bill.

Parratt and Walmisley,

House of Lords,

Parliamentary Agents.

Liverpool, Warrington, Manchester, and Stockport Direct Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making and maintaining a railway or railways, with all proper stations, erections, works, communications, approaches, and conveniences connected therewith, to commence at or near Canning Place, Paradise Street, and Duke Street, in the borough of Liverpool, in the township and parish of Liverpool, in the county palatine of Lancaster, and to terminate at or near the station of the Manchester and Birmingham Railway Company, situate in the township of Heaton Norris, in the borough of Stockport, and in the parish of Manchester, in the said county of Lancaster, or by a junction with the line of railway of the said Manchester and Birmingham Railway Company, at or near the station aforesaid, in the said township of Heaton Norris, 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, Liverpool, Liverpool, Walton-on-the-Hill, West Derby, Edge Hill, Old Swan, Knotty Ash, Toxteth Park, the district of Saint Michael's Toxteth Park, Toxteth Park, Everton, Everton, Childwall, Childwall, Wavertree, Wavertree, Mossley Hill, Allerton, Childwall, Much Woolton, Gateacre, Thingwell, Broad Green, Little Woolton, Hale, Halewood, Halewood Green, Hale Bank, Huyton, Roby, Huyton, Halewood, Tarbock, Little Tarbock, Prescott, Prescott, Whiston, Sutton, Halsnead, Cronton, Ditton, Pecks Hill, Ditchfield Green, Broad Heath, Cuerdley, Widnes, Widnes, Appleton, Widnes-with-Appleton, Upton, Rainhill, Kenrick Green, Kendrick's Green, Farnworth, Farnworth, Bold, Rainhill, Rainhill Stoops, Barrow's Green,

Bold Heath, Penketh, Greystone Heath, Sankey, Great Sankey, Great Sankey, Burtonwood, Sankey Green, Sankey Bridges, Bewsey, Bank Quay, Warrington, Warrington, the district parish of Saint Paul Warrington, Orford, Orford Green, Poulton-with-Fearnhead, Poulton, Fearnhead, Padgate, Bruch, Risley, Culcheth, Newchurch, Woolstone, Woolston, Woolston-with-Martinscroft, Martinscroft, Martinscroft Green, Rixton, Rixton-with-Glazebrook, Hollinfare, and Hollins Green, all in the said county of Lancaster; and Warburton, Warburton, Lymm, Lymm, Reddish, Heatley Heath, Rush Green, Partington, Carrington, Carrington, Dunham, Dunham Massey, Dunham Woodhouses, Woodhouses, Sinderland, Bowden, Bowdon, Bowden, Bowdon, Altrincham, Altringham, Timperley, Riddings, Baguley, Ashton-upon-Mersey, Ashton-upon-Mersey, Woodheys, Sale, Northenden, Northenden, Northen, Etchells, With-inshaw, Etchells in Northenden, Northen Etchells, Stockport, Stockport Etchells, Cheadle, Cheadle, Cheadle Bulkeley and Cheadle Moseley, all in the county of Chester; and Manchester, Withington, Burnage, Didsbury, and Heaton Norris, all in the said county of Lancaster.

And also for making and maintaining a railway or railways, with all proper stations, erections, works, communications, approaches, and conveniences connected therewith, to commence at and diverge from a point on the before-mentioned intended railway, within the township of Woolstone, Woolston, or Woolston-with-Martinscroft aforesaid, in the parish of Warrington, in the said county of Lancaster, and to terminate at or near Peter Street, in the town and borough of Manchester, in the parish and township of Manchester, in the said county of Lancaster, or by a junction at a point near the Botanic Gardens, within the township of Stretford, in the parish of Manchester aforesaid, with the Manchester, South Junction, and Altrincham Railway there, now in course of formation; 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, Woolstone, Woolston, Woolston-with-Martinscroft, Martinscroft, Newchurch, Culcheth, Risley, Padgate, Rixton, Rixton-with-Glazebrook, Glazebrook, Hollinfare, Hollin's Green, Winwick, Great Woolden, Little Woolden, Flixton, Flixton, Shaw Town, Urmston, Cadishead, Eccles, Barton-upon-Irwell, Irlam, Croft, Croft's Bank, Davyhulme, Lostock, Manchester, Stretford, Hulme, Salford, and Manchester, all in the said county of Lancaster.

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

cross, divert, alter, or stop up, for the purposes of the proposed works.

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

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

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

Dated this fourth day of November, 1845.

Sale, Worthington, and Shipman,
Solicitors, Manchester.

Direct London, Portsmouth and Chichester, and
Direct Portsmouth and Chatham Railway
Company.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railways and branch railways hereinafter mentioned; or some of them, or some part or parts thereof; together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing at or near the town of Chatham, and in the parish of Chatham, in the county of Kent, or commencing in the parish of Strood, by a junction with one or other of the intended North Kent

Railways, if either of the same shall be sanctioned by Parliament, and terminating at or near the Godstone Station, on the South-Eastern Railway, in the parish of Godstone and county of Surrey, or at or near the Reigate Station on the London and Brighton Railway, in the parish of Reigate and foreign of Reigate, in the said county of Surrey.

Also another railway in continuation of the said last-mentioned intended railway, commencing in the said parish of Reigate and foreign of Reigate, in the county of Surrey, and terminating by a junction with the line of the proposed Portsmouth Extension of the Brighton and Chichester Railway, at or near Emsworth, and in the parish of Warblington, in the county of Southampton, with an extension of the said last-mentioned intended railway, commencing in the parish of Wymering, in the county of Southampton, and terminating at or near the town of Portsea, in the parish of Portsea, in the said county of Southampton.

Also another railway diverging out of the said last-mentioned intended line of railway in the parish of West Dean otherwise West Deane, in the county of Sussex, and terminating also by a junction with the line of the said proposed Portsmouth Extension of the Brighton and Chichester Railway, at or near the city and borough of Chichester, in the parishes of Saint Bartholomew, and New Fishbourne otherwise New Fishbourn otherwise Fishbourne otherwise Fishbourn, or one of them, in the county of Sussex.

Also a branch railway diverging out of the said secondly-mentioned intended line of railway in the parish of Cocking, in the county of Sussex, and terminating at or near the town of Petersfield, and in the parish of Petersfield, in the said county of Southampton.

Also another branch railway diverging out of the said secondly-mentioned intended railway, in the parish of Alfold otherwise Aldfold otherwise Awfold, in the counties of Sussex and Surrey, and terminating at or near Guildford, in the parishes, or one of them, of Saint Nicholas or Lower Parish Guildford, Saint Mary's or Middle Parish Guildford, and Stoke next Guildford, in the county of Surrey, either by a separate terminus, or by a junction with the proposed railway from Guildford to Godalming, or the railway from Woking to Guildford, or one of them.

And also another branch railway, diverging from and out of the said secondly-mentioned intended railway, in the parish of Capel, in the county of Surrey, and terminating at or near the town of Dorking, and in the parish of Dorking, in the said county of Surrey.

And the said first-mentioned proposed railway is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places, or some of them, following, that is to say, Chatham, Saint Margaret's Rochester, Saint Nicholas Rochester, Strood, Oxton, Upper Halling, Lower Halling, Holborough, Snodland, Paddlesworth, Birling, Ryarsh, Addington, Trotterscliffe otherwise Trösley otherwise Trottescliffe, Wrotham, Ightham, Kemsing, Seal, Otford, Seven Oaks, Riverhead, Chevening, Sundridge, Brasted, Westerham, in the county of Kent; Tatsfield, Tit-

sey, Limpsfield, Oxted otherwise Oxted, Tarridge, Godstone, Bletchingley otherwise Blechingley, Burstow, Nutfield, Merstham, Chipstead otherwise Chipstead, Gatton, Reigate, the Foreign of Reigate, and the Borough of Reigate, Linkfield Street Borough, Hooley Borough, Woodhatch Borough, Colley Borough, Santon Borough, and Reigate Borough, in the county of Surrey.

And the said secondly-mentioned proposed railway is intended to 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, Reigate, Linkfield Street Borough, Hooley Borough, Woodhatch Borough, Colley Borough, Santon Borough, the Borough of Reigate, the Foreign of Reigate, Buckland, Betchworth, Dorking, Leigh, Charlwood, Newdigate, Capel, Ockley, Wootton, Abinger, Ewhurst, Cranley, and Albury, in the county of Surrey; Alfold otherwise Aldfold otherwise Awfold, in the counties of Surrey and Sussex; Rusper, Rudgwick, Wisborough Green, Loxwood, Plaistow, Northchapel, Kirdford, Lurgashall otherwise Lurgasshall otherwise Lurgershall, Tillington, Lodsworth, the parish of Saint Peter in the liberty of Loddsworth commonly called the parish and liberty of Lodsworth, Woollavington otherwise Woollavington otherwise Lavington otherwise Old Lavington, East Lavington, West Lavington, Graffham otherwise Graffam otherwise Grafham, Selham otherwise Sulham otherwise Sellham, Easebourne, Midhurst, Heyshot otherwise Heyshott, Cocking, Bepton, Lynch otherwise Linch, Chilgrove, West Dean otherwise West Deane, Binderton, Stoughton, Walderton, Racton, Westbourne, Woodmancot, and Aldsworth, in the county of Sussex; and North Ambersham otherwise Ambersham otherwise Ambersham North otherwise Ambersham Steep, South Ambersham otherwise Ambersham South otherwise Ambersham, Warblington, and Emsworth, in the counties of Southampton and Sussex, or one of them.

And the said proposed extension of the said last mentioned railway is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Portsmouth, Portsea, Kingston, Stanshaw, the Midlands at the north of the Fortifications of the Town of Portsea, the Flathouses, Rudmore, North End, Copnor, Gatcombe, Buckland, Hilsea, and Wymering, or some or one of them, in the said county of Southampton.

And the said proposed railway to join the Portsmouth Extension of the Brighton and Chichester Railway, near Chichester, is intended to 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, West Dean otherwise West Deane, Binderton, Chilgrove, Mid Lavant, East Lavant, West Lavant, New Fishbourne otherwise New Fishbourn otherwise Fishbourne otherwise Fishbourn, in the said county of Sussex; Saint Peter the Great otherwise Subdeanry otherwise Subdeanery, Saint Bartholomew, or some of them, in the city and borough of Chichester, in the said county of Sussex; Saint Peter the Great otherwise Subdeanry otherwise Subdeanery, and Saint

Bartholomew, or some of them, in the said county of Sussex.

And the said proposed branch railway to or near to Petersfield is intended to 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, Cocking, Bepton, Lynch otherwise Linch, Woolbeding, Didling, Stedham, Iping, Chithurst otherwise Chidhurst, Trotton, Minsted otherwise Minstead, Treyford otherwise Trayford, Dumpford otherwise Dumford, Elsted otherwise Elstead, Terwick otherwise Turwick otherwise Tyrwick, Rogate, Harting, East Harting, West Harting and South Harting, Woollavington otherwise Woollavington otherwise Lavington otherwise Old Lavington, East Lavington, West Lavington, all in the county of Sussex; Buriton, Nursted, Petersfield, and Sheet, in the said county of Southampton.

And the said proposed branch railway to or near to Guildford is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Alford otherwise Aldfold otherwise Awfold, Dunsfold, Hascomb otherwise Hascombe, Cranley, Bramley, Wonersh, Shalford, Compton, Witley, Artington, Hambledon, Godalming, Saint Nicholas otherwise Saint Nicolas or Lower Parish Guildford, Saint Mary's or Middle Parish Guildford, and Stoke next Guildford. And the said proposed branch railway to Dorking is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Capel and Dorking.

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

And it is also intended by such Act or Acts to incorporate a company for carrying into effect the said intended railways and branch railways, or some of them, or some part or parts thereof, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act or Acts to vary or extinguish all existing rights or privileges in any manner connected with the lands so proposed to be purchased or taken for the purposes of the said intended railways and branch railways respectively, 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 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 branch railways respectively, or any or either

of them, or any part or parts thereof, and all or any powers of such company in connection therewith or in relation thereto, to the London and Brighton Railway Company, and to the South-Eastern Railway Company, or either of them, or to any company or companies who may be authorized to make any railway or railways forming a connection with the said intended railways and branch railways, or any of them, and to enable the said before-mentioned companies, or either of them, to purchase or rent the said intended railways and branch railways respectively, 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 branch railways, or any of them, and generally to enable the said several companies to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them.

And for the purposes aforesaid, it is proposed to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the London and Brighton Railway Company, passed respectively in the sessions held in the first, and in the sixth, and in the eighth and ninth years of the reign of Her present Majesty, and of the several Acts relating to the South-Eastern Railway Company, passed respectively in the sessions of Parliament held in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, and in the second, and in the third, and in the fifth, and in the sixth, and in the seventh, and in the eighth, and in the ninth years of the reign of Her present Majesty Queen Victoria, all or some of them.

And notice is hereby further given, that maps, or plans and sections describing the lines and levels of the said intended railways and branch railways, and 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 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 Southampton, at his office in Winchester; 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 branch railways respectively are intended to be made, will be deposited on or before the thirty-first day of December next with the parish clerks of those parishes respectively, at their respective residences.

Dated this fifth day of November, 1845.

Pontifex and Moginie,
5, St. Andrew's Court, Holborn, London,
Solicitors to the Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a main line of railway, with all proper works, approaches, and conveniences attached thereto, or connected therewith, commencing at or near a certain bridge or aqueduct, called the Dundas Aqueduct, situate in the parishes of Bradford, in the county of Wilts, and Claverton, in the county of Somerset, or one of them, and terminating at or near to the Harbour Axmouth, in the parish of Axmouth, in the county of Devon, or terminating at some intermediate point within some or one of the parishes and townships and places hereinafter mentioned, and which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial, or other places following, or some of them; that is to say, Bradford and Lympsey Stoke, in the county of Wilts; Freshford, Claverton, Monckton Combe otherwise Combe Monkton, Southstoke, Midford otherwise Mitford, Wellow, Twinney otherwise Twinhoe, Shascombe otherwise Shoscombe, Stoney, Littleton, Charterhouse, Hinton otherwise Hinton Charterhouse, Foxcote otherwise Foxcot otherwise Foscot, Writhlington, Camerton, Radstoke otherwise Radstock, Welton, Midsomer Norton otherwise Midsummer Norton, Kilmersdon Stratton on the Fosse, Holcombe, Rabbington, Mells, Leigh upon Mendip otherwise Leigh Stoke Saint Michael otherwise Stoke Lane, Ashwick, West Cranmore, Doulling, Shepton Mallet, Croscombe, Pilton, North Wootton, Dinder, the outparish of Saint Cuthbert in Wells, the inparish of Saint Cuthbert in Wells, in the city of Wells, the parish of the united parishes of Saint John the Baptist and Saint Benedict in Glastonbury, Mears, Godney Street, Walton, Ashcott, Pedwell, Butleigh, Butleigh Wootton, Compton, Dundon, Somerton Somerton, Early otherwise Erly, Pitney, Pitney Lortie, Long Sutton, Uftan, High Ham, Low Ham, Huish, Episcopi, Wearne, Pitney Wearne, Pebsbury, Langport, Langport Eastover, Muchelney, Drayton, Middleney, Kingsbury Episcopi, Curry, Rivell, Hambridge, Earnshill, Goosebraddon, Nidon, Isle Brewers, Barrington, Puckington, North Braddon, South Braddon, Isle Abbots, Ilton, Seavington Saint Mary, Seavington Saint Michael, Stocklinch, Ottersey Stocklinch Magdalen, White Lackington, Ashill, Broadway, Ilminster, Winterhay, Hilcombe, Horton, Ilminster Church Tything, Ilminster Town Tything, Donyatt, Cricket Malherbie, West Dowlish, East Dowlish otherwise Dowlish Wake, Knowle, Saint Giles Combe, Saint Nicholas Ham, Wadford, Clayhanger, Bathem, Chaffcombe, Street, and Leigh Chard Parish, Tatworth, South Chard, Crim, Chard, Old Town, Forton, Cricket, Saint Thomas Chard, Borough Winsham, Street and Leigh in the county of Somerset, or some of them; Chardstock, All Saints, Thorncombe and Hawkchurch, in the county of Dorset, or some of them; Axminster, Kilminster, Musbury, Shute, Colyton, Seaton and Beer, and Axminster, in the county of Devon, or some of them:

And it is also intended by such Act or Acts, to construct and maintain a branch railway from and out of the said proposed main line of railway, with all proper works, approaches, and conveniences connected therewith, commencing at or near Midford otherwise Mitford, in the parish of South Stoke, in the said county of Somerset, and terminating at or near the Timsbury Basin, of the company of proprietors of the Somersetshire Coal Canal Navigation, in the parish of Timsbury, in the same county, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned, which said branch line and the works connected therewith will pass from, in, through, or into the several parishes, townships, town lands, and extra-parochial, or other places following, or some of them; that is to say, Southstoke, Wellow Combe, Hay, Dunkerton, Friston otherwise Preston, Credlincot otherwise Cridlincot otherwise Cridlincote otherwise Kernicott, Camerton, Radford, Paulton, High Littleton and Timsbury, Hallatrow, Farington, Gurney, Midsomer Norton otherwise Midsummer Norton, Welton, Radstoke otherwise Radstock, in the county of Somerset, or some of them; and also for making and maintaining a branch line from the said intended main line of railway with proper works, approaches, and conveniences connected therewith, commencing from and out of the said main line of railway at or near a certain messuage called Pipers Inn, in the parish of Ashcott, in the county of Somerset, or at some point between Muxham Bridge, in the parish of the united parishes of Saint John the Baptist and Saint Benedict in Glastonbury, in the said county of Somerset, and the said messuage called Piper's Inn aforesaid, and terminating by a junction with the Bristol and Exeter Railway at or near the Bridgewater station of the same railway, in the parish of Saint John Bridgewater, in the said county of Somerset, or terminating at or near some intermediate point within some or one of the parishes or townships hereinafter mentioned, which said branch railway will pass, or be made from, in, through, or into the several parishes, townships, town lands, and extra-parochial, or other places of Walton, Ashcott, Shapwick, Catecott, Grenton otherwise Greinton, Moorlinch, Sutton Mallett, Stawell Cossington, Chilton super Polden, Woolavington, Bawdrip, Middlezoy, Weston Loyland, Chedzoy, and Bridgewater, in the county of Somerset, or some of them.

And it is also intended by such Act or Acts, to construct and maintain a branch from and out of the said proposed main line of railway, with all proper works, approaches, and conveniences connected therewith, commencing at or near the before mentioned Dundas Bridge or aqueduct, and terminating at or near to the basin of the Kennet and Avon Canal, in the parish of Lincombe and Widcombe, in the said county of Somerset, or terminating at some intermediate point within some or one of the parishes or townships hereinafter mentioned, 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, Bradford, in the county of Wilts, Warleigh otherwise Warley, Claverton, Bathampton, Bathwick, Bathford, Lincombe, and Widcombe, in the county of Somerset.

And it is also intended by such Act or Acts in the event of a company being thereby incorporated to enable such company to purchase or rent of the several or respective companies the canal known as the Somersetshire Coal Canal, and also the canal known as the Kennet and Avon Canal, or any part or parts thereof, or any other canal or canals, or any railway or railways, tramroad or tramroads, navigation or navigations, or any part or parts thereof respectively, which may be necessary for the construction of the said proposed railway and branches, and all rights, privileges, and powers of, or relating to the said canals, tramroads, railways, and navigations respectively, and to enable such companies respectively to sell or lease and transfer their canals, railways, tramways, and navigations, or any part or parts thereof respectively, and generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them.

And it is also intended by such Act or Acts to take power to deviate in the construction of the said proposed railway to the extent defined on the plan thereof deposited as hereinafter mentioned, and to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended works, or any of them.

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying into effect the proposed works, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further intended by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell, or let, and transfer the said intended railway and branches, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto to some company or companies, or person or persons, and to enable such company or companies, or person or persons respectively, to purchase or rent the said intended railway and branches, or any part thereof, and to exercise such powers, or any of them, and also to raise and con-

tribute funds for or towards the construction, maintenance, and use of the said intended railway, and generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them.

And notice is hereby further given, that maps, or plans, and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Wilts, at his office at Wilton, in the same county, and with the clerk of the peace for the said county of Somerset, at his office at Taunton, in the said county of Somerset, with the clerk of the peace for the county of Dorset, at his office at Sherborne, in the said county of Dorset, and with the clerk of the peace for the county of Devon, at his office at Exeter, in the said county of Devon, 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 branches and works are intended to be made, will be deposited, on or before the thirty-first day of December next with the parish clerks of those parishes respectively at their respective residences.

Dated this fifth day of November, 1845.

Sutton, Evens, Ommanney, & Prudence, } Solicitors.
Basinghall Street, London,

Great West of England, or South-Western and Exeter Extension 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 to make and maintain a railway, with proper works and conveniences connected therewith, commencing by a junction with the London and South-Western Railway, in the parish of Worting, in the county of Southampton, and terminating by a junction with the Bristol and Exeter Railway, in the parish of West Monkton, in the county of Somerset, and also a branch railway from the said first-mentioned railway, commencing in the parishes of Mottisfont otherwise Mottson, Broughton, and King's Sombourn otherwise King's Somborne, or some or one of them, in the said county of Southampton, and terminating by a junction with the said London and South-Western Railway, in the parish of Kingsworthy, in the same county; which said railway and branch railway is or are intended to pass through or into the several parishes, townships, and extra-parochial or other places of Worting, Basingstoke, East Ham, West Ham, Cliddesden, Winslade, Kempshot otherwise Kempshot, Eastrop otherwise Eastrope, Basing, Sherborne Saint John otherwise East Sherborne, Monks Sherborne, and West Sherborne, Woodgarston, Chineham, Farleigh Wallop, Wootton Saint Lawrence, East Oakley, Hannington, Ibworth otherwise Ebbworth, Newfoundland, Stoney Heath,

Mallsanger, Tangiers, Sheardown, Manydown, Somerdown, Upper Wootton, Ramsdale, Church Oakley, Hall Place, Clarken Green, Dean otherwise Deane, Steventon, North Waltham, Ash otherwise Ashe, Ash Warren, South Litchfield, North Oakley, Kingsclere, Overton, Southington, Polhampton otherwise Poolhampton, Quidhampton, Laverstock otherwise Laverstoke, Freefolk Manor, Bear Mill, Sedminton otherwise Sidminton, Whitchurch, Freefolk, Freefolk Priors, Charcot otherwise Charlcott, Cold Henley, Litchfield, Saint Mary Bourne, Andover, Travellers' Rest, Holdings, Knoll Farm, Tufton otherwise Tuckington, Upper Tufton otherwise Tuckington, Lower Tufton otherwise Tuckington, Tufton Warren, Bullington, Hurstbourne Priors otherwise Down Hurstbourne; Upper Tything, Middleton, Long Parish otherwise Middleton, East Yeaston, West Yeaston, Forton, Gavelacre otherwise Gaveacre, Barton, Stacey, Cranbourne, Drayton, Hand Dyke, Bransbury, Newton-Stacey, Wherwell otherwise Holwell, Dublin Farm, Mount Pleasant otherwise Wind Whistle, Cottonworth, Fullerton, Kiticombe otherwise Titicomb otherwise Tidcombe, Bridge, Trent Hill, Westover, Chilbolton, Goodworth, Clatford, Lower Clatford, Upper Clatford, Leckford, Leckford otherwise Lakeford-Abbots, Leckford-Ridges, Longstock, Longstock Northend, Longstock Southend, Upper otherwise Over Wallop, Middle Wallop, Nether or Lower Wallop, Houghton, North Houghton, Houghton Drayton, White Sheet, Stockbridge, Stockbridge End, King's Sombourn otherwise King's Somborne, Upper otherwise Up Sombourn otherwise Somborne, Little Sombourn otherwise Somborne, Basington, Pittleworth, Blackmoor, Sparewell, Brook, Upper Eldon otherwise Upper Elton otherwise Upper Eltan, Lower Eldon otherwise Lower Elton otherwise Lower Eltan, Mottisfont otherwise Mottson, Broughton, Ashley, Michaelmarsh otherwise Mittlammarsh otherwise Mitchelmarsh, Lockerley, Great Bentley, Little Bentley, East Tytherley otherwise East Tytharley otherwise East Tudarley, East Dean otherwise East Deane, West Tytherley otherwise West Tytharley otherwise West Tudarley, West Dean otherwise West Deane, French Moor, East Grimstead otherwise East Grimstead, Brashfield, Farley Chamberlayne, Lainston, Sparsholt, Rookley, Crawley, Mitcheldever, Littleton, Wonston, Stoke Charity, Week, Saint Bartholomew Hyde in and near the city of Winchester, Martyr Worthy, Worthy Mortimer, Headbourn or Headborne Worthy, Abbott's Worthy and King's Worthy, or some of them, in the said county of Southampton; of East Grimstead otherwise East Grimstead, West Dean otherwise West Deane, West Grimstead otherwise West Grimstead, Whiteparish, Cowesfield, Newton, Downton Farley, Alderbury, Whaddon, Shootend, Clarendon otherwise Clarendon Park, Laverstock and Ford, Milford, Nunton, Oddstock, Pitton, Stratford, New Sarum otherwise Salisbury, Saint Edmund in the city of New Sarum, Saint Martin in the city of New Sarum, Saint Thomas in the city of New Sarum, Fisherton Anger, Close of New Sarum, East Harnham, Britford, West Harnham, Netherhampton, Coome - Bissett,

Stratford Saint Anthony otherwise Toney Stratford otherwise Stoney Stratford, Bishopstone, Fugglestone Saint Peter, Quidhampton, Bemerton, Burden's Ball, South Newton, Wilton, Ditchampton, Bullbridge, Ugford, North Burcombe, South Burcombe, Great Wishford, Little Wishford, Stoford Tythings, Stapleford, Barford Saint Martin, Broadchalke, Grovely Wood, Hanging Langford, Steeple Langford, Little Langford, Compton Chamberlain, Baverstock, East Hurdcot otherwise Harcot otherwise Hurcot, West Hurdcot otherwise Harcot otherwise Hurcot, Dinton, Dalen's Farm, Teffont Magna otherwise Upper Teffont, Fovant, Wily, Deptford, Teffont Ewyas otherwise Teffont Evias otherwise Lower Teffont, Sutton Mandeville, Swallow-Cliffe, Ansty, Chilmark, East Tisbury, Chicksgrove, Wardour, West Tisbury, Staple, Tisbury, Hatch, Fonthill-Bishop, Fonthill-Gifford, Semley, East Knoyle, Sedghill, Mere otherwise Meer, Zeals, Chaddenwick, Mere Woodlands, Mere Town, Donhead Saint Andrew, Easton, Donhead Saint Mary, Charlton, Doggershall, Hayston, and West Knoyle, or some of them, in the county of Wilts; of Gillingham, Milton, Preston otherwise Pierstone otherwise Pierson otherwise Pearson, Bourton, Marston, Wyke or Weeke, Silton, Motcomb otherwise Motcombe, East Stour otherwise East Stower, Buckhorn-Weston, West Stour otherwise West Stower, Kingston Magna otherwise Kinton Magna or Keinton Magna, Stower Provost otherwise Stour Provost, Marnhull, Todber otherwise Todbere, Fifehead Magdalen, Saint James Shaftesbury, Saint Margaret's Marsh, Iwerne Minster, Manston, Hinton Saint Mary, Stalbridge, Thornhill, Gomershay, Sturminster-Newton, Fifehead-Neville, Lydlinch, Stourton-Caundle, Purse-Caundle, Stock-Gaylard, Haselbury-Bryant, Pulham, Mappowder, Bishop's-Caundle, Bishop's-Down, Densham, Caundle-Marsh, Haydon, Folke, Glanvillas-Wootton, Buckland-Newton, Minterne-Magna, North Wootton, Sherborne, Long-Burton, Hermitage, Holnest, Leweston, Hilfield, Sydling Saint Nicholas, Lillington, Bubb-Down otherwise Melbury Bubb, Beerhacket, Knighton, Leigh, Chetnole, Yetminster, Thornford, Clifton, Ryme-Intrinseca, Melbury-Osmond, Stoke, Lewcombe, Halstock, and Bradford-Abbas, or some of them, in the county of Dorset; of Henstridge, Holwell, Goat-Hill, Closworth, Barwick otherwise Berwick, Stoford, Sutton-Bingham, Pendomer, Over Compton, Nether Compton, Trent, Yeovil, East Coker, West Coker, Hardington-Mandeville, Mudford, Ashington, Lymington, Preston, Preston-Plucknett, Brimpton otherwise Brympton, Alvington, Odcombe, East Chinnoek, Thorn Coffin otherwise Thorn Prior, Lufton, Chilthorne-Domer, Montacute, Stoke under Hamdon, East Stoke, West Stoke, Tintinhull, Martock, Bower Hinton, Ilchester, Sock Dennis, Wyndham Sock, Muchelney, Drayton, Kingsbury, Kingsbury Episcopi, East Lambrook, Curry Rivell, Earnshill, South-Pether-ton, Shepton-Beauchamp, Stocklinch-Magdalen, Stocklinch-Ottersay, Barrington, Puckington otherwise Pugginton, Langport-Eastover, Huish-Episcopi, Pitney, High Ham, Long Sutton, Somerton, Kingsmoor, Ilminster, Isle-Brewers, North Bradon,

South Bradon, Swell, Isle-Abbotts otherwise Abbotts-Isle, Badbury, Ilton, Broadway, Donyat, Curry Mallett, Ashill, Fivehead, Beer Crocombe, Hatch-Beauchamp otherwise Hatch, Bickenhall, Staple Fitzpaine, West Hatch, Curland, Thorn otherwise Thorn Falcon, Thuribeer, Stoke Saint Mary, North Curry, Stoke Saint Gregory, Orchard-Portman, Ryston otherwise Rushton otherwise Ruishton, Creech Saint Michael, Durston, West Monckton, Thurloxton, Trull, Cheddon-Fitzpaine, Taunton Saint James, Taunton Saint Mary Magdalen, Wilton, Chardstock, Pitminster, Kingston, Staplegrove. Bishopshull otherwise Hull-Bishops, Bradford, and West Buckland, or some of them, in the said county of Somerset; and in which Bill powers are intended to be inserted to divert or alter all such turnpike-roads, canals, and navigations, as may be required to be diverted or altered, for the construction of such railway and branch railway.

And notice is hereby further given, that power will be applied for in the said Bill to deviate from the lines of the said railway and branch railway, laid down on the plans to be deposited with the clerks of the peace of the counties aforesaid, to any extent not exceeding one hundred yards on each side thereof.

Dated this first day of November, 1845.

Walter Watts,

20, Bedford Row, London.

Mold 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 of a railway, with all proper works and conveniences connected therewith, to commence at or near the Shire Hall, in or near the town of Mold, in the township of Mold, in the parish of Mold, in the county of Flint, thence passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Mold, Mold Llwynegrin, Argoed, Northop, Soughton, Wepre, Hawarden, Ewloe Town, Ewloe Wood, Shotton, Aston, Mancott, Saltney, the bed and shores of the River Dee and Sealand, in the county of Flint; Shotwick Park, Shotwick, Shotwick, Woodbank, Great Saughall, Capenhurst, Burton, Puddington, Neston, Ledsham, Willaston, Eastham, Little Sutton, Hooton, and Childer Thornton, in the county of Chester; and to terminate by a junction with the Chester and Birkenhead Railway, at or near the Hooton Station thereof, in the township of Childer Thornton, and parish of Eastham aforesaid; and also to make and maintain basins, quays, wharfs, landing-places, communications and other works on the banks or shores of the said River Dee, in the said townships of Saltney and Sealand, or one of them, and in the parish of Hawarden aforesaid, for the more conveniently using of the said railway; and for facilitating the shipping and unshipping passengers, minerals, goods, wares, and merchandize thereat.

And it is also proposed to take powers in the said intended Act or Acts to make and maintain the

several branch railways following, or one of them, with all proper works and conveniences connected therewith respectively, that is to say, a branch railway from and out of the said intended main line of railway, commencing at or near the Shire Hall aforesaid, in the township of Mold, and parish of Mold, in the said county of Flint, thence passing from in through or into the several parishes, townships, and extra-parochial and other places of Mold, Mold Argoed, Bistree, Broncoed, Leeswood, and Hartsheath, all in the county of Flint, and terminating at or near a public house at Pontblydyn, in the occupation of Robert Bragg, adjoining the turnpike road leading from Mold to Wrexham, in the said township of Leeswood, and parish of Mold, in the said county of Flint. Also to make and maintain another branch railway from or out of the said intended main line of railway, wholly in the said several townships of Argoed and Llwynegrin, and parish of Mold, and county of Flint, commencing at or near Rhydgaled, in the said township of Argoed, and terminating at or near Blackbrook Stonequarry, in the said township of Llwynegrin. Also another branch railway from and out of the said intended main line of railway, to commence in the parish of Hawarden, and township of Aston, in the said county of Flint, thence passing from, in, through or into the several parishes, townships, and extra-parochial and other places of Hawarden, Aston, Mancott and Saltney, or some of them, and terminating [by a junction with the Chester and Holyhead Railway, in the parish of Hawarden, and township of Saltney, all in the said county of Flint.

And it is further intended, by such Act or Acts, to enable the trustees, commissioners, and other persons interested in a certain ferry across the River Dee, known as the Lower King's Ferry, to sell or transfer the said ferry, and the machines, vessels, boats, wharfs, quays, landing-places, staiths, works, and other conveniences thereto belonging, or used therewith, or any part thereof, and all or any of the powers, rights, and privileges of such trustees, commissioners, or persons in connection therewith respectively, to the Company so to be incorporated as aforesaid, and to enable such last-mentioned Company to purchase or rent, hold, and use, the said ferry and works, and to exercise all such powers, rights, and privileges as aforesaid.

And it is further proposed by the said intended Act or Acts, to empower the Company thereby to be incorporated to establish a ferry, or other means of communication, across the River Dee aforesaid, at or near the present Lower King's Ferry aforesaid; and to construct and maintain such wharfs, quays, landing-places, staiths, and other works and conveniences as may be necessary for maintaining the communication across the said river, which ferry and the works connected therewith will be situate within the parishes, townships, and extra-parochial or other places of Saltney, Sealand, and Hawarden, and the bed and shores of the River Dee, some or one of them, in the said county of Flint.

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, and other highways, streets, rivers, ferries, wharfs, 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 particularly to cross the River Dee, at or near the Lower King's Ferry aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said railway, branch 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 Flint, at his office at Mold, in the said county, and also with the clerk of the peace for the county of Chester, at his office at Chester, 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, branch 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 Act or Acts to incorporate a company or companies for the purpose of carrying into effect the proposed works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway and branch 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 Act or Acts to empower the said Company or Companies to be thereby incorporated, to let on lease, sell, or transfer, the said intended railway and branch railways and works, or any part of the same, or the tolls thereof, to the Chester and Holyhead Railway Company, the Chester and Birkenhead Railway Company, or the Birkenhead, Lancashire, and Cheshire Junction Railway Company, or any other railway company or companies with whose line the said intended railway and branch railways and works may unite, and to delegate to the Chester and Holyhead Railway Company, the Chester and Birkenhead Railway Company, or the Birkenhead, Lancashire, and Cheshire Junction Railway Company, or such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Act or Acts, and to authorize the

said Chester and Holyhead Railway Company, the Chester and Birkenhead Railway Company, or the Birkenhead, Lancashire, and Cheshire Junction Railway Company, or such other company or companies as aforesaid, out of their corporate or other funds, and either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using, the said intended railway and branch railways and works, or any part thereof, or to purchase, rent, work, or construct, the said intended railway and branch 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 Act or Acts to authorize the union and amalgamation of the Company or Companies to be thereby incorporated with the said Chester and Holyhead Railway Company, the Chester and Birkenhead Railway Company, or the Birkenhead, Lancashire, and Cheshire Junction Railway Company, or any or either of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the Company to be formed by such union or amalgamation, to use and work the said railway and branch railways and works, and to take tolls in respect thereof. And for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge, the provisions of the several Acts relating to the said Chester and Birkenhead Railway Company following, 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 the city of Chester to Birkenhead;" An Act passed in the third year of the reign of Her said 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 said 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 the Acts relating to the Chester and Holyhead Railway Company following, that is to say, an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from Chester to Holyhead;" 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 completing the Line of the Chester and Holyhead Railway, and for amending the Act relating to the said Railway." And also the Acts relating to the River Dee Navigation, that is to say, an Act passed in the sixth year of the reign of His Majesty King George the Second, intituled "An Act to recover and preserve the Navigation of the River Dee, in the County Palatine of Chester;" an Act passed in the fourteenth year of the reign of His said Majesty King George the Second, inti-

tuled "An Act for incorporating the Undertakers of the Navigation of the River Dee;" an Act passed in the seventeenth year of the reign of His said Majesty King George the Second, intituled "An Act for explaining and amending an Act passed in the sixth year of His present Majesty's reign, intituled 'An Act to recover and preserve the Navigation of the River Dee, in the County Palatine of Chester;'" and another Act passed in the fourteenth year of His present Majesty's reign, intituled 'An Act for incorporating the Undertakers of the Navigation of the River Dee,' and for repealing the tonnage-rates payable to the said Undertakers, and for granting to them other tonnage or keelage rates in lieu thereof, and for other purposes therein mentioned;" an Act passed in the twenty-sixth year of the reign of His said Majesty King George the Second, intituled "An Act for confirming an agreement entered into between the Company of Proprietors of the undertaking for recovering and preserving the Navigation of the River Dee, and Sir John Glynne, baronet, Lord of the Manor of Hawarden, and several freeholders and occupiers of land within the said manor, and for explaining and amending three several Acts of Parliament of the sixth, fourteenth, and seventeenth years of His present Majesty's reign, for recovering and preserving the Navigation of the said River Dee;" and an Act passed in the thirty-first year of the reign of His Majesty King George the Third, intituled "An Act for confirming an agreement entered into between the Company of Proprietors of the undertaking for recovering and preserving the Navigation of the River Dee, and certain lords of manors and other persons entitled to right of common upon the wastes and commons and the Old Common Salt Marshes, lying on the south side of the said river, below or to the northeast of Greenfield Gate, in the county of Flint, and an award made in consequence thereof." And also the several Acts relating to the Dee Ferry and Lower King's Ferry Roads following, that is to say, an Act passed in the session of Parliament held in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act for improving and keeping in repair certain roads in the counties of Flint and Chester, and for better maintaining the Ferry over the River Dee, called the Lower King's Ferry, in the said county of Flint;" and an Act passed in the session of Parliament held in the first and second years of the reign of Her present Majesty, intituled "An Act to alter and amend the powers and provisions of an Act relating to the Lower King's Ferry Roads, in the counties of Flint and Chester, and for making a new road to communicate therewith, and for other purposes relating thereto."

Dated this seventh day of November, 1845.

*[Roberts & Son, Mold,
Solicitors for the Bill.]*

WHEREAS by an Act passed in the seventh year of the reign of his late Majesty King George the Second, intituled "An Act for discharging a certain piece of ground, called the Pest House Field, from certain charitable trusts, and for settling another piece of ground of equal extent and in a more convenient place upon the same trusts," certain messuages and hereditaments, now better known by the description of All that piece of ground, containing three acres (more or less), situate at Craven Hill, in the parish of Paddington, in the county of Middlesex, bounded on the east, south, and west by other ground belonging to the trustees of the will of the late Earl of Craven, and on the north by a slip of ground belonging to the same trustees, and adjoining the land of the late Earl Ferrars, and on which piece of ground are now standing three messuages, Nos. 4, 5, and 6, in the occupation of Mr. Charles Claudius Cook or his under-tenants, were limited and settled upon certain charitable trusts, being trusts for erecting certain messuages or tenements on some part of the said premises, to be used as a pest-house for the relief and support of such of the poor inhabitants of the parishes of Saint Clement Danes, Saint Martin-in-the-Fields, Saint James, Westminster, and Saint Paul Covent Garden, in the county of Middlesex, as should at any time thereafter be visited with the plague until their recovery, and for a burial-place for the dead of the said parishes dying of such sickness, and for a residence for such persons as should attend the persons so infected during the time of such infection. Now notice is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to bring in a Bill to alter, amend, or repeal the said recited Act, and to alter and vary the several trusts to which the said land and premises at Craven Hill aforesaid are subject by virtue of the said Act, and to declare other trusts thereof, or wholly to release and discharge the same land from the present trusts thereof, and to substitute and settle another piece of ground upon the same or the like trusts in lieu thereof, which piece of ground so proposed to be substituted contains by estimation three acres, little more or less, and is now staked out and forms part of and is surrounded by the remaining portions of a field known by the name of Glynn Field, containing twelve acres three roods and eighteen perches, or thereabouts, situate at Harlesdon Green, in the parish of Willesden, in the county of Middlesex, and belonging to the trustees of the late Earl of Craven, and was lately in the occupation of Messrs. William and George Veale, but now of the owners thereof, which said field is bounded on the north in part by a field, also called Glynn Field, containing seven acres, or thereabouts, belonging to and in the occupation of the said trustees of the late Earl of Craven, and on the remaining part by land in the occupation of Robert Taylor, on the west by land in the occupation of the said Messrs. William and George Veale, on the south by lands in the occupation Thomas Finch and Lane, and on the east by the turnpike-road leading from London to Harrow; and the limits of the piece of ground so staked out and proposed to be substituted, commence from a point at the distance of six hundred and forty-six feet, or

thereabouts, from the north-east corner of the said Glynn Field, herein particularly described, adjoining the said turnpike-road from London to Harrow, and proceeds thence in a westwardly direction at a distance of twenty feet, or thereabouts, from the northern boundary fence of the said field to the extent of six hundred and sixty feet, and thence proceeds southwardly in a straight line two hundred feet, and thence eastwardly in a straight line six hundred and sixty feet, and thence northwardly in a straight line two hundred feet to the point first above mentioned.

Dated this thirty-first day of October, 1845

James Wickens, Solicitor,
1, Chandos Street, Cavendish Square,
London.

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 Manchester and Birmingham Railway Company, and the Chester and Holyhead Railway Company respectively, to raise additional capital for, and to contribute the same towards the formation and maintenance of the intended railways hereinafter mentioned, or some of them, viz., a railway from the Chester and Crewe Branch of the Grand Junction Railway, in the township of Calvely, in the parish of Bunbury, in the county of Chester, to the town of Wolverhampton, in the county of Stafford; a railway from or near the town of Newtown, in the county of Montgomery, to the Grand Junction Railway at Crewe, in the county of Chester, with Branch Railways therefrom to Wem, Ellesmere, and Whitchurch, in the county of Salop; another railway from Shrewsbury to Stafford, with a branch railway to Stone, in the county of Stafford; and another railway from Worcester to Shrewsbury, with a branch railway to Wellington, in the county of Salop, and to enable the said companies respectively to hold shares in the said proposed undertakings, or any of them, and to participate in the use and management thereof; and for the purposes aforesaid, it is proposed to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said Manchester and Birmingham Railway, passed respectively in the Sessions of Parliament held in the first, the second and third, the seventh and eighth, and the eighth and ninth years of the reign of Her present Majesty Queen Victoria, and of the several Acts relating to the said Chester and Holyhead Railway Company, passed respectively in the Sessions of Parliament held in the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty Queen Victoria.

Dated this third day of November, 1845.

WHEREAS in the month of November 1844, the following notice was, in compliance with the standing orders of Parliament then in force, published for three successive weeks in the London Gazette, and in some or one of the Newspapers published or circulated in the counties of Surrey, Sussex, and Southampton, that is to say:—

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

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

for working and using the said Railway and Branches; and also to authorise junctions with any Railway or Railways at the commencements or terminations, or in the line or course of the said Railway or Branch Railways as before described in the several parishes, townships, and extra-parochial or other places aforesaid: And Notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said Railway and Branch Railways, and to grant certain exemptions from such tolls, rates, or duties; and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said Plans; and also for power to vary or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges: And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and the works connected therewith respectively, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed Owners, Lessees or reputed Lessees and Occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the Clerks of the Peace for the several counties following: that is to say, for the county of Surrey at Lambeth, for the county of Southampton at Winchester, and for the county of Sussex at Lewes; and, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the proposed Railway and Branch Railways will pass or be situate, will be deposited with the Parish Clerk of each such parish.

Dated this first day of November 1844.

Burchell, Kilgour, and Parson,
15, Parliament Street, London."

And whereas the plans, sections and books of reference referred to in such notice were duly deposited at the offices of the several clerks of the peace, and with the parish clerks as therein particularly mentioned; and whereas a Bill was introduced into Parliament in the last Session for making the Railway and some of the Branches and works contemplated in the before mentioned, notice; and in accordance with the plans, sections and books of reference so deposited as aforesaid, and whereas at the close of the last Session such Bill was depending in the Right Honorable the House of Lords, and was intituled "An Act for making a railway from the Croydon and Epsom railway at Epsom to the town of Portsmouth, to be called "The direct London and Portsmouth Railway."

And whereas it is the intention of the promoters of the said Bill, to present a petition for the re-introduction of the same into Parliament, in the ensuing Session. Notice is hereby given, that it is the intention of the promoters of the said Bill in the next Session to present a petition for the re-introduction of such Bill so depending at the close of the last Session, and to proceed with, and prosecute such Bill, in such manner, and under such regula-

tions, as provided by the standing orders, with reference to Bills depending at the close of the last Session.

Dated this 1st day of October 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate the Trustees of a certain Charity, established and endowed at Northfleet, in the county of Kent, by John Huggens, of Sittingbourne, in the said county, Esq. for the residence and support of aged persons, and for conferring certain other powers and privileges on such trustees and on the said John Huggens, for better enabling them to carry out the objects and design of the said charitable institution.—Dated this first day of November 1845.

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

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

Dated the fourth day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter and amend the mode or principle of assessment to church rates upon property situate within the several townships of Warrington, Burtonwood, Rixton with Glazebrook or Hollinfare, and Woolston and Poulton or Woolston with Martinscroft, and Poulton with Fearnhead, all in the parish of Warrington, in the county palatine of Lancaster, with a view to the equalization of such assessments, in proportion to the value of the property situate within the said townships and parish respectively; and with such object it is proposed by the said intended Act to provide for the alteration and reduction, or increase, as the case may require, of the church rates heretofore made within the said townships and parish respectively; and to vary or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid.

Dated this third day of November 1845.

Wagstaff, Marsh, and Barratt, Solicitors.

London and-York Railway Bill.

Notice of the intention to re-introduce the above-named Bill into Parliament.

WHEREAS a Bill was pending in the Right Honourable the House of Lords, on the termination of the last session of Parliament, intituled "An Act for making a railway from London to York, with branches therefrom, providing for the counties of Hertford, Bedford, Huntingdon, Northampton, Rutland, Nottingham, and the three divisions of the county of Lincoln, a railway communication with London and York, and with the manufacturing districts of Yorkshire and Lancashire, to be called 'The Great Northern Railway.'"

And whereas, in compliance with the Standing Orders of Parliament, there were duly inserted in the London Gazette of the 16th, the 21st, and the 28th days of November 1844, and also in newspapers published between the 14th of November and the 1st day of December 1844, in the counties of Middlesex, Hertford, Bedford, Cambridge, Northampton, Lincoln, Nottingham, and York, notices of the intention to apply to Parliament, in the then ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to make and maintain a main trunk railway, with all proper works, stations, and conveniences connected therewith, commencing at or near the parish of Saint Pancras, in the county of Middlesex, and passing through certain parishes, townships, and extra-parochial places (specified in the said notices) in the counties of Middlesex, Hertford, Bedford, Huntingdon, Northampton, Rutland, Lincoln, Nottingham, and York, and terminating by a junction with the Great North of England Railway, at or near the York Railway station, in the ainsty of the city of York.

And also power to make and maintain a main branch railway, with all proper works connected therewith, and smaller or side branches issuing therefrom, which main branch should diverge from the before-mentioned main line of railway in the liberty of Peterborough, in the county of Northampton, and passing through certain places (specified in the said notices) in the counties of Northampton, Lincoln, Nottingham, and York, and should terminate by a junction with the said main line of railway, in the township of Bawtry, in the parish of Blyth, in the west riding of the county of York.

And also power to make and maintain another main branch railway, with all proper works connected therewith, and a smaller or side branch issuing therefrom, which main branch should diverge from the said first-mentioned main line of railway at the north end of the town of Bawtry, in the said parish of Blyth, and passing thence through several places (specified in the said notices) in the counties of Nottingham and York, should terminate by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, in the parish of Sheffield, in the west riding of the county of York, and by another junction with the Midland Railway, in the parishes of Rotherham and Whiston, or one of them.

And also power to make and maintain another main branch railway, with all proper works, diverging from the said main trunk railway, in the parish of Arksey, in the west riding of the county of York, passing through the several places in that county (specified in the said notices), and terminating by a junction with the Manchester and Leeds Railway, at the Wakefield station thereof; in the parish of Wakefield, with a smaller or side branch to join the Midland Railway, near the Oakenshaw station thereof.

And also power to make another branch railway, which, diverging from the main trunk railway, in the parish of Sandy, in the county of Bedford, and passing through certain parishes in the same county (specified in the said notice), should terminate in the parish of Saint Cuthbert or Saint Peter, in the town of Bedford.

And also power to make another branch railway, commencing in the liberty of Peterborough, and terminating in the borough of Stamford.

And another branch railway, in the parishes of Arksey, Bentley with Arksey, and Doncaster, in the west riding of the county of York.

And another branch railway, to join the Hull and Selby Railway, at or near the station thereof, in the parish of Selby.

And whereas leave was given to introduce the said Bill into Parliament accordingly; and the said Bill contained, beside the powers before-mentioned, power to alter, amend, and enlarge an Act, passed in the session of Parliament held in the twenty-second and twenty-third years of the reign of King Charles the Second, intituled "An Act for improving the navigacion betweene the towne of Boston and the river Trent," and for reducing the tolls authorized to be received under the said Act; and the said Bill also contained power to alter, amend, and enlarge Acts touching the navigation and drainage by the river Witham, passed in the fifty-second year of the reign of King George the Third, and in the seventh and tenth years of the reign of King George the Fourth.

And the said Bill also contained power to levy tolls, rates, or duties for the use of the said railway and branches; and also the usual powers for the purchase of lands, houses, and other property compulsorily, and for the varying or extinguishing of all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of the railway or branches.

And whereas duplicate plans and sections, describing the line and levels of the said intended railways and branches, and the lands to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, are deposited, for public inspection, at the respective offices of the several Clerks of the Peace for the several counties, ridings, and divisions hereinafter mentioned, viz. for the county of Middlesex, at Clerkenwell Sessions House, in the said county; for the county of Hertford, at Saint Albans; for the county of Bedford, at Bedford; for the county of Cambridge, at Cambridge; for the county of Huntingdon, at

Saint Ives; for the county of Northampton, at Northampton; for the county of Rutland, at Oakham; for the Holland division of the county of Lincoln, at Spalding; for the Kesteven division of the said county of Lincoln, at Sleaford; for the Lindsey division of the said county of Lincoln, at Spilsby; for the city and county of the city of Lincoln, at Lincoln; for the county of Nottingham, at Newark-upon-Trent; for the west riding of the said county of York, at Wakefield; for the east riding of the said county of York, at Beverley; for the north riding of the said county of York, at Northallerton; and for the county of the city of York, at York.

And whereas whilst the said Bill was in the Committee of the Honourable the House of Commons, the said Committee was instructed to divide the same, and did accordingly divide the same into three Bills, by removing from the original Bill the power to make the before-mentioned branches to Sheffield and to Wakefield, and by making each of the said branches the subject of a separate Bill.

And whereas the London and York Railway Bill passed the Honourable the House of Commons with the above-mentioned alteration, and with various amendments and additions, and was read a first time in the Right Honourable the House of Lords, and is now pending in the said House as aforesaid.

And whereas the said Bill authorizes the company thereby incorporated (subject to the provisions in the said Bill, and in the Companies' Clauses Consolidation Act, 1845, the Lands' Clauses Consolidation Act, 1845, and the Railway Clauses Consolidation Act, 1845, contained) to make and maintain the said railway branches and works in the line and upon the lands delineated on the plans, and described in the books of reference so deposited as aforesaid (excepting the said branches from Bawtry to Sheffield, and from Doncaster to Wakefield), and to enter upon, take, and use such of the said lands as shall be necessary for such purpose.

And the said Bill proposes to enact, that the said railway shall commence in the parish of Saint Pancras, in the county of Middlesex, at or near a certain place called King's-cross, and shall pass through the following places (that is to say); Saint Pancras, Saint Mary Islington, Hornsey, Tottenham, Edmonton, Fryern Barnet, Hadley otherwise Monken Hadley, Enfield, and South Mimms, in the county of Middlesex; East Barnet, North Mimms, Hatfield otherwise Bishop's Hatfield, Digswell, Welwyn, Datchworth, Knebworth, Stevenage, Great Wymondeley otherwise Much Wymondeley, Little Wymondeley, Ippollitts, Hitchin, Walsworth, and Ickleford, in the county of Hertford; Holywell otherwise Holwell, Arsley, Shildington, Henlow, Clifton, Langford, Holme, Southill, Stanford, Broome Old Warden, Hill, Biggleswade, Holme, Northill, Upper Caldecote Lower Caldecote, Sandy otherwise Saint Swithin, Sandy, Beeston, Girtford, Blunham, Tempsford, Everton-cum-Tetworth, and Little Barford, in the county of Bedford; Everton-cum-Tetworth, Everton, Eynesbury, Saint Neots, Great Paxton,

Offord Darcey, Offord Cluney, Buckden, Godmanchester otherwise Gunnecester, Brampton, Saint-Mary's Huntingdon; Saint John the Baptist Huntingdon, Abbots Ripton-cum-Wennington, Wennington, Great Stukeley, Woodwalton, Sawtry Saint Judith, Sawtry Moigne otherwise Sawtry All Saints, Sawtry Beam otherwise Sawtry Saint Andrew, Connington, Glatton-cum-Holme, Holme, Glatton, Denton, Caldecot, Stilton, Yaxley, Farcett, Fletton, and Woodstone, in the county of Huntingdon; Saint John the Baptist Peterborough, Dogsthorpe, Paston Walton, Werrington, Marholme otherwise Marham, Helpstone, Ufford Ashton, Barnack, Pilsgate, Bainton, Etton, Etton-cum-Woodcroft, Glinton, Peakirk, and Maxcy, in the liberty of Peterborough, in the county of Northampton; Essendine, in the county of Rutland; Tallington, Uffington, Casewick, Barholme, Greatford, Bracebrough, Carlby, Careby, Little Bytham, Creeton, Swayfield, Swinstead, Corby, Burton Coggles, Bitchfield, Bassingthorpe-cum-Westby, Westby Boothby otherwise Boothby Pagnall, Groat Ponton otherwise Great Paunton, Little Ponton otherwise Little Paunton, Somerby, Grantham, Spittlegate, Houghton and Walton, Harrqwby, Manthorpe otherwise Manthorpe-cum-Little Gonerby, Great Gonerby, Belton, Syston, Barkston, Marston, Hougham, Westborough, Dry Doddington, Stubton, and Claypole, in the parts of Kesteven, in the county of Lincoln; Balderton, Newark-upon-Trent, South Muskham, North Muskham, Cromwell, Norwell, Willoughby, Carlton-on-Trent, Sutton-on-Trent, Normanton-on-Trent, Marnham, Grassthorpe, Fledborough, Darlton, East Markham, Askham, East Drayton, Headon-cum-Upton, Eaton, Ordsall, West Retford, Babworth, Sutton-cum-Lound, Sutton, Lound, Blyth, Barnby-moor, Torworth, Ranskill, Scrooby, Harworth, Martin, Everton, and Scaftworth, in the county of Nottingham; Blyth, Bawtry, Austerfield, Rossington, Cantley, Doncaster, Loversall, Long Sandall-cum-Wheatley, Langthwait with Tilts, Warmsworth, Arksey, Bentley with Arksey, Owston, Burghwallis, Barnby Dunn, Thorpe in Balne, Campsall, Moss, Fenwick, Snaith, Balne, Pollington, Heck, Hensall, Birkin, Templehurst, Brayton, Burn, Selby, Acaster Selby, and Stillingfleet, in the west riding of the county of York; Wistow and Cawood, in the liberty of Wistow Cawood and Oley, in the west riding of the county of York; Acaster Malbis, Bishopthorpe, Saint Mary Bishophill Junior otherwise Saint Mary Bishophill Junior with Upper Poppleton and Copmanthorpe, Saint Mary Bishophill Senior, Middlethorpe, Holy Trinity Micklegate, Dringhouses, lying within the county of the city of York and the ainsty of the same city, in the west riding of the county of York, and north riding of the county of York, or one of them; and shall terminate by a junction with the Great North of England Railway, at or near the York Railway station, in the said parishes of Saint Mary Bishophill Junior otherwise Saint Mary Bishophill Junior with Upper Poppleton and Copmanthorpe, and Holy Trinity Micklegate, some or one of them.

That the said branch railway to Boston, and

thence to Lincoln, Gainsborough, and Bawtry, shall commence by a junction with the said main line of railway in the parish of Marholme otherwise Marham, in the liberty of Peterborough, in the county of Northampton, and shall pass through the following places (that is to say), Marholme or Marham, Dogsthorpe, Glenton, Maxey, and Pearkirk, or some of them, in the liberty of Peterborough, in the county of Northampton; Deeping Saint James otherwise East Deeping, Deeping-fen, Billingham, Dogdyke, Timberland, Martin, Blankney, Metheringham, Dunston, Nocton, Potterhanworth, Brantson, Washingborough, Heighington, Canwick, Stowe, Saxelby, Bentham, and Skellingthorpe, in the parts of Kesteven, in the county of Lincoln; Crowland, Deeping-fen, Spalding, Pinchbeck, Surfleet, Gosberton, Sutterton, Algarkirk otherwise Alderchurch, Fosdyke, Fosdyke-fen, Kirton, Swineshead, Brothertoft, Frampton, Wyberton, Boston, Skirbeck, Skirbeck Quarter, Coningsby, Langreville otherwise Langrick Fille, and Frithville, in the parts of Holland, in the county of Lincoln; Sibsey, Frithville, Frith-bank, Coningsby, Langreville otherwise Langrick Ville, Kirton, Fishtoft, Kirkstead, Woodhall, Thimbleby, Dogdyke, Tattershall, Tattershall Thorpe, Thornton otherwise Thornton-le-Fen, Edlington, Stixwold, Horsington, Bucknall, Southrey, Bardney, Fiskerton, Cherry Willingham, Greetwell, Canwick, Burton, Saxilby otherwise Saxelby-cum-Ingleby, Torksey, Hardwick, Brampton, Stowe, Marton, Gate Burton, Knaith, Lea, and Gainsburgh, in the parts of Lindsey, in the county of Lincoln; Saint Botolph, Saint Peter at Gowts, Saint Mark, Saint Mary-le-Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, the liberty of the Monks, Fosdyke-banks, and Witham-banks, in the city of Lincoln and county of the same city, or the liberties thereof; Saxilby otherwise Saxelby-cum-Ingleby, Saundby, Beckingham, Walkeringham, Gringley on the Hill, Everton, and Scaftworth, in the county of Nottingham; and Blyth and Bawtry, in the west riding of the county of York; and shall terminate by a junction with the said main line of railway in the township of Bawtry, in the said parish of Blyth.

And that it shall be lawful for the company to make and construct a branch railway, commencing by a junction with the said main branch, at or near a road called the Green-lane, in the said parish of Boston, passing through the following places; namely, Boston, Skirbeck, and Skirbeck Quarter, and terminating in Skirbeck Quarter aforesaid, at the shipping quay there.

And also a branch railway, commencing by a junction with the said main branch, at or near the point where the same crosses the turnpike road in the said parish of Beckingham, and terminating at the river Trent, in the same parish.

And also a branch railway, commencing by a junction with the said main line of railway, at or near the point where the same crosses the river Don, in the township of Bentley with Arksey, and passing through the following places; namely, Arksey, Bentley with Arksey, and Doncaster, and terminating at a place called Crimpsall, in the parish of Doncaster.

And also a branch railway, commencing by a junction with the said main line of railway, at or near the point where the same passes the parish boundary between the said parishes of Brayton and Selby, and passing through the said parish and township of Selby, and terminating by a junction with the Hull and Selby Railway, at or near the railway station there.

And also a branch railway, commencing by a junction with the said main line of railway, where the same crosses the town street of Selby aforesaid, passing in and through the said parish and township of Selby, and terminating by a junction with the said Hull and Selby Railway, at or near the said railway station.

That the said branch railway to the borough of Stamford shall commence by a junction with the said main line of railway, in the parish of Bainton, in the said liberty of Peterborough, and shall pass through the following places (that is to say), Bainton, Maxey, Barnack, Pilsgate, Ufford, Ashton, Saint Martin, and Stamford Baron, in the liberty of Peterborough; Tallington, Uffington Saint George, and All Saints, in the borough of Stamford, in the parts of Kesteven, in the county of Lincoln; and shall terminate in the parish of All Saints, in the said borough of Stamford.

That the said branch railway to Bedford shall commence by a junction with the said main line of railway, in the said parish of Sandy, and shall pass through the following places (that is to say), Sandy otherwise Saint Swithin Sandy, Beeston, Girtford, Blunham, Northill, Mogerhanger otherwise Moggerhanger with Charlton, Willington, Cople, Cardington, Eastcots, Goldington, Saint Cuthbert's Bedford, Saint Peter's otherwise Saint Peter Martin Bedford, Saint Mary's Bedford, and Saint Paul Bedford, in the county of Bedford; and shall terminate at or near a street called Back-street, in the said parish of Saint Cuthbert.

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

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

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

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

R. and E. Baxter, Doncaster.

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

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

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

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

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

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

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

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

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

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway, or some part, or parts thereof, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the proposed branch line of the Lynn and Ely Railway, in the parish of Wisbech St. Peter, in the borough of Wisbech, in the Isle of Ely, and county of Cambridge, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Wisbech St. Peter, Elm, Wisbech St. Mary's, Guyhirn, Tholomas, Drove, Murrow, Parson Drove, Wisbech High Fen, Standground, Leverington, and Thorney, or some of them, in the said Isle of Ely; Eye, Eyebury, Newborough, Gunthorpe, Walton, Werrington, Paston parish, Paston township, Dogsthorpe, Dodsthorpe, Eastfield, Newark, Oxney, Longthorpe, Minster Close Precincts, Saint John the Baptist Peterborough parish, Saint John the Baptist Peterborough township, Saint John the Baptist Peterborough, or some of them, in the Liberty of Peterborough, in the county of Northampton; and Standground, Woodstone, and Fletton; or some of them, in the county of Huntingdon; and terminating by a junction with the Peterborough and Northampton Branch of the London and Birmingham Railway, in the said parishes of Fletton and Woodstone, in the county of Huntingdon, or one of them; and also a branch railway, with all proper works, stations, and other conveniences connected therewith, or some part or parts thereof, commencing by means of two junctions with the said railway hereinbefore described in the said parishes of Wisbech Saint Peter and Wisbech Saint Mary's, or one of them, and passing from thence into and terminating in the said parish of Wisbech Saint Peter's; and also another branch railway, with all proper works, stations, and other conveniences connected therewith, or some part or parts thereof, commencing by means of a junction with the said railway hereinbefore described in the said parishes of Wisbech Saint Peter and Wisbech Saint Mary's, or one of them, and passing from thence into and terminating in the said parish of Wisbech St. Peter: And in the said Act power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to authorize junctions with the proposed Branch of the Lynn and Ely Railway, and with the Peterborough and Northampton Branch of the London and Birmingham Railway, and any other railway that may be touched or intersected by the said railway or branch railways, and to vary and alter all such turnpike and other roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway or branch railways.

And it is intended, by the said Act, to incorporate a company for the purpose of executing the said proposed railway and branch railways, and to give to such company powers for the compulsory

purchase of lands and houses required for the construction thereof, and power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges, and to levy tolls, rates, and duties for and in respect of the use of the said railway and branch railways, and to enter into and carry into effect arrangements with the London and Birmingham, Midland Counties, Eastern Counties, and Lynn and Ely Railway Companies respectively, or any other company or companies, in reference to the construction of the said intended railway and branch railways, or any part thereof, and the use and working thereof upon such terms and conditions as may be mutually agreed upon.

And notice is hereby lastly given, that duplicate plans and sections, describing the line and levels of the said projected railway and branch railways, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the respective offices of the Clerks of the Peace following, that is to say; at the office of the Clerk of the Peace for the said Isle of Ely, in the said county of Cambridge, at Wisbech; at the office of the Clerk of the Peace for the county of Northampton, at Northampton; at the office of the Clerk of the Peace for the liberty of Peterborough, in the county of Northampton, at Peterborough; and at the office of the Clerk of the Peace for the county of Huntingdon, at St. Ives; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes, from, through, or into which the proposed railway, branch railways, and works will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this 5th day of November 1845.

I. T. Miller, 3, Abchurch-lane, }
London, } Solicitors.
William Drake, East Dereham, }

Whitby, Pickering, Thirsk, and Great North of England Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway or railways and branch railways, to be called the Whitby, Pickering, Thirsk, and Great North of England Junction Railway, with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, the main trunk or line of which said railway or railways and branch railways will commence by a junction with or from and out of the Great North of England Railway, at or near the Thirsk station of the said last-mentioned railway, or at some other point on the said Great

North of England Railway, in the townships of Carlton, Miniott, and Sowerby, or one of them, in the north riding of the county of York, and terminating by a junction with the branch of the York and Scarborough Railway, leading to Pickering, at the Pickering station of the last-mentioned railway, or at some other point on the said last-mentioned railway, in or near the township of Pickering, in the said north riding, and which said proposed railway, 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 following, or some of them, that is to say; Carlton Miniott, Sandhutton, Thirsk, Sowerby, Topcliffe, South Kilvington, Bagby otherwise Bagby with Islebeck, Balk otherwise Balke, Kirby Knowle otherwise Kirby Knowle with Bagby, Sutton-under-Whitstonecliffe, Feliskirk otherwise Felixkirk, Osgodby otherwise Osgodby, High Thirkleby, Low Thirkleby, Thirklebys, Ambo Carlton otherwise Carlton Husthwaite, Husthwaite, Coxwold, Wildon Grange otherwise Wilden Grange otherwise Weldon Grange, Newburgh, Newbrough otherwise Newbrough cum Morton, Oulston, Yearsley, Angram Grange, Byland otherwise Byland Membris, Low Kilburn otherwise Kilburn, Highkilburn, Hood Grange, Oldstead, Wass, Thorpe-le-Willows, Ampleforth Saint Peters otherwise Ampleforth in the liberty of Saint Peter of York, Ampleforth Bridforth otherwise Ampleforth in wapentake of Birdforth, Ampleforth Oswaldkirk Quarter otherwise Ampleforth in the parish of Oswaldkirk otherwise Oswaldkirk Quarter in Ampleforth, Oswaldkirk West, Newton Grange, Stonegrave, East Newton with Laysthorpe, Birch, West Ness, Nunnington, Gilling, Grimston otherwise Grimestone, Cawton, Hovingham, Coulton, East Ness, South Holme, Fryton, Wath, Muscoates, North Holme, Butterwick, Salton otherwise Saulton otherwise Sawton, Brawby otherwise Bradby, Kirby Misperton otherwise Kirby Misperton, Kirby-over-Carr otherwise Kirby-over-Carr, Great Barugh, Little Barugh otherwise Barughs, Ambo Normanby, Sinnington, Marton Risebrough otherwise Thornton Risebrough, Wrelton, Aislaby, Middleton, Pickering, all in the said north riding of the said county of York.

And it is intended to make and maintain a branch railway or extension of the said proposed main trunk or line of railway, with all proper works and conveniences connected therewith, by diverging therefrom, or out of the same at or near to the township of Salton otherwise Saulton otherwise Sawton aforesaid, and to terminate at or near to a certain point or place in the said York and Scarborough Railway, near to the township of Old Malton and New Malton, or one of them, in the said north riding of the county of York, and to pass or be made from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Salton otherwise Saulton otherwise Sawton, Brawby otherwise Bradby, Fryton, Newsom, Stonegrave, Hovingham, West Ness, East Ness, North Holme, South Holme,

Butterwick cum Newsam, Butterwick, Slingsby, Barton-le-Street otherwise Barton-on-the-Street, Kirby Misperton otherwise Kirby over Carr otherwise Kirby over Carr, Little Habton, Great Habton, Appleton-on-the-Street otherwise Appleton-le-Street, Amotherby, Swinton, Ryton, Broughton, New Malton, Old Malton, Saint Michael, New Malton, Saint Leonard, New Malton, all in the said north riding of the county of York; and Norton, Welham, and Sutton, all in the east riding of the said county of York.

And it is intended to make and maintain another branch railway, diverging from and out of the said main trunk or line of railway, and to commence at or near to the commencement of the said first-mentioned branch railway, and to terminate at or near to a certain point or place in the township of Kirby Moorside otherwise Kirby Moorside, in the said north riding of the county of York, and to pass or be made from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Salton otherwise Saulton otherwise Sawton, Muscoates, North Holme, Normanby, Edstone, Little Edstone, Welburn, Wombleton, Nawton, Kirkdale, Keldholme, Kirby Moorside otherwise Kirby Moorside, all in the said north riding of the county of York.

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

And it is intended to apply for and obtain powers, in the said Act or Acts, to deviate in the construction of the said proposed railway or railways and branch 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 on the said plans, and to alter and divert, stop up, cut off or cross, whether temporarily or otherwise, all such turnpike roads, parish roads, and other highways, canals, bridges, aqueducts, navigations and railways, tramroads, rivers, drains, brooks, streams, and watercourses, within the parishes, townships, or extra-parochial and other places aforesaid, as may be required to be diverted or altered for the purposes of such railway or railways and branch railways.

And it is further intended to apply for and obtain powers, in the said Act or Acts, for leave to incorporate a company to raise money for the purposes aforesaid, and other the several purposes of the said Act or Acts, by the creation of shares, or some other mode to be by the said Act or Acts authorized and provided for, and to enable the said company to be incorporated, either alone or jointly with any

other company or party to undertake the execution of the before-mentioned proposed undertaking, and to let on lease or sell the said intended railway or railways and branch railways, and all other works, or any part or parts thereof, to any other company or parties, or to unite and 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 railways, or branch railways, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof, and to purchase and hold lands and houses by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the said company thereby intended to be incorporated in connection therewith; and also to authorize the company to be incorporated by the said Act or Acts, or such amalgamated or united, or any other company or companies, or 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 or railways and branch railways, and works; and also to effect and confirm any agreement or arrangements made or hereafter to be made for or in respect of the traffic passing or which may pass on the line of the said intended railway or railways, or branch railways, or on the line or works of any other railway company united or amalgamated with the company incorporated by the said intended Act or Acts, or any or either of them.

And notice is hereby given, that duplicate plans and sections, describing the line, levels, and situation of the said intended railway or railways and branch railways, and the whole of the 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 of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited, for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the said north riding of the said county of York, at his office at North-allerton, in the said county; and with the Clerk of the Peace for the east riding of the county of York, at his office at Beverley, in the said east riding; 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 branch railways and works, or any part thereof, are intended to be made and maintained, together with a book of reference thereto, will also be deposited, for public inspection, on or before the thirty-first day of December in this present year, with the parish clerk of such parish, at his place of abode.

Dated this seventh day of November 1845.

John Owens,
Wm. Tatham,
C. F. Waddy, Parliamentary Agent.

} Joint Solicitors.

No. 20535.

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Wolverhampton General Cemetery Company.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for a Bill for an Act to construct, erect, or make, establish, and maintain a cemetery or burial ground, with all necessary chapels, offices, and buildings, and other works necessarily connected therewith, in the parish of Wolverhampton, in the county of Stafford, on the several closes, pieces, or parcels of land, and premises, situate in the township and parish of Wolverhampton, in the said county of Stafford, known by the several names, and containing the several quantities following (that is to say), First Horsehills, containing seven acres, two roods, and three perches and one half, or thereabouts; Big Horsehills, containing ten acres, two roods, and twenty-eight perches, or thereabouts; and plantation, containing one acre and nine perches, or thereabouts, all which said several closes, pieces, or parcels of land, and premises adjoin together, and contain in the whole nineteen acres, one rood, and half a perch, or thereabouts, and belong to the Reverend John Louis Petit, Clerk, he being seized or entitled to the fee and inheritance thereof, subject as to a part or parts of the same closes, pieces, or parcels of land and premises, to an estate for life therein, of or to which Louis Hayes Petit, Esq. is or claims to be seized or entitled; all which said closes, pieces, or parcels of land and premises are now in the occupation of Joseph Ash, and are bounded on the north west by the turnpike road leading from Compton, in the parish of Tettenhall, in the county of Stafford, to Wolverhampton aforesaid; on the north east and on the south east by land belonging to the said John Louis Petit, and now in the occupation of the said Joseph Ash; and on the south west by a road or way leading from the said turnpike road to Merridale, in the said township of Wolverhampton, in the said county of Stafford.

And notice is hereby further given, that it is also intended to apply to Parliament in the next session to obtain powers, under the said intended Act, for the compulsory purchase of the said three closes, pieces, or parcels of land and premises hereinbefore described, for the purposes of the said cemetery or burial ground and works connected therewith, and to vary or extinguish all or any rights or privileges in any manner connected with or incidental to such land and premises, and also to divert, alter, widen, or stop up all such roads, lanes, paths, and streams within or adjacent to the said limits hereinbefore specified, as it may be necessary or expedient to divert, alter, widen, or stop up for the purpose of the said intended cemetery or burial ground and works connected therewith, and also to make all necessary communications from the said cemetery or burial ground, or any part thereof, to or into the said turnpike road leading from Compton aforesaid to Wolverhampton aforesaid, and to or into the said road or way leading from the said turnpike road to Merridale aforesaid, and all which said intended roads or communications are within

the said township and parish of Wolverhampton, in the said county of Stafford.

And notice is hereby further given, that it is intended to apply to Parliament in the next session for compulsory powers, under the said intended Act, to prohibit burials from and immediately after the said intended cemetery shall be opened for public use, or from some other period, in the whole, or some or some part of, and either altogether or partially, and subject to certain regulations, and either for ever or for some certain specified time, the several churchyards, graveyards, or other burial places, of, in, attached, or belonging to the several churches of Saint Peter otherwise the Collegiate Church, Saint John, and Saint George, all in Wolverhampton aforesaid, and all in the said county of Stafford, and also of, in, attached, or belonging to the chapels belonging to or used by the congregation of persons professing the Roman Catholic Faith, and the denomination of Dissenters, known as Baptists, both in the said township and parish of Wolverhampton, in the county of Stafford aforesaid, and also all other burial places or graveyards (if any), situated within the said township of Wolverhampton, in the said county of Stafford, and further that such (if any) of the said churchyards, or other burial places, or graveyards, or such parts thereof in which burials shall not be prohibited, may be made subject to certain regulations in respect of the burials which shall be permitted to take place therein.

And notice is hereby further given, that it is intended, under and by virtue of the said intended Act, to incorporate a company for the purpose of executing and carrying into effect the powers and objects aforesaid, and to obtain powers for the said company to levy fees, tolls, rates, and duties for and in respect of the burial of the dead within the said intended cemetery or burial ground, or in any part thereof, and for and in respect of the use of the said cemetery or burial ground, or any part thereof, or any chapels or chapel, or buildings, or other work connected therewith, and to confer such rights and privileges in respect thereof, as to the said company shall seem fit; and also to take all the necessary and usual powers in the said intended Act to enable the said company to make, maintain, regulate, and carry on the said cemetery, and manage the concerns thereof.

And notice is hereby further given, that it is intended to apply to Parliament in the next session, for power, under the said intended Act, to enable the said company, if they shall think expedient, to erect and construct houses or buildings for the reception of the dead previous to interment, and to provide men and carriages, hearses, horses, coffins, and all other matters, materials, work, labour, and attendance at the houses where dead bodies may be lying, and thence from, to, and at the said cemetery or burial ground, or any work connected therewith, which may be requisite or necessary

for the due and decent interment of the dead, and for the performance of funerals or funeral ceremonies or obsequies, and levy such fees, tolls, rates, or duties in respect thereof, and make such charges therefor as to the said company may seem fit.

And notice is hereby further given, that it is intended to apply to Parliament in the next session, to prohibit under the said Act the constructing, making, or establishing of any new cemetery, grave yard, or burial ground, within the said township of Wolverhampton, other than the said intended cemetery or burial ground, for which powers are intended to be taken under the said intended Act.—Dated the fifth day of November 1845.

Price, Deakin, and Dent, } Joint
Alfd. H. Browne, } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of two Acts, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, the one intituled "An Act for making a railway from a place, in the parish of Bole, in the county of Nottingham, near to the town and port of Gainsborough, to the town and port of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, with branches to the district or place called New Holland, and to the town of Market Rasen, to be called 'The Great Grimsby and Sheffield Junction Railway;'" the other intituled "An Act for making additional docks and other works at the haven of the town and port of Great Grimsby, and for amending the Acts relating to the said haven;" and in such Bill it is intended to authorize the amalgamation of the said railway and docks and other works, and to vest the same in one company, and to give to and confer upon such company all the powers, rights, and privileges at present possessed, or which may be exercised by the Great Grimsby and Sheffield Junction Railway Company and the Grimsby Dock Company by virtue of such Acts, or otherwise; and it is intended to confer upon such amalgamated company the power of taking tolls, rates, and duties for the use of the railway, docks, and other works, vested in the said companies, or authorized to be constructed by such Acts, or by any other Act or Acts which may be hereafter passed; and for the purpose of such amalgamation it is intended, if necessary or desirable, to repeal the said Acts, or one of them, and to obtain other powers in lieu thereof, and to make any alterations which may be deemed advisable in the rates, tolls, and duties by such Acts respectively authorized to be taken.—Dated this 21st day of October 1845.

Haywood, Bramley, and Gainsford, }
Smith and Hinde, } Solicitors.
Geo. Babb, }

Norfolk Railway Extensions.

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, and also, if necessary, to repeal some of the powers and provisions of the several Acts following, that is to say, an Act, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from Norwich to Brandon, with a branch to Thetford;" another Act, passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for the consolidation of the Yarmouth and Norwich and Norwich and Brandon Railway Companies, and for authorizing the construction of certain works, at Norwich, in connexion with the Yarmouth and Norwich Railway;" and another Act, passed in the said last-mentioned years of the reign of Her present Majesty, intituled "An Act for altering the line of the Norwich and Brandon Railway, and for making a branch therefrom to East Dereham, in the county of Norfolk."

And it is also intended, by the said Act or Acts, to empower the Norfolk Railway Company to make and maintain a branch railway or railways, with all proper works and conveniences connected therewith, commencing by a junction in the parishes or townships of Stowmarket and Stowupland, or one of them, in the county of Suffolk, with the line of railway from Ipswich to Bury Saint Edmunds, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, and terminating by two separate connexions with the Norfolk Railway, one thereof in the parish of Attleborough, and the other thereof in the parishes of Wymondham and Besthorpe, or one of them, all in the said county of Norfolk, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, in, or through the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Stowmarket, Stowupland, Creeting Saint Peter otherwise West Creeting, Haughley, Old Newton, Dagworth, Gipping, Little Stonham, Earl Stonham, Mendlesham, Wetheringsett, Brockford otherwise Brockford-cum-Wetheringsett, Thwaite, Wickham Skeith, Stoke Ash, Braiseworth, Thorndon, Occold, Eye, Yaxley, Hoxne, Oakley, Broome, Thrandeston, Stuston, and Palgrave, in the county of Suffolk; and Diss, Frenze, Roydon, Bressingham, Burston, Shelfanger, Tibbenham, Winfarthing, Banham, Carlton Rode, New Buckenham, Old Buckenham, Bunwell, Attleborough, Besthorpe, Wymondham otherwise Windham, Sutton Wattlefield, Silfield, and Market-street, in the county of Norfolk; and also another branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the Dereham branch of the said Norfolk Railway, in the parishes of Yaxham and Westfield, or one of them, both in the county of Norfolk aforesaid, and terminating in or near to the town of Wells, in the parish of Wells next the Sea, in the same county, or com-

mencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places, or some of them, following, that is to say, Yaxham, Westfield, East Dereham otherwise Market Dereham, Scarning, Dillington, Gressenhall, Hoe, Great Bittering, Little Bittering, Beetley, Swanton Morley, Worthing, North Elmham, Billingford, Bintry, Gately, Twyford, Guist otherwise Geist, Colkirk, Stibbard, Great Ryburgh, Little Ryburgh, Pensthorpe, Testerton, Pudding Norton, Kettlestone, Althorpe, Shereford, Toft Trees, Fakenham otherwise Fakenham Lancaster, Hempton, Sculthorp otherwise Sculthorpe, Thorpland, Little Snoring, Great Snoring, East Barsham otherwise East Basham, West Barsham otherwise West Basham, North Barsham otherwise North Basham, Houghton in the Dale otherwise Houghton next Walsingham, New Walsingham otherwise Little Walsingham, Old Walsingham otherwise Great Walsingham, Wighton, Warham Saint Mary the Virgin, Warham All Saints, and Warham Saint Mary Magdalen, Binham, Stiffkey, Holkham, and Wells next the Sea, all in the county of Norfolk; and also another branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the last-mentioned proposed branch railway, in the parishes of Warham All Saints, Warham Saint Mary the Virgin, and Saint Mary Magdalen, and Wighton, or some or one of them, all in the county of Norfolk, and terminating at or near the town of Blakeney, in the parish of Blakeney, in the said county of Norfolk, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, or through, or into the several parishes, townships, extra-parochial, and other places, or some of them, following, that is to say, Warham Saint Mary the Virgin, and Warham Saint Mary Magdalen, Warham All Saints, Wighton, Stiffkey, Bingham, Cockthorpe, Morston, Langham, and Blakeney, otherwise Snitterley, or some of them, in the county of Norfolk; also another branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the Norfolk Railway, in the parishes of Saint Peter Thetford and Saint Cuthbert Thetford, or one of them, both in the county of Norfolk, and terminating by a junction with the line of the Lowestoft Railway, in the parishes of Reedham, Raveningham, and Norton Subcourse, or some or one of them, all in the county of Norfolk, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, in, through, or into the several parishes, townships, extra-parochial or other places, or some of them, following, that is to say, Barnham Saint Gregory, Barnham Saint Martin, Saint Peter Thetford, Saint Mary Thetford, Saint Cuthbert Thetford, the Place Farm, Euston, Fakenham Parva, Rushford otherwise Rushford

with Snarehill, Knettishall, Market Weston, Coney Weston, Hopton, Thelnetham, Hinderclay, Redgrave, Wortham, Palgrave, Thrandeston, Stuston, Broome, Oakley, Hoxne, Syleham, Wingfield, Weybread, Mendham, Sandcroft otherwise Saint Cross otherwise Saint George South Elmham, Homersfield, Flixton, Stow-fen, Outney-common otherwise Bungay-common, the Holy Trinity Bungay, Saint Mary Bungay, Mettingham, Shipmeadow, Barsham, Ringsfield, Weston, Beccles, Ingate next Beccles, Worlingham Saint Peter otherwise Little Worlingham, Worlingham Saint Mary otherwise Great Worlingham, in the county of Suffolk; and Saint Peter Thetford, Saint Mary Thetford, Saint Cuthbert Thetford, Great Snarehill, Little Snarehill, Kilverstone, Brettenham, Rushford otherwise Rushford with Snarehill, Riddlesworth, Gasthorpe, Garboldisham, Blo' Norton, North Lopham, South Lopham, Bressingham, Roydon, Diss, Frenze, Scole otherwise Osmondiston, Thorpe Parva, Billingford, Thorpe Abbots, Brockdish, Rushall, Needham, Starston, Mendham, Wortwell, Redenhall with Harleston, Aldburgh, Denton, Earsham, Ditchingham, Broome, Ellingham, Geldeston, Windell, Winston, Gillingham All Saints, Gillingham Saint Mary, Aldeby, Toft Monks, Chedgrave, Wheatacre All Saints, Wheatacre Burgh otherwise Burgh Saint Peter, Haddiscoe, Thorpe next Haddiscoe, Raveningham, Reedham, Hockingham, Loddon, Thurilton, and Norton Subcourse, in the said county of Norfolk; and also to extend the line of the said Norfolk Railway from or from near the present termination thereof, in the parish of Runham, in the county of Norfolk, across the river Bure, in or through the several parishes, townships, extra-parochial and other places of Runham and Great Yarmouth, in the county of Norfolk, and Southtown otherwise Little Yarmouth, and Gorleston, in the county of Suffolk, and the several extra-parochial places in the counties of Norfolk and Suffolk, to or near the jetty, in the borough and parish of Great Yarmouth, in the said county of Norfolk, or to some intermediate point, and to construct all necessary stations, depots, and other works and conveniences in connection with the line so extended.

And it is also intended to take powers, by the said intended Act or Acts, to stop up, alter, or divert, temporarily or permanently, within the several parishes, townships, and extra-parochial places aforesaid, or some of them, all such turnpike roads, highways, canals, 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 branch railways, extended railway, and works, respectively.

And it is further intended, by the said Act or Acts, to take powers to purchase, by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands or houses, or which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to levy tolls, rates,

or duties for or in respect of the said intended branch railways and extended railway, and other works, respectively, and to grant certain exemptions from the payment of such tolls, rates, or duties.

And it is also intended, by such Act or Acts, to enable the said Norfolk Railway Company to purchase or rent the Lowestoft Railway and Harbour, authorized to be made by an Act, passed in the last session of Parliament, intituled "An Act for making a railway from Lowestoft, in the county of Suffolk, to the Yarmouth and Norwich Railway, at Reedham, in the county of Norfolk, and for improving the harbour of Lowestoft," together with all or any of the rights, powers, and privileges conferred by such Act on the company thereby incorporated, and to alter, amend, enlarge, and repeal some of the provisions of such Act.

And it is also intended, by such Act or Acts, to enable the said Norfolk Railway Company to purchase or rent the projected railways hereinafter mentioned, or some of them, or some part or parts thereof, if the same or such part or parts shall be sanctioned by an Act or Acts of Parliament to be passed in the next session; that is to say, a railway from Norwich to East Dereham, in the county of Norfolk; a railway from Norwich to North Walsham, and to Aylsham, both in the county of Norfolk; and also a railway from Ipswich, through Bungay, to Norwich, together with all the rights, powers, and privileges to be conferred by the Act or Acts relating to such railways, respectively, and to increase the capital of the said company for the purposes aforesaid.

And it is further proposed, by the said intended Act or Acts, to alter and amend some of the powers and provisions of an Act, passed in the seventh and eighth years of the reign of His late Majesty King George the Fourth, intituled "An Act for building a bridge over the river Bure, from Runham to Great Yarmouth, in the county of Norfolk, and to alter or vary the tolls and rates authorized to be taken under the said Act, and to grant or confer certain exemptions from the payment thereof, and other rights and privileges in reference to the use of the said bridge.

And notice is hereby further given, that plans and sections, describing the lines and levels of the said proposed branch railways and extended railway respectively, and the lands to be taken for the purposes thereof, together with a book 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 Norfolk, at his office in Aylsham; and with the Clerk of the Peace for the county of Suffolk, at his office at Bury Saint Edmund's; 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 proposed branch railways and extended

railway respectively will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively, at their respective residences.—Dated the twenty-third day of October 1845.

Parker, Hayes, Barnwell, and Twisden,
Solicitors, 1, Lincoln's-inn-fields.

Nottingham and Gainsborough 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 and branch, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, the main line of railway to commence in the parish of Saint Mary, in the town and county of the town of Nottingham, at or near the Midland Counties Railway Station there, by a junction with the line of the Midland Counties Railway, or by an independent terminus, and to terminate at or near Gainsborough otherwise Gainsburgh, in the parish of Gainsborough otherwise Gainsburgh, in the parts of Lindsey, in the county of Lincoln, and also in the parish of Bole, in the county of Nottingham, or in either of such places, by a junction with the authorized line of the Great Grimsby and Sheffield Junction Railway, or by an independent terminus there; and the said branch railway will commence from the said main line at or near the parish of Bole, in the county of Nottingham, and terminate at or near the Trent Port Inn, in the parish of Saundby, in the said county of Nottingham, near the bridge over the river Trent, at Gainsborough otherwise Gainsburgh aforesaid; which said railway, branch, and works will pass and be made from, in, through, into, or over the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Saint Mary, in the said town and county of the town of Nottingham; the liberties of the castle of Nottingham, in the county of Nottingham; the King's Meadows, Lenton, Wollaton, Radford, Basford, Billborough, Cinder-hill, Nuttall otherwise Nuthall, Greasley, Nether Hemsall, Upper Hemsall, Hemsall otherwise Hemsall otherwise Hemsill otherwise Hemshill, Bulwell, Hucknall Torkard, Arnold, Bestwood otherwise Beskwood-park, Linby, Papplewick, Newstead, Calverton, Blidworth, Haywood Oakes, Bauker, Oxton, Farnsfield, Upper Hexgreave otherwise Hexgrave, Lower Hexgreave otherwise Hexgrave, Hexgrave or Hexgreave-park, Southwell, Bilsthorpe, Kirklington, Belle Eau Park, Eakring, Rufford, Kneecall, Ompton otherwise Almpton, Wellow Laxton otherwise Lexington, Boughton, Kirton, Egman-ton, Walesby, Bevercoates, Tuxford, Milton Markham-Clinton otherwise West Markham otherwise Little Markham, Bottomsall otherwise Bothamsell, East Markham, Markham-moor, West Drayton, Askham, Rockley, Gamson otherwise Gamston, Eaton, Thrumpton, Whitehouses, Ordsall, Elms, East Retford, South Retford, Moor-gate,

West Retford, Clareborough otherwise Clarborough, Spittle-hill, Bolham, Little Gringley, Welham, Hayton, North Wheatley, South Wheatley, Sturton-le-Steeple otherwise Sturton in the Clay, Fenton, Littleborough, West Burton, Bole, North Leverton, South Leverton, Saundby, and Beckingham, in the county of Nottingham; and Lea and Gainsborough otherwise Gainsburgh in the parts of Lindsey, in the county of Lincoln.

And it is intended to apply for powers to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, rivers, streams, sewers, canals, navigations, railways, or tramroads within the said parishes, townships, townlands, 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, branch, and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the town and county of the town of Nottingham, at his office on the High-pavement, in the said town; with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent, in the said county; 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, on or before the thirtieth day of November one thousand eight hundred and forty five; and, on or before the thirty-first day of December following, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway, branch, 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 all right and interest therein, 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, 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, branch, and works, or any part of the same, or the tolls thereof, to any railway company or companies or persons with whose line the said intended railway, branch, and works may unite, or to any other com-

pany legally authorized, and to delegate to such company or companies or persons the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the same 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 of the said intended railway, branch, and works, or any part thereof, and to purchase, rent, work, or construct the said intended railway, branch, 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 hereby proposed to be incorporated, and any such other companies or persons 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 railway, branch, and works, and to take tolls in respect thereof.—Dated this 31st day of October 1845.

Freeth and Rawson, Solicitors,
Nottingham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, together with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the line of the London and Birmingham Railway, in the parish of Rugby and county of Warwick, and terminating by a junction with the line of the Syston and Peterborough branch of the Midland Railway, as at present authorized to be made, in the parish of South Luffenham and county of Rutland; which said intended railway, and other works connected therewith, are proposed to pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Rugby, Churchover, Brownsover, Newton and Biggin, and Clifton, otherwise Clifton upon Dunsmore, in the county of Warwick; Catthorpe, Swinford, Westerill and Star-more, South Kilworth, North Kilworth, Husbands Bosworth, Theddingworth, Lubenham, Bowden Magna otherwise Great Bowden, Market Harborough, Saint Mary in Arden, Church Langton, Thorpe Langton, East Langton, Welham, Slawston, Medbourne, Drayton, Brighthurst, Welford, and Easton Magna otherwise Great Easton, in the county of Leicester; Theddingworth, Lilbourne, Stanford, Claycoton, Welford, Marston Trussel, Thorpe Lubenham, East Farndon, Bowden Parva otherwise Little Bowden, Saint Mary, Saint Nicholas, Saint Mary in Arden, Dingley, Sutton Basset, Weston otherwise Weston by Welland, Brampton Ash, Stoke Albany, Ashley, Wilbarston, East Carlton, Cottingham, Middleton, Gretton, Thorpe-by-Water, and

Harringworth, in the county of Northampton; and Caldecot, Seaton, Lyddington, Thorpe-by-Water, Barrowden, Morcott, North Luffenham, and South Luffenham, in the county of Rutland.

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

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

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

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

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessces, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon; with the Clerk of the Peace for the county of Northampton, at his office in Northampton; with the Clerk of the Peace for the county of Rutland, at his office in

Oakham; and with the Clerk of the Peace for the county of Leicester, at his office in Leicester; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.—Dated this thirtieth day of October 1845.

*Parker, Hayes, Barnwell, and
Twisden, 1, Lincoln's Inn
Fields,
Saml. Carter, Birmingham,* } Solicitors.

Metropolitan Sewage Manure Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for constructing, laying down, and maintaining reservoirs, aqueducts, cuts, pipes, engines, and other works and conveniences, within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say; Saint Margaret Westminster, Saint John the Evangelist Westminster, Saint George Hanover-square, Saint Luke Chelsea, Upper Chelsea, Brompton, Saint Mary Abbots Kensington, the Palace Precincts Kensington, Fulham, Hammersmith, Chiswick, New Brentford, Hanwell, Ealing, Old Brentford, Isleworth, Hounslow, Heston, Feltham, Bedfont otherwise East Bedfont, Stanwell, Ashford, and Staines, all in the county of Middlesex; and Egham, in the county of Surrey, for the purposes of collecting, impounding, and carrying away the sewage water, flowing through certain drains and sewers, under the jurisdiction and controul of the commissioners of sewers for the city and liberty of Westminster, and part of the county of Middlesex, and called or known as the King's Scholar's Pond and Ranelagh Sewers, and also the sewer described in the map of the said commissioners as number thirty-two (being a collateral sewer on the west side of the King's Scholar's Pond Sewer), and also the sewer described in the map of the said commissioners as number thirty-three, and known as the New Ranelagh Road Outlet, and of distributing the same for agricultural purposes.

And it is proposed, by the said intended Act or Acts, to incorporate a company for the purposes aforesaid, with power to purchase lands and houses by compulsion or agreement, and to open or break up, either compulsorily or otherwise, the soil or pavement of all such roads, sewers, streets, and public or private ways, within the several parishes, townships, and extra-parochial places aforesaid, or some of them, which it may be necessary to open or break up, for the purpose of laying down thereunder mains or pipes, or of otherwise carrying into execution the objects aforesaid; and further to obtain powers for selling the sewage water so collected, impounded, and carried away, and for recovering all sums due from time to time to the said company for the same.

And it is also proposed, by the said Act or Acts, to alter, vary, or extinguish all rights and privileges connected with the lands and houses, sewers, streets, roads, and ways so proposed to be purchased or used, as would in any manner impede or interfere with the construction or maintenance of the said intended works, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed works, with books of reference thereto, will, on or before the thirtieth day of November in the present year, be deposited, for public inspection, with the Clerk of the Peace for the city of Westminster, at his office, No. 17, Carlisle-street, in the parish of Saint Anne, Soho, in the liberty of Westminster; with the Clerk of the Peace for the county of Middlesex, at his office in the Sessions House, Clerkenwell, in the said county of Middlesex; and also with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, in the said county of Surrey; and that on or before the thirty-first day of December in the present year, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes within which the said works are intended to be made, will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.—Dated this fourth day of November 1845.

Bailey, Shaw, and Smith, 5, Berners-street.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill for establishing, constituting, and maintaining a Court for the recovery of Small Debts, within and for the several parishes of Ashill, Broadway, Buckland Saint Mary, Chaffcombe, Chard borough, Chard parish, Chillington, Combe Saint Nicholas, Crewkerne, Cricket Malherbie, Cricket Saint Thomas, Cudworth, Dinington, Donyatt, Dowlish Wake otherwise East Dowlish, West Dowlish, Hinton Saint George, Ilminster, Ilton, Kingstone, Knowle Saint Giles, Lopen, Merriott, Seavington Saint Mary, Seavington Saint Michael, Shepton Beauchamp, Stocklinch Magdalen, Stocklinch Ottersey, Wayford, White-lackington, Whitestaunton, and Winslam, and the several townships, villages, and hamlets, within the said parishes, all situate in the county of Somerset, and the several parishes of Thorncombe, Hawkchurch, Chardstock, Burstock, Bettiscombe, Pillesdon otherwise Pilsdown, Wambrook, and Broadwinsor, and the several townships, villages, and hamlets, within the said parishes, all situate in the county of Dorset, and the several parishes of Yarcombe and Membury, and the several townships, villages, and hamlets, within the said parishes, all situate in the county of Devon; in which Bill provision will be made for limiting, fixing, and regulating the fees, rates, and charges, to be taken and made by the officers of the said Court.—Dated this fifth day of November 1845.

*William Dommett, Chard, Somerset,
Solicitor for the intended Bill.*

East Lincolnshire Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway and other works hereinafter mentioned, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say; a railway commencing at or near the town of Great Grimsby, in the parish of Great Grimsby, in the county of Lincoln, both by a junction with a railway now in the course of construction, to be called the Great Grimsby and Sheffield Junction Railway, and also by an independent terminus there, or one of them, and terminating in or near the town of Boston, either in the hamlet of Skirbeck Quarter, in the parish of Skirbeck, or in the parish of Boston, in the said county of Lincoln, 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; Great Grimsby, Grimsby Abbey, Wellow, Clee, Wellow Weelsby, Cleethorpes, Thrunsoe, Itterby, Oole, Peaks Closes, Peaks, Little Coates, Scarthoe, Scarthoe cum Cleethorpes, Humberstone, Humberstone Grange, Waltham otherwise Whattam, Holton-le-Clay, Tetney, Tetney Grange, Wathall, Tetney cum Holton, Waithe otherwise Waythe, Waithe Mill, Grainsby, Grainsby Healing, Grainsby Holme, North Thoresby, Thoresby Fen, North Coats, Fulstow, Ludboro' otherwise Ludborough, Covenham Saint Mary, Covenham Saint Bartholomew, Utterby, North Ormsby otherwise Nun Ormsby, Fotherby, Little Grimsby, North Elkington, South Elkington, Brackenboro' otherwise Brackenborough, Agthorpe otherwise Ackthorpe, Fanthorpe, Keddington, Louth, Louth Park, Stewton, Hallington, Raithby cum Hallington, Tathwell, Legbourne, Little Cawthorpe, North Reston, South Reston, Haugham, Muckton, Authorpe, Burwell, Tothill, Withern, Belleau, Aby, Greenfield, Woodthorpe, Claythorpe, South Thoresby, Swaby, Haugh, Saleby, Thoresthorpe, Rigsby, Ailby, Totheby, Bilsby, Alford, Well, Farlsthorpe, Willoughby with Sloothby, Sloothby, Mawthorpe, Hasthorpe, Bonthorpe, Claxby, Skendleby, Welton in the Marsh, Boothby, Orby, Candlesby, Gunby, Bratof, Burgh in the Marsh, Monkthorpe otherwise Munthorpe, Great Steeping, Irby, Little Steeping, Firsby, Hagnaby, the East Fen, Halton Hologate, Halton Hologate Fen Allotment, Thorpe, Thorpe Fen, the Royalty Lands, East Ville, Leake, Leake Fen Allotment, Wainfleet Saint Mary, Wainfleet All Saints, Friskney, Midville, Butterwick, Butterwick Fen Allotment, Wrangle, Wrangle Fen Allotment, Leverton, Leverton Fen Allotment, Benington, Benington Fen Allotment; Sibsey, Sibsey Fen Allotment, Frith Bank, Frithville, Frieston, Frieston Fen Allotment, Fishtoft, Fishtoft Fen Allotment, Skirbeck, Skirbeck Fen Allotment, Boston, Boston West Allotment in the East Fen, and Boston East Allotment in the East

Fen, in the parts or division of Lindsey, in the said county of Lincoln; and Leak, Wrangle, Leverton, Benington, Butterwick, Frieston, Fishtoft, Skirbeck, Boston, Boston East, Boston West, Witham Marsh, and Skirbeck Quarter, in the parts or division of Holland, in the said county of Lincoln.

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

And notice is hereby further given, that maps or plans and sections, describing the line or situation and levels of the said intended railway and works, and 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 division of Lindsey, in the county of Lincoln, at his office in Spilsby, in the said county; and with the Clerk of the Peace for the division of Holland, in the same county of Lincoln, at his office in Spalding, 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 railway and other 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 first day of November 1845.

*Burchell, Kilgour, and Parson,
Baxter, Rose, and Norton,
R. and E. Baxter,
Hollway and Harwood,
Pye and Waite,
W. H. Daubney,*

Joint
Solicitors.

Midland Railway Extensions.—Swinton to
Lincoln.

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 railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works and conveniences connected therewith, that is to say, a railway commencing by a junction or junctions with the Midland Railway, in the township of Swinton, and also in the township of Wath-upon-Deerne (near the Wath Station of the Midland Railway there), all in the parish of Wath-upon-Deerne, in the west riding of the county of York, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Wath-upon-Deerne, Swinton, Kilnhurst, Bolton-upon-Deerne, Goldthorpe, Adwick-upon-Deerne, Barnbrough, Harlington, High Melton, Mexbrough, Denaby, Conisbrough, Sprothorough, Cadeby, Warmsworth, Doncaster, Balby-cum-Hexthorpe, Lovershall, Car-house, Elm-field, Cantley, Bessacar, High Ellers, Low Ellers, Rosington, Austerfield, Bawtry otherwise Bawtreay, or some of them, in the west riding of the county of York; Harworth, Martin, Austerfield, Blyth otherwise Blythe, Bawtry otherwise Bawtreay, Misson, Newington, Scaftworth, Harwell, Everton, Gringley on the Hill, Misterton, Cornley, West Stockwith, Walkeringham, Beckingham, Saunby otherwise Saundby, or some of them, in the county of Nottingham; Misson, Gainsburgh otherwise Gainsborough, Corringham, Great Corringham, Little Corringham, Somerby, Heapham, Glentworth, Lea otherwise Lea with Lea-wood, Knaith, Upton, Kexby, Willingham otherwise Willingham by Stow otherwise Stowe, Ingham, Coates, Normanby otherwise Normanby by Stow otherwise Stowe, Stow otherwise Stowe, Stowpark, Sturton otherwise Sturton-en-le-Street, Braasby, Brattleby, Aisthorpe otherwise East Thorpe, Cammeringham, Thorpe in the Fallows otherwise Thorpe-le-Fallows otherwise West Thorpe, Scampton, North Carlton, Saxelby otherwise Saxelby-cum-Ingoldby otherwise Ingleby, Broxholme, South Carlton, Burton otherwise Burton by Lincoln, and the Fossdyke Navigation, or some of them, in the parts of Lindsey, in the county of Lincoln; the Fossdyke Navigation, Skellingthorpe, and Boultham, or one of them, in the parts of Kesteven, in the said county of Lincoln; the Fossdyke Navigation, Brayford, the Holmes-common, Saint Nicholas otherwise Saint Nicholas in Newport, Saint Martin, Saint Botolph, Saint Mark, Saint Peter at Gowts, Saint Mary-le-Wigford, and Saint Swithin, or some of them, in the city of Lincoln, and county of the same city, and terminating in the said parish of Saint Mark, in the city and county of the city aforesaid.

And also a branch from and out of the said intended railway, at or near the road from Upton

to Gainsburgh, in the parish of Gainsburgh aforesaid, called Foxley-lane, and terminating at or near another road or street in the same parish, called the Spring-gardens, and also by a junction with the proposed Great Grimsby and Sheffield Railway, in the same parish, such branch being wholly within the parish of Gainsburgh aforesaid.

And also a certain other branch from and out of the said intended railway, in the parish of Beckingham, in the county of Nottingham, and terminating at or near the river Trent, in the parish of Saunby otherwise Saundby, in the said county of Nottingham.

And it is proposed, in and by the said intended Act or Acts, to empower the Midland Railway Company to execute the said intended railway, branch railways, and works, or some of them, or some part or parts thereof, and to levy tolls in respect of the use thereof, and to purchase, by compulsion or agreement, lands and houses necessary for the completion of the same, or otherwise to incorporate a company for the purposes, and with the powers aforesaid, and with power also to let on lease or sell the said intended railway and branch railways to the Midland Railway Company, and to enable the said last-mentioned company to purchase or rent the same, or any part thereof.

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

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands respectively, will be deposited, for public inspection, with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; 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 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 county of Lincoln, at his office in Sleaford; and with the Clerk of the Peace for the city of Lincoln and county of the same city, at his office in Lincoln; and that copies of so much of the said plans, sections, and book of reference, as relate to the several parishes in or through which the said intended railway, branch railways, and works are proposed to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish

clerks of such parishes, at their respective residences.—Dated the fourth day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Leeds and Bradford Railway, passed respectively in the eighth year of the reign of Her present Majesty and in the last session of Parliament, and to enable the Leeds and Bradford Railway Company, incorporated by the said first-mentioned Act, to make and maintain the following lines of railway, or some of them, or some part or parts thereof respectively, with proper works and conveniences connected therewith, and approaches thereto respectively, that is to say,

First,—A railway commencing by a junction with the line of the Leeds and Bradford Railway (as at present in course of construction) in or near the boundary of the township of Shipley, in the parish of Bradford, or in the adjoining township of Idle, in the parish of Calverly, all in the west riding of the county of York, thence to pass from, through, or into the several parishes, townships, and extra-parochial places of Bradford, Shipley, Calverley, Idle, Guiseley, Baildon, Esholt, Hawkesworth, Menstone, Otley, Brambope, Brearey, Pool, Addle, Addle-cum-Eccup, and Arthington, all in the west riding of the county of York, and terminating by a junction with the parliamentary line of the Leeds and Thirsk Railway as at present authorized to be made, at a point in the township of Arthington, and in the parish of Addle aforesaid.

Second,—A railway from and out of the said first-mentioned intended new line of railway, to commence in the township of Menstone, in the parish of Otley, in the said west riding, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial places of Otley, Menstone, Burley, Ilkley, Nesfield with Langbar, Middleton, and Addingham, all in the west riding, or some of them, and to terminate at a point in the town of Addingham, in the township and parish of Addingham aforesaid, with a branch out of the said first herein before-mentioned new line of railway, commencing in the said township of Otley (or in the adjoining township of Guiseley aforesaid), to unite with the said secondly herein before-mentioned new line of railway in the township of Menstone aforesaid (or in the adjoining township of Guiseley aforesaid), the whole of which branch railway will be within the said townships of Otley, Menstone, and Guiseley, and in the said parishes of Otley and Guiseley, or some or one of them, or otherwise with a branch as an alternative branch line out of the said firstly herein before-mentioned

new line of railway, commencing in the said township and parish of Otley, to unite with the said secondly herein before-mentioned new line of railway, in the said township of Burley and parish of Otley, the whole of which said alternative branch railway will be within the said townships of Otley and Burley, and in the parish of Otley aforesaid.

And it is proposed, by the said intended Act or Acts, to authorize and empower the Leeds and Bradford Railway Company to raise a further sum of money.

And it is further proposed, by the said intended Act or Acts, or in some other Act to be applied for during the present session of Parliament, to take powers to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, or some of them; to levy tolls, rates, and duties in respect of the use of the said intended new lines of railway, branches, and works, and to grant such exemptions from such tolls, rates, and duties as may be deemed expedient; and 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 impede or interfere with the construction, maintenance, or use of the said intended new works, and to confer other rights and privileges.

And it is also intended to obtain powers, by the said proposed Act or Acts, to stop up, alter, or divert all such railways, turnpike and other roads, public streets, canals, and navigable and other rivers, which it may be necessary or expedient to stop up, alter, or divert in the construction of the said intended new lines of railway, branches, and works, within the parishes, townships, and extra-parochial places herein before-mentioned, or some of them.

And it is further proposed, by the said intended Act or Acts, to enable the said Leeds and Bradford Railway Company to grant a lease of the said intended railways, branches, and works, and the tolls to be taken for the use thereof, to the Midland Railway Company; and to authorize the Midland Railway Company to accept such lease, at such rent, and upon and subject to such terms and conditions as may be mutually agreed on; and in pursuance thereof to use and work the said intended railways and branches, and to take tolls in respect thereof.

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 new railways, branches, and works, and describing also the lands proposed to be taken for the several purposes aforesaid, together with books of reference thereto, containing the names of the owners or reputed owners, leasees or reputed leasees, 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; and with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, at his office at Otley, in the said west riding; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections and books of reference,

as relates to the several parishes in or through which the said new lines of railway, branches, and 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 this third day of November 1845.

Rawson and Best, Solicitors, Leeds.

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, and convenient stations, erections, bridges, communications, approaches, and conveniences connected therewith, commencing by a junction with the Norfolk Railway, in the parishes of Saint Peter Thetford, and Saint Cuthbert Thetford, in the counties of Norfolk and Suffolk, or one of them, and terminating at, in, or near certain fields or paddocks, in that part of the parish of Wood Ditton, in the county of Cambridge, which adjoins the town of Newmarket, and situate between the upper and lower roads, leading from Newmarket to Ashley and Cheveley, such fields or paddocks being the property of his Grace the Duke of Rutland; and which said railway or railways and works will pass from, through, or into the several parishes, townships and extra-parochial or other places following, that is to say; Thetford Saint Mary, Thetford Saint Mary the Great, and Thetford Saint Mary the Less, Thetford Saint Peter, Thetford Saint Nicholas, Thetford Saint Cuthbert, and Thetford Trinity, part of the borough of Thetford, certain extra-parochial land, called Great and Little Snarehill otherwise Place Farm otherwise Palace Farm, Kilverstone, Croxton, Brettenham, Rushford otherwise Rushworth, or some of them, in the county of Norfolk; and Thetford Saint Mary, Thetford Saint Mary the Great, and Thetford Saint Mary the Less, Thetford Saint Peter, and Thetford Saint Nicholas, Thetford Saint Cuthbert, and Thetford Trinity, part of the borough of Thetford, Rushford otherwise Rushworth, Barnham, Saint Martin Barnham, Saint Gregory Barnham, All Saints, Euston, Fakenham, Great Fakenham, Little Fakenham, Honington, Rymer House, Rymer Point, the extra-parochial place of Rymer otherwise Rymere, Troston, Livermere Magna otherwise Great Livermere, Livermere, Parva otherwise Little Livermere, Elvedon otherwise Elydon otherwise Eldon otherwise Elden, Ampton, Ingham, Culford, North Stow, West Stow otherwise Westow, Wordwell, Timworth, Fornham, Saint Geneveve otherwise Geneveve otherwise Genevieve otherwise Genovieve otherwise Jenophesa, Fornham Saint Martin, Fornham All Saints, Barton otherwise Great Barton Saint Mary, Saint Peter's, and Saint Saviour's in the borough of Bury Saint Edmunds, Saint James's, in the borough of Bury Saint Edmunds, Saint John's, in the borough of Bury Saint Edmunds, Westley, a certain extra-parochial place, called Hardwicke otherwise Hardwicke otherwise Herdwyke, Hawstead otherwise Hawsted, Horningsheath otherwise Horn-

ingshearth otherwise Horningsherth otherwise Horningsword otherwise Horniggsherth otherwise Horringer, Great Horningsheath otherwise Great Horningshearth otherwise Great Horningsherth otherwise Great Horningsword otherwise Great Horniggsherth otherwise Great Horringer, Little Horningsheath otherwise Little Horningshearth otherwise Little Horningsherth otherwise Little Horningsword otherwise Little Horniggsherth otherwise Little Horringer, and the hamlet of Horsecroft, Hengrave otherwise Hingrave Hargrave, Great Saxham, Little Saxham, Flempton, the extra-parochial place of Chimney Mills, Lackford, Risby, Cavenham otherwise Canham, Barrow, the hamlet of Higham otherwise Higham-green, in the parish of Gazeley, Needham otherwise Needham-street, Denham; the extra-parochial places of Great Southwood-park, and Little Southwood-park, Gazeley, Dalham, Herringswell, Disnage, Tuddenham, Kentford, Kennett, Moulton, Newmarket, Saint Mary Newmarket, All Saints and Exning, 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; Kennett, Chippenham, Snailwell, Newmarket Saint Mary, Newmarket All Saints, Ashley, Silverley, Ashley-cum-Silverley, Cheveley, Moulton, Dalham, Wood Ditton, and Exning, or some or one of them, all in the county of Cambridge.

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, and other highways, streams, sewers, canals, navigations, railways, or tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the said county of Norfolk, at his office at Aylsham, in that county; with the Clerk of the Peace, for the said county of Suffolk, at his office, at Bury Saint Edmunds; with the Town Clerk and Clerk of the Peace for the borough of Bury Saint Edmunds, at his office at Bury Saint Edmunds; with the Town Clerk and Clerk of the Peace for the borough of Thetford, in the counties of Norfolk and Suffolk, at his office at Thetford; and with the Clerk of the Peace for the said county of Cambridge, at his office at Cambridge; 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 for varying and extinguishing 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 any other railway company, or companies, or persons with whose line the said intended railway, or 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 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.

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.

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

Reynolds and Palmer, Great Yarmouth.

*Jackson, Sparke, and Holmes, } Bury Saint
C. D. Leech, and Son, } Edmunds.*

Staines and Henley.

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 or branch railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, viz. a railway diverging from the line of the Great Western Railway, at or near the Ealing station thereof, in the parish of Ealing and county of Middlesex, passing from, in, through, or into the several

parishes, townships, and extra-parochial or other places of Ealing otherwise Great Ealing, Hanwell, Old Brentford, New Brentford, Acton, Isleworth, Hounslow, Heston, Bedfont otherwise East Bedfont, Feltham, Stanwell, Ashford, and Staines, or some of them; in the said county of Middlesex, and terminating at or near the town of Staines, in the said parish of Staines; also a railway diverging from and out of the line of the said last-mentioned intended railway, in the said parish of Isleworth, and passing in or through the said parish and the parish of Twickenham, in the said county of Middlesex, and terminating in the last-mentioned parish; also another railway diverging from the line of the Great Western Railway, at or near the Twyford station thereof, and in the parishes of Hurst and Ruscomb, or one of them, in the counties of Wilts and Berks, or one of them, passing from, through, or into the several parishes, townships, and extra-parochial or other places of Broad Hinton, Whistley, Hurst, and Ruscomb, or some of them, in the counties of Wilts and Berks, or one of them; Wargrave and Sonning, or one of them, in the county of Berks; Shiplake, Harpsden, Rotherfield, Peppard, Rotherfield, Grays and Henley, or some of them, in the county of Oxford; and terminating at or near the town of Henley, in the said parish of Rotherfield Grays, and in the said parish of Henley, 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, aqueducts, pipes, sewers, 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 railways and works.

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 some of them, or some part or parts thereof, or otherwise to enable the Great Western Railway Company to carry the same into effect, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said 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 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 further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let or transfer the said intended railways and works, or any part thereof, and all or any powers of such company in connection therewith, or in

relation thereto, to the Great Western Railway Company, and to enable such last-mentioned company to purchase or rent the said intended railways and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said two companies.

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 Middlesex, at his office at the Sessions-house, Clerkenwell-green; with the Clerk of the Peace for the county of Berks, at his office in Abingdon; with the Clerk of the Peace for the county of Wilts, at his office in Wilton; with the Clerk of the Peace for the county of Oxford, at his office in the city of Oxford; 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.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Leeds and Bradford Railway, passed, respectively, in the eighth year of the reign of Her present Majesty, and in the last session of Parliament; and to enable the Leeds and Bradford Railway Company, incorporated by the said first-mentioned Act, to alter the level of a portion of the line of the said railway from Shipley to Colne, such portion being wholly situate in or near to the town of Bingley, in the township and parish of Bingley, in the west riding of the county of York.

And it is also proposed, by the said intended Act or Acts, or by some other Act to be applied for during the ensuing session of Parliament, to authorise and empower the said Leeds and Bradford Railway Company to exercise, in regard to the said portion of line so to be altered in level, the powers already granted by the said recited Acts, or some or one of them, to purchase lands and houses by compulsion or agreement, to levy tolls, rates, and duties in respect of the use of the said portion of line so altered in level, and the intended

new works thereof, and, to grant such exemptions from such tolls, rates, and duties, as may be deemed expedient; and also to authorise and empower the said Leeds and Bradford Railway Company to take new powers for the several purposes aforesaid, and 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 impede or interfere with the construction, maintenance, or use of the said portion of line so altered in level, and the said intended new works, and to confer other rights and privileges.

And it is also intended to obtain powers, by the said proposed Act or Acts, to stop up, alter, or divert all such railways, turnpike and other roads, public streets, canals, and navigable and other rivers, which it may be necessary or expedient to stop up, alter, or divert in the construction of the said portion of line so to be altered in level, and other the said intended new works, within the parish and township of Bingley aforesaid.

Notice is hereby also given, that, on or before the thirtieth day of November instant, duplicate plans and sections, describing the said portion of line, and the lines and levels of the said intended works, and describing also the lands proposed to be taken for the said portion of line, and to be affected by the said alteration in level, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited 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 that, on or before the thirty-first day of December next, a copy of the said plans and sections, and book of reference, will be deposited with the parish clerk of Bingley, at his place of abode.—Dated this third day of November 1845.

Rawson and Best, Solicitors, Leeds.

In Chancery.

The Attorney-General v. Pretyman (Spital Hospital).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to obtain an Act to alter and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the Hospital of Spital, in the Street, in the parishes of Spital, Harpswell, Helmswell, Glentham, Snitterby, Skellingthorp, and Little Carleton, in the county of Lincoln, according to the provisions of a scheme of the High Court of Chancery, and generally to carry into effect the provisions of the said scheme.—Dated the fourth day of November 1845,

Joseph Parkes, Solicitor to the Attorney-General in Charity Matters.

Norfolk Estuary.

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 for making and maintaining a new navigable river or cut, with requisite embankments, sluices, floodgates, and other works and conveniences, to divert the waters of the present channel of the navigable river Ouze, and to convey the said waters through the said new river or cut into the Estuary, called the Wash, between the counties of Norfolk and Lincoln; which new river or cut is to commence at or near to a certain wharf or quay, called the Common Staith Quay, on the eastern side of the harbour of King's Lynn, in the said county of Norfolk, and to terminate in the navigable channel of the said river Ouze, at or near the point in the said Estuary where the beacon, called the West Mark Knock Beacon, is now fixed at the northern end of the West Mark Knock Sand, and which said work will be made in or pass from, through, or into the several townships, parishes, hamlets, and extra-parochial or other places next hereinafter named, viz. St. Margaret, in King's Lynn aforesaid, West Lynn St. Peter, North Lynn St. Edmunds, Clenchwarton, and Terrington St. Clements, in the said county of Norfolk; and Gedney, Sutton St. Nicholas otherwise Lutton, Sutton St. Mary otherwise Long Sutton, in the said county of Lincoln; and Wingland, in the said counties of Lincoln and Norfolk; and Hunstanton, Barrett, Ringstead, Heacham, Snettisham, Ingoldesthorpe, Dersingham otherwise Darsingham, Woolferton, Babingley, Castle Rising, North Wootton, South Wootton, and Gaywood, in the said county of Norfolk; and the said Estuary, called the Wash, or some or one of the said townships, parishes, hamlets, extra-parochial or other places; and that in the said Bill or Bills provision is intended to be made for reclaiming wholly from the sea, and embanking, inclosing, draining, improving, and selling or disposing of a certain tract of land, part of the said Great Estuary, called the Wash, comprised in a boundary, beginning at or near the outlet of a certain fleet or watercourse, called Fisher Fleet, in the said parish of St. Margaret, in King's Lynn aforesaid, and extending from thence, in a northerly direction, along part of the coast of the said county of Norfolk, to a certain point called Chingle Pit Drove, in or near the parish of Hunstanton, in the said county of Norfolk, thence in a westerly direction, across the lands, sands, beach, mud-banks, channels, sladways, and washways, forming part of the said Estuary, until it meets a place or point at the north-east end of the mouth or outlet of the said new river or cut near to the said beacon, called the West Mark Knock Beacon, and thence along the east side or bank of the said new river or cut until it meets the main land at or near a place called Howard's Sluice, in the said parish of Terrington Saint Clements, thence along the edge of the present salt marshes there, and the present channel of the said river Ouze, in the said harbour, to the said point where the said new river or cut is to commence at

or near the said wharf or quay, called Common Staith Quay, where the said boundary begins as hereinbefore mentioned, and where the said boundary also terminates; and also for reclaiming wholly from the sea, and embanking and inclosing, draining, improving, and selling or disposing of a certain other tract of land (other part of the said estuary) comprised in a boundary beginning at the said point near Howard's Sluice aforesaid, on the western side of the said new river or cut, where it leaves the inclosed land and enters the present old channel of the said river Ouze, thence along the edge of the present salt marsh or marshes, up to a certain point, called Bentinck's Corner, thence to and along the line described by an Act, passed in the seventh and eighth years of the reign of King George the Fourth, intituled "An Act for improving the outfall of the river Nene, and the drainage of the lands discharging their waters into the Wisbech River, and the navigation of the said Wisbech River, from the upper end of Kinderley's-cut to the sea, and for embanking the salt-marshes and bare sands lying between the said cut and the sea." to the end thereof, at or near the eastern building, called the Light-house Tower, at the lower end of the said Nene Outfall, and from thence proceeding in a north-easterly direction on the eastern side of the said Nene Outfall to a place or point at the western end of the said mouth or outlet of the said new river or cut near the said West Mark Knock Beacon, and thence in a south-easterly direction along the west bank or side of the said new river or cut, until it meets the main land at the said point where the said last-mentioned boundary begins as hereinbefore mentioned, and where the same boundary also terminates; which said several tracts of land and intended embankments, and works connected therewith, adjoin to the sides of, or are or will be situate within the precincts or boundaries of the townships, parishes, hamlets, extra-parochial or other places next hereinafter named, or some of them, videlicet, St. Margaret, in King's Lynn aforesaid, Gaywood, South Wootton, North Wootton, Castle Rising, Babingley, Woolferton, Ingoldesthorpe, Dersingham otherwise Darsingham, Snettisham, Heacham, Barrett Ringstead, Hunstanton, Terrington, Terrington Saint Clements, Terrington Saint John's, Clenchwarton, North Lynn Saint Edmunds, West Lynn Saint Peter, Gedney, Sutton Saint Nicholas otherwise Lutton, Sutton Saint Mary otherwise Long Sutton, and Wingland aforesaid, and the said Estuary called the Wash.

And that in the said Bill or Bills will be contained powers to extend and divert the present outfall of a certain river, creek, or watercourse, called Heaclam-creek, on the eastern or Norfolk side of the said estuary, by carrying or conducting the waters of the said river, creek, or watercourse into the said new river or cut, or into the said Estuary, through part of the land intended to be reclaimed by means of a cut, embankments, or otherwise; and also powers to extend and divert the present outfall of a certain river, creek, or watercourse called Woolferton-creek, on the

eastern or Norfolk side of the said Estuary, by carrying or conducting the waters of the said river, creek, or watercourse into the said new river or cut, or into the said Estuary, through part of the land intended to be reclaimed by means of a cut and embankments, or otherwise; and also powers to extend and divert the present outfall of a certain other river, creek, or watercourse, called Castle Rising River, or Babingley Creek, on the said eastern or Norfolk side of the said Estuary, by carrying the waters of the said last-mentioned river, creek, or watercourse into the said new river or cut, or into the said Estuary, through part of the land intended to be reclaimed by means of a cut and embankments, or otherwise; and also powers to extend and divert the present outfall of the aforesaid fleet or watercourse called Fisher Fleet, by carrying or conducting the waters of the same fleet or watercourse into the said new river or cut, or into the said estuary, through or by the side of part of the land intended to be reclaimed by means of a cut or embankment, or otherwise; which four last-mentioned cuts, embankments, extensions, and works for extending and diverting the said four rivers, creeks, or watercourses, are or will be situate in the said respective parishes, townships, hamlets, extra-parochial or other places of Hunstanton, Barrett Ringstead, Heacham, Snettisham, Dersingham, Ingoldesthorpe, Woolferton, Babingley, Castle Rising, North Wootton, South Wootton, Gaywood, Saint Margaret in King's Lynn, West Lynn Saint Peter, North Lynn Saint Edmund's and Terrington Saint Clement's aforesaid, and the said Estuary, or some or one of them; and also powers to extend, alter, and divert the outfall of all other creeks, navigations, drains, sewers, or watercourses within the Estuary, townships, parishes, hamlets, extra-parochial or other places hereinbefore named, or some of them, which now discharge their waters into the said Estuary, on the eastern or Norfolk side thereof, by conducting the last-mentioned waters through part of the land intended to be reclaimed, into the said new river or cut, or into the said Estuary, or otherwise to provide for the drainage thereof, as may be found most convenient.

And notice is hereby also given, that it is the intention of the parties applying for leave to bring in the said Bill or Bills, to obtain powers for the compulsory purchase of houses, buildings, lands, and other hereditaments, and to vary or extinguish certain rights and privileges connected with or in reference to the same, and to the lands to be reclaimed or purchased as aforesaid, and in reference to the said new river or cut, and to the lands adjoining or near thereto respectively; and to confer other rights, powers, or privileges, and also to obtain powers to raise money for the purposes of the undertaking, by such means as shall be specified in the said Bill or Bills.

And notice is hereby further given, that, on or before the thirtieth day of November one thousand eight hundred and forty-five, a plan of the lands intended to be reclaimed, and of the several

works proposed to be executed, and also a duplicate of such plan, and a section and duplicate of such works, together with a book of reference thereto, will be deposited with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham; and with the Clerk of the Peace for the borough of King's Lynn, at his office at King's Lynn; and with the Clerk of the Peace for the division of South Holland, in the said county of Lincoln, at his office at Spalding; and, on or before the thirty-first day of December one thousand eight hundred and forty-five, a copy of so much of the said plans and sections as relates to each of the parishes hereinbefore named, into which any part of the said works will extend, or the said lands are situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode; and that in the said Bill or Bills provision is intended to be made for incorporating and establishing a company or companies of proprietors, or to authorize certain undertakers to carry the said works into execution, with all usual and necessary provisions, powers, and privileges for giving effect to the same, and to enable the said company or undertakers to carry into effect certain arrangements which have been entered into with the Commissioners of Her Majesty's Woods and Forests in regard to the rights of the Crown in and over the lands and sands so proposed to be reclaimed and embanked as aforesaid.

Dated this twenty-fourth day of October 1845.

Frederic Lane, } Solicitors.
Thomas Wing, }

Swansea and Loughor Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, or some parts thereof, with proper works and conveniences connected therewith, commencing at or near a place or mill called Melin-y-Manach, in the parish of Llandilo-tal-y-bont, in the county of Glamorgan, and terminating at or near to Blackpill, in the parish of Oystermouth, in the said county; also a branch from the said line of railway, commencing at or near Blackpill aforesaid, and terminating at or near the town and borough of Swansea, in the said county; and which said railway and branch railway are intended to pass from, in, through, or into the following parishes, townships, and extra-parochial and other places, that is to say; Llandilo-tal-y-bont, Tyr-y-brenin, Llangafelach, Pendery Lower, Clase Lower, Loughor, Loughor Borough or Township, Swansea Higher Division, Swansea Lower Division, Swansea Town and Franchise Llanrhilian, Llanrhidian Higher, Oystermouth, and Saint John juxta Swansea, or some or one of them, all in the said county of Glamorgan.

And that it is intended, by such Act or Acts, to incorporate a company or companies, with powers to make and maintain the said railways and works;

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

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November instant, at the office of the Clerk of the Peace for the county of Glamorgan, at Cardiff; and that a copy of so much of the said plans, sections, and book 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 the respective parishes.—Dated this seventh day of November 1845.

Edward Merrick Elderton, 3, Lothbury,
Solicitor to the Bill.

Wilts and Gloucester Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway or railways, with all proper works and conveniences connected therewith, commencing by two several junctions with the line of the Great Western Railway, one at or near a field numbered 22 on the plans hereinafter mentioned, in the parish of Corsham, in the county of Wilts; and the other at or near the Chippenham station of the said Great Western Railway, in the parish of Langley Burrell, in the said county of Wilts, and terminating by a junction with the Bristol and Gloucester Railway, at or near the Stonehouse station of the said railway, in the parish of Stonehouse, in the county of Gloucester; and also by a junction with the Cheltenham and Great Western Union Railway, at or near a field called Kingleyfield, in the said parish of Stonehouse, or in the parish of Randwick, in the said county of Gloucester; or one of such parishes; which said railway or railways is or are intended to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say; Stonehouse, Randwick,

Kings Stanley, Leonard Stanley, Painswick, Ebley, Dudbridge, Cainscross, Stroud, Rodborough, Sapperton otherwise Saperton, Woodchester, Minchinhampton, Nailsworth, Avening, Horsley, Upton, Beverstone, Tetbury, Charlton, Doughton, Shipton, Moyne, and Weston Birt, all in the said county of Gloucester; and Brokenborough, Easton Grey, Saint Mary Westport, Saint Paul Malmesbury, Bremilham, Foxley, Corston, Norton, Hullavington, Stanton Saint Quinton, Yatton, Keynell, Allington, Kington Saint Michael, Langley Fitzhurst, Langley Burrell, Hardenhuish, Chippenham, Corsham and Laycock, all in the said county of Wilts.

And it is intended to apply for power, in the said Act, to deviate in the construction of such railway or railways and other works from the line of construction thereof, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to stop up, alter, vary, or divert such highways, turnpike and other roads, railways, passages, rivers, streams, brooks, and watercourses within the parishes and places hereinbefore mentioned, or any of them, as it may be necessary to stop up, alter, vary, or divert, for the purpose of constructing the said railway or railways, and the works connected therewith, respectively.

And it is proposed, by the said Act, to incorporate a company for the purpose of making and maintaining the said intended railway or railways, with powers for the compulsory purchase of any lands, houses, tenements, and hereditaments required by the said railway or railways, respectively, or for the works and conveniences connected therewith, and to empower the said company so proposed to be incorporated to levy tolls, rates, or duties upon or in respect of the said intended railway or railways and works connected therewith.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway or railways, respectively, and the lands and hereditaments to be taken for the purposes thereof, together with a book of reference thereto, containing the names of the reputed owners and lessees, and of the occupiers of the said lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Gloucester, at his office in Dursley, in the said county; and with the Clerk of the Peace for the county of Wilts, at his office in Wilton, in the said county; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes through which the said railway or railways respectively, is or are intended to pass, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his place of abode.—Dated this 3rd day of November 1845.

Timothy Tyrrell, Guildhall, London.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Leeds and Bradford Railway, passed respectively in the eighth year of the reign of Her present Majesty, and in the last session of Parliament; and to enable the Leeds and Bradford Railway Company thereby incorporated, to make and maintain an additional line of railway over, upon, or alongside of a portion of their present line of railway now in course of construction, and at a different level from the present railway, such additional line of railway to commence by a junction with the present line of the Leeds and Bradford Railway, at a point in the township of Manningham, in the parish of Bradford, in the west riding of the county of York, near to Bolton-lane, thence to pass through or into the several townships of Bradford and Manningham, both in the said parish of Bradford, and to terminate at or near Well-street, in the township and parish of Bradford aforesaid, where it is intended to form a junction with the proposed line of the West Riding Union Railway; and also to enable the said company to make and maintain proper works, conveniences, and approaches, in connection with such additional line of railway, and to enlarge the Bradford station of the said company, by purchasing additional lands and houses in the township and parish of Bradford aforesaid.

And it is proposed, by the said intended Act or Acts, to authorize and empower the Leeds and Bradford Railway Company to raise a further sum of money.

And it is also proposed, by the said intended Act or Acts, or by some other Act to be applied for during the ensuing session of Parliament, to authorize and empower the said Leeds and Bradford Railway Company to take powers to purchase lands and houses, by compulsion or agreement, to levy tolls, rates, and duties in respect of the use of the said additional line of railway, and to grant such exemptions from such tolls, rates, and duties as may be deemed expedient; and also to authorize and empower the said Leeds and Bradford Railway Company to exercise for the several purposes the powers already granted by the said recited Acts; and also to authorize and empower the said company 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 impede or interfere with the construction, maintenance, or use of the said additional line of railway, enlarged station, and intended new works, and to confer other rights and privileges.

And it is also intended to obtain powers, by the said proposed Act or Acts, to alter or divert all such railways, turnpike roads, public streets, canals, and navigable and other rivers, which it may be necessary or expedient to alter or divert in the construction of the said intended new works within the parish of Bradford and townships of Bradford and Manningham, hereinbefore mentioned, or some of them, and to stop up, as a public carriage-way,

a certain street in the town of Bradford, called School-street, at and below or on the east side of the point of crossing the said railway, the said company making and maintaining a bridge for foot passengers only across the said railway in the line of the said street.

And it is further proposed, by the said intended Act or Acts, to enable the said Leeds and Bradford Railway Company to grant a lease of the said intended additional railway, and the works thereof, and the tolls to be taken for the use thereof, to the Midland Railway Company; and to authorize the Midland Railway Company to accept such lease, at such rent, and upon and subject to such terms and conditions as may be mutually agreed on; and in pursuance thereof to use and work the said intended additional railway, and to take tolls in respect thereof.

And it is also proposed, by the said intended Act or Acts, to enable the said Leeds and Bradford Railway Company, and the proposed West Riding Union Railway Company, and the Manchester and Leeds Railway Company, or one of them, to enter into mutual agreements with respect to the use and occupation of, or the passage of traffic along so much of the intended line of the said proposed company as will be situate between Leeds and Bradford, or otherwise such powers will be inserted in the Act for authorising the construction of the said intended West Riding Union Railway.

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 works, and describing also the lands proposed to be taken for the several purposes aforesaid, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited 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 that, on or before the thirty-first day of December next, a copy of the said plans and sections, and book of reference, will be deposited with the parish clerk of Bradford, at his place of abode.

And it is also intended, by the said Act or Acts, to enable the said Leeds and Bradford Railway Company to contribute or subscribe towards the establishment and maintenance of, and to purchase or rent, or take on lease, and use, and, if need be, complete such other undertakings as the said company may deem beneficial to their interests, and as may be sanctioned by Parliament.—Dated this third day of November 1845.

Rawson and Best, Solicitors, Leeds.

Shropshire 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 for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs,

warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near Norton-bridge, in the parish of Chebsey, in the county of Stafford, and to terminate at or near the Craven Arms, in the township of Newton, in the parish of Stokesay, in the county of Salop, 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, Chebsey, Eccleshall, Woodseaves, High Offley, Walton, Wootton, Ellenhall, Gnosall, Knightley, Norbury, Oulton, Forton, Sutton, Warton, The Guild, and Meertown, in the county of Stafford; and Newport, Edgmond, Chetwynd, Aston, Church Aston, Longford, Lilleshall, Honnington, Saint John's Abbey or Abbey Saint John's, Muxton, Donnington, Donnington Wood, Wrockwardine, Wrockwardine Wood, Wombridge, Shiffnal otherwise Idsall, Priorslee, Oaken Gates, Dawley, Malinslee, Dawley Magna, Dawley Parva, Madeley, Ironbridge, Coalbrookdale, Benthall, Broseley, Posenhall otherwise Posenall, Buildwas, Much Wenlock, Tickwood, Farley otherwise Fayreley, Wyke and Bradeley, Wenlock, Walton, Atterley, Calloughton, Burton, Acton Round, Monk Hopton, Long Stanton otherwise Stanton Long, Patton, Brockton, Shipton, Munslow, Broadstone, Hungerford, Hungerford and Millicheope, Munslow - Aston, Eaton otherwise Eaton-under-Haywood, Diddlebury otherwise Delbury, Corfton, Culmington, Siefert, Norton, Halford, Stokesay, Whettleton, Stoke and Newton otherwise Stokesay and Newton, in the county of Salop; 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, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

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

And notice is hereby further given, that it is intended, by the said Bill or Bills, to incorporate a company or companies for the purpose of carrying into effect the proposed works, or some part

thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

—Dated this third day of November 1845.

Yarborough and Adams, 44,)

Lincoln's-inn-fields;)

E. Garbett, Wellington, Salop;)

Solicitors.

Eastern Union Norwich 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 Saint Edmunds, and to authorise the construction and maintenance, by the Ipswich and Bury Saint Edmunds Railway Company, of a railway or railways, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, diverging from the line of the Ipswich and Bury Saint Edmunds Railways at two points, in the parish of Haughley and Old Newton, or one of them, and county of Suffolk, and terminating at or near to the city of Norwich, in the parish or hamlet of Lakenham, in the county of the city of Norwich, or at some intermediate point or points in some or one of the parishes hereinafter specified; which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Haughley, Newton otherwise Old Newton, Mendlesham, Cotton otherwise Cotton Halls, Bacton, Westhorpe, Finningham, Wickham Skeith, Wickham Abbey, Gislingham otherwise Gislingham Saint Mary, Thornham Parva, Thornham Magna, Mellis otherwise Mellis Saint John, Yaxley, Burgate, Thrandeston, Stuston, Broome, Wortham, Palgrave, and the Guildhall of Palgrave, Saint John's Palgrave, all in the county of Suffolk; Diss, Diss Heywood, Walcot Green, Westby or Westbrook Green, Osmandeston otherwise Scole, Scole with Thorpe Parva and Frenze, Thorpe Parva, Frenze, Thelveton, Dickleburgh with Langmeare, Burston, Shimpling, Gissing, Tivetshall Saint Margaret, Tivetshall Saint Mary, Tibenham, Aslacton, Moulton, Bunwell, Wacton Magna, Wacton Parva, Forncett Saint Peter, Forncett Saint Mary, Stratton Saint Mary otherwise Long Stratton, Stratton Saint Michael, Tharston, Hapton, Tasburgh otherwise Tasborough, Flordon, Newton Flotman, Bracon-ash, Mulbarton otherwise Mulbarton-cum-Kenningham, Swainsthorpe, Saxlingham, Nethergate, Saxlingham Thorpe, Shot-

tesham Saint Mary with Shottesham Saint Botolph, and Shottesham Saint Martin, Shottesham All Saints, Stoke Holy Cross, Dunston, Swardeston, Keswick, Keswick-cum-Intwood, Intwood, Caistor otherwise Caistor Saint Edmonds near Norwich, Caistor cum Markshall otherwise Marketshall, Markshall otherwise Marketshall, Arninghall otherwise Arneringhall, and Trowse Newton, in the county of Norfolk; Eaton otherwise Eaton Saint Andrew, Lakenham, the liberty of the Town Close, Earlham, Heigham, Trowse Newton, Trowse otherwise Trowse Millgate, Trowse Carrow and Bracondale, Saint Peter Southgate and Saint Stephen, in the county of the city of Norwich, Saint Stephen, Saint Peter Mancroft, Saint Peter Southgate, All Saints, and Saint John at Sepulchre, all in the city of Norwich and county of the same city; together with a branch railway with all proper works and conveniences connected therewith, diverging from and out of the main line of the said intended railway, in the hamlet or parish of Lakenham, in the county of the city of Norwich, passing through the several parishes, townships, and extra-parochial or other places of Lakenham, Trowse otherwise Trowse Millgate, Trowse Carrow, and Bracondale, or some of them, in the county of the city of Norwich, and Trowse Newton, in the county of the city of Norwich and county of Norfolk, or one of them, and terminating by a junction with the line of the railway called the Norfolk Railway, in the said parish or hamlet of Lakenham, and in the said hamlet of Trowse Millgate, 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, 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 thereof, and for levying tolls, rates, and duties in respect of the use of the said railway or railways and other works, and to grant exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to enable the Ipswich and Bury St. Edmonds Railway Company to sell or let, or transfer the said intended railway or railways and works, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto,

to the Eastern Union Railway Company, and to enable such last-mentioned company to purchase, or rent, or construct the said intended railway or railways and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said two companies.

And it is further intended by such Act or Acts, to enable the said Ipswich and Bury St. Edmonds Railway Company to take a lease of the Stowmarket navigation, established by virtue of an Act of Parliament, passed in the 30th year of the reign of His late Majesty King George the Third, and of another Act passed in the 33d year of the same reign, or any part thereof, and of all or any powers of the trustees of the said navigation in connection therewith, or in relation thereto, and generally to enter into and carry into effect such arrangements with respect thereto, and to the maintenance and use of the said navigation, and the tolls and dues to be taken in respect of the use thereof, as may be mutually agreed on between the Ipswich and Bury Saint Edmonds Railway Company and the said trustees.

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 Saint Edmonds; with the Clerk of the Peace for the county of Norfolk, at his office in Aylsham; and with the Clerk of the Peace for the city of Norwich and county of the same city, at his office in the city of Norwich 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 in or through which the said intended railway or railways and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes, respectively, at their respective residences.

*Few and Co., Covent Garden.
W. O. W. Hunt, 10, Whitehall.*

St. Albans, Hatfield, and Hertford Junction
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing sessions, for an Act to make and maintain a railway, with all necessary and proper works and conveniences connected therewith, commencing at or near the town of Saint Albans, adjoining the turnpike road, leading from Watford to Saint

Albans aforesaid, in the parish of Saint Stephen, in the county of Hertford, and terminating by a junction with the Hertford and Ware Branch Railway, at or near the Hertford station thereof, in the parish of Saint John, in the borough and county of Hertford.

And also a branch railway to commence by a junction with the above intended railway, in the parishes of Bayford and Hertingfordbury, both in the county of Hertford, or one of them, and to terminate at or near a point or place called Wallfield, in the liberty of Brickenden, in the county of Hertford, adjoining the public highway, leading from Hertford to Bayford aforesaid, or to commence and terminate at some intermediate point or points between the respective points of commencement and termination hereinbefore specified; and which said railway and branch railway, respectively, pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places following, that is to say, Saint Alban or otherwise the Abbey Parish, Saint Stephen, Saint Peter, Bishop's Hatfield, Hertingfordbury, Bayford, the liberty of Brickenden, the parishes of All Saints, Saint John, Saint Andrew, and Bengoe, all in the county of Hertford.

And it is intended to apply for power in the said Act to make and maintain a second branch into the town of Hertford, and also to deviate in the construction of such railway, and other works, from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to stop up, vary, alter, or divert such highways, turnpike, and other roads, railways, passages, rivers, brooks, streams, and watercourses within the parishes and places hereinbefore mentioned, as it may be necessary to stop up, vary, alter, or divert, for the purpose of constructing the said railway and the works connected therewith respectively.

And it is proposed by the said Act to incorporate a company for the purpose of making and maintaining the said intended railway, with powers for the compulsory purchase of lands, houses, tenements, and hereditaments required for that purpose, and to levy tolls, rates, or duties upon or in respect of the said intended railway or works connected therewith.

And it is further proposed, in and by the said Act or Acts, to enable the company so to be incorporated as aforesaid, to carry out any agreement or agreements, arrangement or arrangements, which they may think proper or expedient for the sale, transfer, amalgamation, or consolidation of the whole, or any part, of the said railway or railways, or branch railways and works connected therewith respectively, which may be authorized to be made under the provisions of the said intended Act or Acts,

with any other company or persons, and to grant a lease or leases of all or any part thereof, and to enable such other company or persons to purchase, or rent, or to construct the works which may be so sold, let, or transferred or leased to them, and to raise any funds, or to contribute to the capital requisite for the construction of works connected therewith respectively, and to hold shares, or have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company to be incorporated as aforesaid, or on any portion thereof, and also to enable the said company to purchase, or take a lease or leases, of any shares, rights, or interests in any other railway or railways, or any part or parts thereof, respectively.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and works, and the lands and hereditaments proposed to be taken for the purposes thereof, together with books of reference, containing the names of the reputed owners, lessees, and occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November next, with the Clerk of the Peace for the county of Hertford, at his office, in the said town of Saint Alban, and a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in or through which the said railway and works will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his place of abode.—Dated this fifth day of November 1845.

Charles Wright, Solicitor for the Bill,
27, Essex-street, Strand, London.

Truro and Saint Agnes Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near a certain street, commonly called or known by the name of Frances-street, situate in the parish of Kenwyn, in the borough of Truro, in the county of Cornwall, and to terminate at or near Trevaunance-pier, in the parish of Saint Agnes, in the said county of Cornwall; 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, Saint Mary, Truro, the borough of Truro, the extra-parochial manor of Tregavethan, Kenwyn, Kea, Chacewater, Blackwater, Gwennap, Saint Agnes, and Perranzabuloe, all situate in the said county of Cornwall; also for making and maintaining a branch railway, with all proper works, and conveniences connected therewith, such branch rail-

way to commence from and out of the said first-described railway, at or near Penstraze-moor, in the said parish of Kenwyn, and to terminate at or near a certain bridge, called Ponsmere, at Perran Porth, in the said parish of Perranzabuloe, which said branch railway 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, Kenwyn, Kea, the said extra-parochial manor of Tregavethan, Saint Agnes, Perranzabuloe, and the sea shore, all in the said county of Cornwall; also for making and maintaining another branch railway, with all proper works and conveniences connected therewith, such branch railway to commence from and out of the said first-described railway, at or near Penstraze-moor aforesaid, in the said parish of Kenwyn, and to terminate at or near the town or village of Chacewater, in or upon a certain tenement or estate, commonly called or known by the name of Kellewerris, in the parish of Kea aforesaid, which said last-mentioned branch railway 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, Saint Agnes, Perranzabuloe, Kenwyn, Kea, and Chacewater, all in the said county of Cornwall.

And it is intended, to apply for powers in the said Bill or Bills, to make lateral deviations from the lines of the proposed railways and works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, rivers, streams, sewers, canals, creeks, arms or branches of the sea, 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 railways and 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 Cornwall, at his office at Saint Austell, in the said county, on or before the thirtieth day of November one thousand eight hundred and forty-five; and on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said 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 railways 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 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 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 the West Cornwall Railway Company, or the Cornwall and Devon Central Railway Company, or to any other railway company or companies with whose line the said intended railways or works, or any of them, may unite; and to delegate to the said West Cornwall Railway Company, the Cornwall and Devon Central Railway Company, or such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said West Cornwall Railway Company, or the Cornwall and Devon Central Railway Company, or such other company or companies as aforesaid, 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, or to subscribe for or towards the making or maintaining the said intended railways and works, or to guarantee or pay 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 generally to enter into and carry into effect such mutual arrangements and agreements in relation to the said railways and works as may be deemed expedient.

And it is further proposed by the said Bill or Bills, to authorise the union or amalgamation of the company or companies proposed to be incorporated by the said Bill or Bills with the said West Cornwall Railway Company, or the Cornwall and Devon Central Railway Company, or with such other company or companies, or any of them, upon such terms and conditions as may be mutually agreed upon, and to authorise 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.

And it is further intended by the said Bill or Bills, to enable the company of proprietors of the Trevaunance pier to sell or let the said pier, and all and singular the quays, wharfs, docks, warehouses, harbour, and other property and works thereto belonging, or used therewith, or any part thereof, and also the tolls, dues, and other profits payable in respect thereof, to the company or companies to be incorporated by the said Bill or Bills, and to enable such last mentioned company or companies to purchase or rent, or hold and use the said pier and works, and to vest in the said company or companies and to enable them to exercise all the powers and authorities belonging to the said company of proprietors, by virtue of an Act of Parliament, passed in the thirty-third year of the reign of His late Majesty King George the Third, cap. 122, intituled "An Act for erecting

and making a pier and harbour in the Cove of Trevaunance, in the parish of Saint Agnes, in the county of Cornwall," and to take tolls and dues upon or in respect of the said pier and works, and for the purposes aforesaid, to repeal, alter, amend, or enlarge all or any of the powers and provisions of the said Act.—Dated this third day of November 1845.

Passingham and Simmons, Truro,
Edwards, Muson, and Edwards, } Solicitors
London, } for the Bill.

Manchester and Hyde Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making and maintaining a railway, with all proper works and conveniences connected therewith, commencing in the township or place of Gorton, in the parish of Manchester, in the county of Lancaster, and there forming a junction with the line of the Manchester and Birmingham Railway, thence passing from, in, through, or into several parishes, townships, and extra parochial, or other places of Manchester, Kirkmanshulme, Newton, Gorton, Reddish, Denton, and Haughton, or some of them all in the said county of Lancaster, and terminating in the township of Hyde, and parish of Stockport, in the county of Chester, or at some intermediate point between the said two places or points, also for making and maintaining a branch railway, with all proper works and conveniences connected therewith, from and out of the said main line in the township of Denton aforesaid, passing in, through, or into the said township of Denton, and terminating at or near to a certain collieries known as the Denton Collieries, in the said township of Denton and parish of Manchester; and it is proposed by the said intended Act or Acts, to incorporate a company for the purpose of carrying into effect the said intended undertaking, and to empower such company to levy tolls, rates, and duties in respect of the same, and to grant exemptions from the payment of such tolls, rates, and duties, and to purchase, by compulsion or otherwise, lands and houses for the purposes of the said undertaking; 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 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, by the said intended Act or Acts, to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, townlands, and extra-parochial and other places aforesaid, or some of them, all such highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, pipes, aqueducts, waters, and watercourses, as it may be necessary or expedient to stop up, alter and divert, for the purposes of constructing and maintaining the said railway or any of the works or conveniences connected therewith; and, it is further proposed, by the said

intended Act or Acts, to enable the company thereby to be incorporated to sell or let the said intended railways and works, or any of them, or any part thereof, and all or any of the powers of such company in connection therewith or in relation thereto; and, whether before or after the completion of the said railways or either of them, to the Manchester and Birmingham Railway Company, and to enable the said company to purchase or rent the said intended railways and works, or any of them, or any part thereof, and to construct, maintain, and use the same, and levy tolls, rates, and duties in respect thereof, and to execute all or any of the other powers which may be so transferred to them; and, it is further proposed by the said intended Act or Acts, to enable the Manchester and Birmingham Railway Company to contribute towards the formation of the said intended undertaking, and to raise a further capital for the purpose of paying the amount agreed to be contributed by such company towards the formation of the said intended railways, and also to guarantee the payment of interest or fixed dividends on the whole or any portion of the capital to be expended in the construction of the said undertaking, and further to enable the said last-mentioned company and the company to be incorporated as aforesaid, or either of them, to enter into and carry into effect such contracts and agreements with relation to the objects aforesaid or any of them, as they may deem expedient; and, it is also intended to alter, amend, extend, and enlarge for the purposes aforesaid, the several Acts relating to the said Manchester and Birmingham Railway; namely, an Act passed in the first year of the reign of Her present Majesty, intituled "An Act for the 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,'" An Act passed in the second and third years of the reign of Her said 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 seventh and eighth years of the reign of Her said 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 of an Act passed in the eighth and ninth years of the reign of Her said 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."

And notice is hereby also given, that plans and sections describing the lines and levels of the said intended railways, 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

reputed owners, lessees, and 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 Lancaster, at his office in Preston; and with the Clerk of the Peace for the county of Chester, at his office in Chester; and that a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes in or through which the said intended railways and works respectively are proposed 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 places of abode.—Dated this fourth day of November 1845.

*Joseph and William Heron, Solicitors,
Manchester.*

Wakefield, Ossett, and Dewsbury Direct and Atmospheric Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to make and maintain a railway, with all necessary and convenient stations, staiths, landing places, sidings, tunnels, bridges, viaducts, warehouses, engine-houses, offices, yards, erections, roads, communications, approaches, conveniences, and all other proper works connected therewith, commencing by a junction with the line of the Manchester and Leeds Railway, at or near a certain bridge over the Ings road, in the township and parish of Wakefield, in the west riding of the county of York, or at such other place or places as may be deemed advisable in the township and parish of Wakefield aforesaid, and thence to pass from, in, through, or into the several parishes, townships, townlands, tithings, chapelries, extra-parochial and other places of Wakefield, Thornes, Alverthorpe, Alverthorpe-with-Thornes otherwise Alverthorpe-cum-Thornes, Ossett, Ossett-cum-Gawthorpe, Gawthorpe, Soothill, Soothill Nether, Chickenley-heath, Chickenley, Earlsheaton, and Dewsbury, or some of them, all in the west riding of the county of York, and to terminate in the township of Dewsbury, in the parish of Dewsbury, in the west riding of the county of York, at and by a junction with and into the Leeds, Dewsbury, and Manchester Railway.

And notice is hereby further given, that, in the said Bill or Bills, power will be applied for to deviate from the line or lines laid down in the plans hereinafter mentioned, to the extent or within the limits thereon defined; and also for power to cross, vary, divert, alter, cut off, or stop up all such turnpike roads, parish roads, and other highways, occupation and private roads, streams, canals, aqueducts, navigable rivers, navigations, railways, and tramways, within the parishes, townships, townlands, chapelries, tithings, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, vary, divert, alter, cut off, or stop up, for the purposes of such proposed railway, or the works, stations, and conveniences connected therewith, respectively; and also to authorise junctions with any railway

or railways at the commencements or terminations, or in the line or course of such railway, respectively, in the several parishes, townships, townlands, chapelries, tithings, and extra-parochial places before-mentioned, or some or any of them.

And notice is hereby further given, that it is intended, by the said Bill or Bills, to incorporate a company for the purpose of carrying into effect the proposed railway, works, and conveniences, and objects aforesaid; and to apply for and obtain powers for the compulsory purchase of houses, lands, tenements, and hereditaments proposed to be taken for the purposes aforesaid; and to alter, vary, or extinguish all rights or privileges in any manner connected with or incident to such houses, lands, tenements, and hereditaments respectively, and which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railway, works, and conveniences, and to confer other rights and privileges.

And it is further intended to apply for power to levy tolls, rates, or duties upon or in respect of the said proposed railway, works, and conveniences; and to confer, vary, or extinguish any exemptions from the payment of such tolls, rates, and duties, and confer such other rights and privileges as to such company shall seem meet.

And it is further intended, by the said Bill or Bills, to authorise and enable the company to be incorporated as aforesaid to sell or let on lease the said intended railway and works, or any part or parts thereof, to any other railway company now or hereafter existing, and to enable such last-mentioned company to purchase or rent the same, and to use and work the same, or any part or parts thereof, respectively, and to take tolls, rates, and duties in respect thereof, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connection therewith; and to enable the company to be incorporated as aforesaid to enter into all such other arrangements as may be deemed advisable.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels and situation of the said intended railway and works, and the lands in or through which the same are to be made and maintained, or through which every communication to or from the same is to be made, together with a book or books of reference to such plans, containing the names of the owner or owners, or reputed owner or owners, lessees or reputed lessees, and occupiers of such lands respectively, will, on or before the thirtieth day of November one thousand eight hundred and forty-five, be deposited, for public inspection, with the Clerk of the Peace of the west riding of the county of York, at his office in Wakefield, in the said west riding; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and 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 each and every such parish, at his place of abode.—Dated the sixth day of November 1845.

Chas. Arthur Tennant, Solicitor, Dewsbury.

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 powers and provisions of an Act passed in the last session of Parliament, intituled, "An Act for making a railway from the Eastern Union Railway at Ipswich to Bury St. Edmunds," and to authorize the construction and maintenance of the railway or railways hereinafter mentioned, or some part or parts thereof, with all proper works approaches, and conveniences connected therewith; that is to say, a railway or railways diverging at two separate points from the line of the Ipswich and Bury St. Edmunds Railway, at or near Stowmarket, in the parish Stowupland and county of Suffolk, and terminating at two separate points at or near the town of Sudbury, one thereof in the parishes of St. Gregory, St. Peter, All Saints, and Saint Bartholomew, Sudbury, or one of them, in the county of Suffolk, and the other at or near to Great Cornard Church, in the parish of Great Cornard in the said county; which said intended railway or railways, and other works connected therewith, will pass from, in, through or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Stowmarket, Stowupland, Creeting Saint Peter, West Creeting, Creeting Saint Mary, All Saints Creeting, Creeting Saint Olave, Old Newton, Badley, Combs, Harleston, Shelland, Onehouse, Great Finborough, Little Finborough, Rattlesden, Buxhall, Battisford, Barking, Ringshall, Great Bricett, Naughton, Wattisham, Brettenham, Thorp Morieux, Hitcham, Preston, Kettlebarston, Bildeston otherwise Bilston, Nedging, Chelsworth otherwise Chellesworth, Acton, Monks Eleigh, Brent Eleigh, Lavenham, Milden, Lindsey, Little Waldingfield, Great Waldingfield, Edwardstone, Lond Melford, Newton, Chilton, Little Cornard, Great Cornard, All Saints, Sudbury, Saint Gregory Sudbury, Saint Bartholomew Sudbury, in the county of Suffolk.

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 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 enable the Ipswich and Bury St. Edmunds Railway Company to carry into effect the said intended railway or railways and works, and to

take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates and duties in respect of the use of the said railway or railways and other works, and to grant exemptions from such tolls, rates and duties.

And it is further intended, by such Act or Acts, to enable the 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 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, or construct the said intended railway or railways and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on 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 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. Edmunds, 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 before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Few and Company,
W. O. and W. Hunt, } Solicitors

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for establishing and maintaining a Court for the Recovery of Small Debts, in the borough of Northampton, in the county of Northampton.

And notice is hereby also given, that it is intended to take powers, in the said Bill, for imposing and taking fees and emoluments for the judge and officers of the said court, and for regulating the amount of such fees and emoluments respectively.

And notice is hereby further given, that it is intended, by the said Bill, to take power to raise money for the purpose of carrying the provisions of the said intended Bill effectually into execution.

William Dennis, Northampton, Solicitor
for the Bill

Liverpool, Ormskirk, and Preston Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making and maintaining the railway or railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper stations, erections, works, communications, approaches, and conveniences connected therewith respectively (that is to say) ; a railway to commence by a junction with the line of the Liverpool and Bury Railway, near the Liverpool and Preston turnpike road, in the township and parish of Walton-on-the-Hill, in the county of Lancaster, and to terminate by a junction with the Lancaster and Preston Junction Railway, at or near the terminus thereof, in the town and borough of Preston, in the township and parish of Preston, in the said county ; which said railway and the works connected therewith will pass from, in, through, or into, and be situate within the several parishes, townships, and extra parochial or other places following, or some of them, that is to say, township and parish of Walton-on-the-Hill, Orrell, Orrell and Ford, Aintree, Netherton, Fazakerley, township and parish of Sefton, Melling, Cunsough, Melling-cum-Cunsough, Lydiate, Maghull, Halsall, township and parish of Aughton, Bickerstaffe, Burscough, Lathom, township and parish of Ormskirk, township and parish of Rufford, Glebe, township and parish of Croston, Bretherton, Ulnes-walton, Mawdesley, Much Hoole, Little Hoole, Hoole, township and parish of Leyland, Longton, Farington, Hutton, Howick, township and parish of Penwortham, and the township and parish of Preston, all in the said county of Lancaster ; or otherwise to commence by a junction with the line of the said Liverpool and Bury Railway, on the east side of the Leeds and Liverpool Canal, in the township of Kirkby, in the said parish of Walton-on-the-Hill, thence to 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, Kirkby, Simonswood, Walton-on-the-Hill, Melling, Cunsough, Melling-cum-Cunsough, Maghull, Halsall, township and parish of Aughton, Bickerstaffe, township and parish of Ormskirk, and to fall into and form a junction with the main line of the intended railway firstly hereinbefore described, in the township and parish of Ormskirk, such line lastly hereinbefore described being intended to be in substitution for so much of the said firstly hereinbefore described line, as lies between the junction thereof with the Liverpool and Bury Railway, in the township and parish of Walton-on-the-Hill, and the said point of junction in the said township and parish of Ormskirk.

A railway to connect the said firstly described railway with the North Union Railway, and to commence by a junction with the said firstly hereinbefore described railway, in the township of Longton, in the parish of Penwortham, and to terminate by a junction with the said North Union Railway, in the township and parish of Penwortham ; which said 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, Longton, Hutton, Farington, and township and parish of Penwortham, all in the said county of Lancaster.

A railway to connect the said firstly described railway with the Blackburn and Preston Railway, and to commence by a junction with the said firstly hereinbefore described railway, in the said township of Longton, and to terminate by a junction with the said Blackburn and Preston Railway, in the township of Walton-le-Dale, in the parish of Blackburn, which said railway, and the works connected therewith, will pass from, in, through, or into, and be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Longton, Farington, township and parish of Penwortham, Walton-le-Dale and Blackburn, all in the said county of Lancaster.

A railway or branch railway, to commence by a junction with the line of railway firstly hereinbefore described, at or near to Lydiate-lane, near the town of Ormskirk, in the township and parish of Ormskirk, and to terminate at or near the junction of Chapel-street and Houghton-street with London-street, in the town of Southport, in the township of North Meols, in the parish of North Meols, which said railway or 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, township and parish of Ormskirk, Burscough, Scarisbrick, Snape, Southport, township and parish of Halsall, and township and parish of North Meols, all in the said county of Lancaster.

A railway or branch railway to commence by a junction with the line of railway hereinbefore firstly described, at or near Lydiate-lane aforesaid, near the town of Ormskirk, in the said township and parish of Ormskirk, and to terminate by a junction with the line of the Ormskirk branch of the said Liverpool and Bury Railway, near to Blague-gate Collieries, in the township of Lathom, in the said parish of Ormskirk, or by a distinct terminus there ; which said last-mentioned railway or branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say), township and parish of Ormskirk, Burscough, Lathom, and Skelmersdale, all in the said county of Lancaster.

A railway or branch railway, to commence by a junction with the line of the said Liverpool and Bury Railway, in the township of Kirkdale, in the said parish of Walton-on-the-Hill, and to terminate near the junction of Walter-street and Regent-road, in the town and borough of Liverpool, in the township and parish of Liverpool, in the said county of Lancaster, which said last-mentioned railway or branch railway, and works connected therewith

will pass from, in, through, and into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say), Kirkdale, Walton-on-the-Hill, and the township and parish of Liverpool, all in the said county of Lancaster.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed works 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, parish roads, and other highways, streams, canals, navigations, and railways within the said townships, parishes, 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 proposed works.

And notice is hereby further given, that 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 Lancaster, at his office in Preston aforesaid, 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 relates to each of the parishes from, in, through, or into which the said intended railways and works, or any of them, are intended to be made, will be deposited for public inspection with the parish clerk of each such parish, at the place of abode of such parish clerk.

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

And it is further intended, by the said Act or Acts, to enable the said company to be incorporated as aforesaid to sell, dispose of, and absolutely make over the railways, branch railways, and works to be thereby authorized, or any of them, or any part thereof, to the Blackburn and Preston Railway Company, and the East Lancashire Railway company, or to the one or other of them, and to enable the last-named companies, both or either of them, to purchase or rent the same, and to exercise all the rights, powers, and privileges to be conferred by the said Act or Acts in connection therewith; and to enable the said companies respectively to enter into such arrangements in reference thereto as to the said companies may seem beneficial and expedient.

And it is also proposed, by the said intended Act or Acts, to authorize and empower the union and consolidation into one undertaking of the railways and works to be thereby authorized, and the company to be thereby incorporated, with the Blackburn and Preston Railway and the company thereof, and the East Lancashire Railway and the company thereof, or with the one or other of the said undertakings and companies, and for vesting in one company the railways, branch railways, and works, and the capital, stock, shares, property, estate, and effects, and all the rights, powers, and privileges now or hereafter to be vested in the same companies (or such of them as shall be amalgamated as aforesaid); and for enabling such consolidated company to exercise and enjoy such rights, powers, and privileges as aforesaid; and for the purposes aforesaid it is intended to alter, amend, extend, and enlarge the powers and provisions of two several Acts of Parliament relating to the Blackburn and Preston Railway, made and passed respectively in the seventh and eighth and eighth and ninth years of the reign of Her present Majesty, and also to alter, amend, extend, and enlarge the powers and provisions of three several Acts of Parliament relating to the East Lancashire Railway, made and passed respectively in the seventh and eighth and eighth and ninth years of the reign of Her said Majesty.

And it is also proposed, by the said intended Act or Acts, to empower the company to be thereby incorporated to contribute towards the construction of so much of the line of the Liverpool and Bury Railway, as lies between the point or points of junction of the said intended railway with the said Liverpool and Bury Railway, in the said townships of Walton-on-the-Hill and Kirkby, or one of them, and the terminus of the Liverpool and Bury Railway in Liverpool, and likewise of the station or stations in the town of Liverpool of the said company, and to enter into all necessary agreements with reference to the maintenance, use, and occupation thereof respectively; and, by the said Act or Acts, it is intended to carry into effect and confirm an agreement entered into between the promoters of the Liverpool and Bury Railway, and of the said intended railway, previous to the passing of "The Liverpool and Bury Railway Act, 1845," and therein referred unto and recognized, in relation to the line of the Liverpool and Bury Railway, approaching the town of Liverpool and the station at Liverpool; and, by the said Act or Acts, it is proposed to empower the company to be incorporated as aforesaid, and the Liverpool and Bury Railway Company, to enter into mutual agreements for or in reference to the construction, maintenance, regulation, use, and occupation of the line of railway, station or stations, and works intended to be constructed, maintained, regulated, used, and occupied as aforesaid, and for the purposes aforesaid to alter, amend, extend, and enlarge the powers and provisions of "The Liverpool and Bury Railway Act, 1845," and the several Acts of Parliament therein recited and incorporated.

And it is further proposed, by the said intended Acts or Acts, to alter or vary the tolls, rates, and duties now payable for or in respect of the use of the North Union Railway, and to grant certain exemptions from the payment of such tolls, rates, and duties, and to enable the North Union Railway Company and the said intended company, to enter into mutual arrangements with respect to the use by the said intended company of the stations of the said North Union Railway, and with respect to the traffic passing upon or along the said North Union Railway and the said intended railways: and for the purposes aforesaid it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the North Union Railway passed respectively in the fourth year of the reign of King William the Fourth, and in the third, and in the seventh, and in the eighth and ninth years of the reign of Her present Majesty.—Dated this fifth day of November 1845.

Lloyd and Walsh, Liverpool,
Neville and Atasworth, Blackburn,
T. A. and J. Grundy, Bury, } Solicitors.

Surrey Grand Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway, with all necessary and proper works and conveniences connected therewith, to commence at or near a junction with the railway belonging to the London and Brighton Railway Company, and the South Eastern Railway Company, or one of them, at or near to a bridge over the said railway, near to the Windmill public-house, and the station of the said companies, situate at Croydon, in the parish of Croydon, and county of Surrey, and will pass through the several parishes, hamlets, chapelries, extra-parochial, and other places following, that is to say; Croydon, Norwood, Streatham, Mitcham, Lower Tooting otherwise Tooting Graveney, Wandsworth, Clapham, and Battersea, all being in the said county of Surrey; the bed and shore of the river Thames, in the counties of Surrey and Middlesex, or one of them; and will also pass through the several parishes, hamlets, chapelries, extra-parochial, and other places following, that is to say; Fulham, Hammersmith, Chelsea, Saint Luke's Chelsea, Brompton, and Kensington, all being in the county of Middlesex, and terminating at a junction with the Birmingham, Great Western, and Thames Junction Railway otherwise the West London Railway, at the back of Kensington-crescent, and on the south side of Hammersmith-road, in the said parish of Kensington, in the county of Middlesex.

And also to construct diverging branches in the parish of Battersea, to connect the said railway with the South Western Railway, at or near Latchmoor-common, Falcon-lane, and the Waudsworth-road, all in the said parish of Battersea, in the county of Surrey.

And also to make, erect, and maintain a bridge across the river Thames, from a point at or near Green-lane, in the parish of Battersea aforesaid, in the county of Surrey aforesaid, to a part of the opposite shore, abutting on the town meadows, near to the Kensington canal, in the parish of Fulham aforesaid, in the county of Middlesex aforesaid; and also for making and maintaining suitable and convenient landing places, and other works in connexion therewith, together with approaches thereto, and to the said intended railway, with buildings and other improvements; which said bridge, approaches, piers, landing places, works, buildings, and improvements, are intended to be made within the several parishes, or some of them hereinafter mentioned, that is to say; in the parish of Battersea aforesaid, in the county of Surrey, and the parish of Fulham aforesaid, in the county of Middlesex.

And also that it is proposed by the said Act, to incorporate a company for the purpose of making and maintaining the said intended railway and bridge, with powers for the compulsory purchase of lands, houses, tenements, and hereditaments, required for that purpose, and to levy tolls, rates, or duties upon or in respect of the said intended railway and bridge, or either of them, or works connected therewith; and also with power to lease or sell the said intended railway or bridge, or either of them, and to confer other rights and privileges.

And also that it is proposed to apply for power in the said Act, to deviate in the construction of such railway and bridge, or either of them, or works and buildings connected with them, or either of them, from the line or situation thereof, as laid down in the plans to be deposited, as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to stop up, alter, vary, or divert such highways, turnpike and other roads, railways, passages, rivers, streams, brooks, and watercourses, within the parishes and places herebefore mentioned, as it may be necessary to stop up, alter, vary, or divert for the purposes of constructing the said railway and bridge, or either of them, and maintaining the same, or either of them, and the works connected therewith respectively.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and bridge, and works connected therewith, and the lands and hereditaments proposed to be taken for the purposes thereof, together with books of reference containing the names of the reputed owners, lessces, and occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November next, with the Clerk of the Peace for the county of Surrey, at his office, No. 1, North-street, in the parish of Saint Mary, Lambeth, in the said county of Surrey; and with the Clerk of the Peace for the county of

Middlesex, at his office, at the Sessions-house, Clerkenwell, in the said last-mentioned county, and also with the clerks of the several parishes aforesaid, at their respective residences, on or before the thirty-first day of December 1845.—

Dated this first day of November 1845.

*John Foster, 66, Jermyn-street, St. James's,
Solicitor to the 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 alter, amend, and enlarge some of the powers and provisions of the several Acts passed respectively, in the fifth, and in the sixth and seventh years of the reign of His late Majesty, King William the Fourth, and in the first, second, and in the sessions held in the third and fourth, sixth and seventh, seventh and eighth, and eighth and ninth years of the reign of Her present Majesty relating to the London and Croydon Railway; and of an Act passed in the session of Parliament, held in the said seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway, and to enable the London and Croydon Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the New Cross Station of the London and Croydon Railway, in the parish of Saint Paul, Deptford, in the county of Surrey, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places, or some of them, of Saint Paul, Deptford, and Saint Mary, Rotherhithe, in the said county of Surrey, and Saint Paul, Deptford, in the county of Kent; and terminating at or near the Dock called or known as Dudman's or Gordon's, or as the Grove, or the Wet Dock, in the said parish of Saint Paul, Deptford; and also by another terminus, at or in Her Majesty's Victualling Dock Yard, in the said parish of Saint Paul, Deptford; and in the said Bill or Bills, power will be applied for to improve, alter, and enlarge the said Dock, and the wharfs, quays, and works connected therewith, and to construct a new and improved dock or docks, basin or basins, with entrances from the river Thames, and with all necessary piers, quays, wharfs, warehouses, and other conveniences connected therewith, which said several docks, quays, piers, basins, and other works, are, or will be situate, in the said parish of Saint Paul, Deptford.

And in the said Bill, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined; and to vary, or alter, all such turnpike roads, aqueducts, canals, navigations and railways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary to vary or alter for the purposes of such railway.

And notice is hereby given, that it is intended to apply for power to levy tolls, rates, or duties, for the use of the said railway, docks, and other works, 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, or which may be necessary for effecting any of the purposes aforesaid.

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 notice is hereby also given, that duplicate plans and sections describing the line and levels of the said intended railway, dock, and other works, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the property intended to be taken, will be deposited, on or before the thirtieth day of November instant, at the respective offices of the Clerks of the Peace for the county of Surrey, at Lambeth, and for the county of Kent, at Maidstone; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes aforesaid, in or through which the said railway will pass, or the said docks and other works aforesaid be situate, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each such parish.

Dated this fourth day of November 1845.

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

Launceston and South 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 a railway, with all proper works and conveniences connected therewith, commencing near the Abbey Bridge, in the parish of Tavistock, in the county of Devon, there to form a junction with a proposed branch railway from the South Devon Railway to Tavistock, and terminating near the South Gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall; 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, Tavistock, Whitchurch, Petertavy, Marytavy, Brentor, Lamerton, Wills-worthy, Lydford otherwise Lidford, Bridestowe, Coryton, Milton Abbott, Marystow, Lewtrenchard, Stowford, Lifton, Kelly, and Bradstone, in the said county of Devon; and Lawhitton, Lezant, Saint Mary Magdalene, and Saint Thomas Street

otherwise Saint Thomas Hamlet, Saint Stephen's by Launceston, and Saint Thomas the Apostle, in the said county of Cornwall: And power is intended to be taken by the said Act or Acts to stop up, alter, or divert all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other parishes, or any of them, which it may be necessary to stop up, alter, or divert for the purposes of the said intended railway and works: And it is proposed by the said intended Act or Acts to incorporate a company for carrying into effect the said undertaking, and to take powers for the purchase of lands and buildings by compulsion or agreement for the purposes thereof; and for levying tolls, rates, and duties in respect of the use of the said railway and works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet: And it is also intended to vary or extinguish all existing rights or privileges 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 and works, 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 to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of the said company in connection therewith or in relation thereto, to the South Devon Railway Company, or to any company which may be incorporated under the respective styles or titles of the "North Devon Railway Company," or the "Cornwall Railway Company," or to any company which may be authorized to purchase or rent the said South Devon Railway, or the said intended North Devon Railway, or the Cornwall Railway, or any or either of them, and to enable the said South Devon Railway Company, and the said companies, to be incorporated under the title of the "North Devon Railway Company," and the "Cornwall Railway Company" respectively, or any such other company as aforesaid, to purchase, or rent, or construct the said intended railway and works, or any part thereof, and to exercise such powers, or any of them, and also to subscribe or contribute funds towards the construction, maintenance, and use of the said intended railway and works, or any part thereof, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said several companies respectively, or any of them.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway, and 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 the said lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the said county of Devon, at his office at the Castle of Exeter; and with the Clerk of the Peace for the said county of Cornwall, at his office in St. Austell;

and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works will pass, 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 November 4th, 1845.

Whiteford, Bennett, and Tucker,
Plymouth,
Gurney and Lethbridge Cow- } Solicitors.
lard, Launceston,

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill or Bills, an Act or Acts, to authorize the making and maintaining of a railway, with all proper works and conveniences connected therewith, from the city of Norwich to the town of East Dereham, in the county of Norfolk, with a branch railway therefrom to the town of Fakenham, in the same county, and also a branch railway therefrom, to form a junction at the terminus of the proposed extension of the Ipswich and Bury Saint Edmunds Railway, at the Victoria Gardens, in the said city of Norwich, and another branch railway therefrom to form a junction at the present terminus of the Norwich and Yarmouth Railway, in the hamlet of Thorpe, in the county of the said city of Norwich, the main line of which said intended railway will commence at a certain yard and premises reputed to belong to, and in the occupation of, Mr. Richard Bullard, situate in the south side of and immediately adjoining a certain bridge over the river Wensum, in the said city of Norwich, commonly called or known by the name of Saint Miles Bridge, terminating at or near a certain pasture field, situate in the parish of East Dereham, reputed to belong to the Honourable the Commissioners of Woods, Forests, and Land Revenues, or the Reverend Charles Hyde Wollaston, in the occupation of John George and John Upchurch Martin, or one of them, on the south side of and abutting on the turnpike-road leading from the said city of Norwich to East Dereham aforesaid, and which said intended branch railway to Fakenham aforesaid, will diverge from the main line of the said intended railway in the parish of Elsing, in the said county of Norfolk, in certain arable and pasture lands, there reputed to belong to Edward Lombe, Esq., bounded by the said river Wensum and Elsing Mills towards the north, by a public road leading from the said Mills to East Dereham aforesaid, towards the east and south, and by certain farm premises reputed to belong to the said Edward Lombe, and in the occupation of Esther Miles widow, in part, by a drift-way leading from the said public road to the said farm premises, in other part, and by land, commonly called or known by the name of the 'Bog otherwise Green Common,' in remaining part towards the west, and will terminate at or near a certain pasture field in the parish of Fakenham aforesaid, reputed to belong to, and in the occupation of, Mr. Joseph Foyson, abutting upon a public road or highway leading from East Dere-

ham to Fakenham aforesaid, near certain mills in the occupation of the said Joseph Foyson: And which branch railway to form a junction with the proposed extension of the Ipswich and Bury Saint Edmunds Railway, will diverge from the main line of the said intended railway in the hamlet of Heigham, in the said county of the said city of Norwich, in a certain arable field there reputed to belong to, and in the occupation of Mr. Joseph Mace, abutting on land commonly called or known by the name of 'Heigham Common,' and will terminate at the terminus of the said proposed extension of the Ipswich and Bury Saint Edmund's Railway, being at or near a certain place commonly called or known as the 'Victoria Gardens,' situate in the hamlet of Lakenham, or in the parish of Saint Stephen; in the said city of Norwich, or in the county of the same city, in the occupation of Joseph Caston: And which branch railway to form a junction at the present terminus of the Norwich and Yarmouth Railway, will diverge from the main line of the said intended railway in certain lands in the hamlet of Hellesdon, in the said county of the said city of Norwich, reputed to belong to the Lord Bishop of Norwich, and in the occupation of Mr. George Cross, and near the homestead of the said George Cross there, and will terminate at or near the terminus of the said Norwich and Yarmouth Railway, near the Foundry Bridge, over the said river Wensum, in the said hamlet of Thorpe.

And notice is hereby given, that the said proposed new lines of railway, and the works and approaches connected therewith, are intended to be made in, and to pass from, through, or into the several parishes, townships, hamlets, and extra-parochial and other places following, that is to say; the said proposed main line of railway in, from, through, or into East Dereham otherwise Market Dereham, Dillington, Etling Green, Toftwood, Dumpling Green, North Hall Green, otherwise Northall Green, Froghall, Galley Moor, South Green, Hoe otherwise Hoo, North Tuddenham, Swanton, Morley, Elsing, Bylaugh otherwise Belaugh, Lying, Sparham, Bawdeswell otherwise Bardeswell, Great Witchingham, Little Witchingham, Lenwade, Whitwell, Weston otherwise Weston Longville, Alderford, Attlebridge, Morton otherwise Morton on the Hill, Swannington, Ringland, Felthorpe, Taverham, Drayton, Costessey otherwise Cossey, Earlham, Hellesdon otherwise Hellesden, some or one of them, in the said county of Norfolk; Hellesdon otherwise Hellesden, Earlham, Heigham, Saint Benedict, Saint Giles, Saint Swithin, Saint Margaret, Saint Lawrence, Saint Michael at Coslany, Saint Gregory, Saint John Maddermarket, some or one of them, in the said city of Norwich and county of the same city; and the said intended branch to the said town of Fakenham otherwise Fakenham Lancaster, from the main line of the said intended railway in, from, through, and into Elsing, Bylaugh otherwise Belaugh, Swanton Mowley, Billingford, Worthing, Beetley, North Elmham, Bintree otherwise Bintry, Twyford, Gately otherwise Gateley, Guist otherwise Geist,

Stebbard, Great Ryburgh, Little Ryburgh, Kettlestone, Testerton, Pudding Norton, Pensthorpe, Hempton, Shereford otherwise Sheringford, Althorpe otherwise Alethorpe, and Fakenham otherwise Fakenham Lancaster, some or one of them, in the said county of Norfolk; and the proposed branch from the said main line of the said intended railway to form a junction at the said terminus of the said proposed extension of the said Ipswich and Bury St. Edmunds Railway, in, from, through, or into Hellesdon otherwise Hellesden, Earlham, Heigham, Saint Benedict, Saint Giles, Eaton, St. Peter of Mancroft, The Town Close and the liberty thereof, Lakenham and Saint Stephen, some or one of them, in the said city of Norwich, or county of the same city: And the proposed branch from the said main line of the said intended railway to form a junction at the terminus of the said Norwich and Yarmouth Railway, in, from, through, or into Hellesdon otherwise Hellesden, Earlham, Heigham, Saint Martin at Oak, Saint Mary at Coslany, Saint Augustine, Saint Clement, Catton, Saint Saviour, Saint Paul, Saint James, Pockthorpe, Saint Helen, and Thorpe, some or one of them, in the said city of Norwich and county of the same city.

And notice is hereby further given, that a plan and section of the said proposed railway and branch railways and other works; and also a duplicate of such plan and section, with a book of reference thereto, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the said county of Norfolk, at his office at Aylsham, in the said county; and with the Clerk of the Peace for the city of Norwich and county of the same city, at his office at the Guildhall, in the said city of Norwich; and a copy of so much of such plan and section as relates to each parish in or through which the said proposed railway and branch railways, and other works are intended to be made, together with a book of reference thereto, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his respective place of abode.

And notice is hereby further given, that powers are intended to be taken, in and by the said Act or Acts, to deviate in the construction of the said proposed railway and works, and branch railways and other works, to such extent as will be defined on the said plans, and to alter and divert such highways, roads, canals, navigations, rivers, and watercourses within the several parishes, townships, hamlets, and extra-parochial places and other places aforesaid, as it may be necessary to alter or divert for the purposes of the said proposed railways and works; and also powers for the compulsory purchase of lands and houses, and for varying or extinguishing all rights and privileges in any manner connected with such lands and houses, and for the levying of tolls, rates, and duties, upon or in respect of the said proposed railways and works.

And notice is hereby further given, that, by the said Act or Acts, it is intended to incorporate a company for the purpose of making and maintain-

ing the said proposed railways and works, and to authorize such company to demise or sell the same, or any part thereof, to any other company or companies, or to agree with any such last-mentioned company or companies for the making, execution, maintenance, use, and working thereof, or any part thereof; and also to authorize any such last-mentioned company or companies to hire or purchase, or to make, execute, and maintain, use and work, or to enter into an agreement for the making, execution, maintenance, use, and working of the said proposed railways and works, or any part thereof, and to take tolls, rates, or duties upon or in respect thereof.—Dated the third day of November 1845.

Bircham and Dalrymple, } Solicitors for the
Bedford-row, London, } proposed Un-
Arthur Dalrymple, Norwich, } ertaking.

Burnham 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 for paving, lighting, watching, cleansing, and otherwise improving the town or parish of Burnham, in the county of Somerset, and for removing and preventing encroachments, nuisances, and obstructions therein, and for establishing, maintaining, and regulating an effectual police force, and for making and maintaining drains and sewers, and altering and improving the existing drains and sewers, and for establishing and regulating a market therein, and for repairing and maintaining the existing roads, highways, byeways, and paths within the said limits, and for laying out, forming, making, maintaining, and repairing new streets, roads, approaches, and thoroughfares therein, and for the compulsory purchase of lands, houses, tenements, and hereditaments within the said limits for the purposes before mentioned, or some of them, and for granting all necessary powers and authorities to trustees or commissioners, to be appointed by the said intended Bill, for carrying the several objects and purposes aforesaid into execution.

And it is also intended to insert in the said Bill powers to levy tolls, rates, duties, or assessments on the owners, lessees, and occupiers of houses, buildings, lands, tenements, and hereditaments within the town or parish aforesaid, for the general purposes of the said intended Bill, and for defraying all expenses attending the same; also to levy tolls or duties in respect of the said market, and to raise money by such means as may be thought proper for paying the expenses of obtaining the said intended Bill, and of carrying into execution the several purposes thereof, or to alter any existing tolls, rates, or duties, or to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties, or any other rights or privileges.—Dated this thirtieth day of October 1845.

Saml. Hobbs, Solicitor, Wells.
Bulmer and Durnford, 44, Parliament-
street, Parliamentary Agents.

East and West India Docks, and Birmingham Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway or railways, with all proper works and conveniences connected therewith, commencing by a junction with the London and Birmingham Railway, at or near the depot or station thereof at Camden-town, in the county of Middlesex, and terminating at or near the present basin of the West India Docks, in the parish of All Saints Poplar, in the said county of Middlesex; and which said railway is intended to pass from, in, through, or over the several parishes, townships, townlands, extra-parochial and other places following, that is to say, Saint Pancras, Saint Mary Islington, Stoke Newington, Saint John Hackney, West Hackney, and South Hackney, Saint Mary Bow otherwise Saint Mary Stratford-le-Bow, Saint Leonard's Bromley otherwise Bromley Saint Leonard's, and All Saints Poplar, or some of them, all in the county of Middlesex.

And it is intended, in the said Act, to apply for powers to deviate in the construction of such railway and other works from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shewn on the said plans, and to stop up, alter, vary, or divert such highways, turnpike and other roads, railways, passages, rivers, streams, brooks, and watercourses within the parishes and places hereinbefore mentioned, or any of them, as it may be necessary to stop up, alter, vary, or divert for the purpose of constructing the said railway, and the works connected therewith.

And it is proposed, by the said Act, to incorporate a company for the purpose of making and maintaining the said intended railway, with powers for the compulsory purchase of any lands, houses, tenements, and hereditaments required for that purpose, and to levy tolls, rates, and duties upon or in respect of the said railway, or the works connected therewith.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the lands and hereditaments to be taken for the purposes thereof, together with a book of reference thereto, containing the names of the reputed owners and lessees, and of the occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the said county of Middlesex, at his office in Clerkenwell-green, in the county of Middlesex; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes through which the said railway is intended to pass,

will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his place of abode.

Dated this third day of November 1845.

Timothy Tyrrell, Guildhall, London.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter and enlarge the powers and provisions of an Act, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from a place in the parish of Bole, in the county of Nottingham, near to the town and port of Gainsborough, to the town and port of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, with branches to the district or place called New Holland, and to the town of Market Rasen; to be called 'The Great Grimsby and Sheffield Junction Railway.'"

And notice is hereby also given, that, in such Bill or Bills, it is intended to take power to authorize the company incorporated by the said Act, to purchase, take, and hold the ferries across the river Humber, called the Barrow Ferry, the Goxhill Ferry, and the New Holland 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 ferries, and to construct and maintain piers, landing-places, wharfs, and other works and conveniences connected therewith, which said ferries, 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 Barrow-upon-Humber, Goxhill, and New Holland, or some or one of them, in the parts of Lindsey, in the county of Lincoln; the Holy Trinity, Saint Mary, the united parishes of the Holy Trinity and Saint Mary, the lordship or precincts of Myton, Drypool, Garrison Side, or some or one of them, in the town or borough of Kingston-upon-Hull, and county of the said town or borough, and in the east riding of the county of York, or one of them.

And it is also intended to construct a dock or docks, basin or basins, with entrances from the river Humber, for the accommodation of steam boats, and to erect piers, jetties, roads, communications, and other works connected therewith, which said dock or docks, basin or basins, piers, jetties, roads, communications, and other works will be situate in the parishes, townships, and extra-parochial places of the Holy Trinity, Saint Mary, the united parishes of the Holy Trinity and Saint Mary, the lordship or precincts of Myton, Drypool, Garrison Side, or some or one of them, in the town or borough of Kingston-upon-Hull, and county of the said town or borough, and in the east riding of the county of York, or one of them.

And it is also intended to construct a dock or docks, basin or basins, with entrances from the river Humber, for the accommodation of steam boats, and other boats and vessels, and to erect piers, jetties, roads, communications, and other works connected therewith, which said dock or docks, basin or basins, piers, jetties, roads, communications, and other works will be situate in the parishes, townships, and extra-parochial places of Barrow-upon-Humber, Goxhill, and New Holland, or some or one 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 ferries and piers, landing-places, jetties, wharfs, docks, and basins, and other works, and also to alter any existing rates, tolls, or duties, collected by custom, usage, or otherwise, at the said ferries, any or either of them.

And it is also intended to obtain powers for the compulsory purchase of lands and houses described on the plans hereinafter mentioned; and also of any rights or privileges connected with the said ferries, and any other ferries across the river Humber, and to extinguish any exemptions from payment of the rates, tolls, and duties, and to confer other exemptions, rights, and privileges.

And it is also intended to authorize any agreement with any other railway company, or with the Dock Company at Kingston-upon-Hull, or with the mayor, aldermen, and burgesses of the town or borough of Kingston-upon-Hull, as to the construction of the dock or docks, basin or basins, piers, landing-places, jetties, roads, communications, and other works aforesaid, and to authorize such company or corporation to agree and to join in constructing or to construct some of such works in accordance with any such agreement; and to apply for leave to bring in one or more Bill or Bills for such purpose.

And notice is hereby also given, that duplicate plans and sections, shewing the proposed works, and the lands to be taken for the purposes of the same, together with books of reference thereto, will be deposited, on or before the thirtieth day of November instant, at the respective offices of the Clerks of the Peace for the parts of Lindsey, in the county of Lincoln, at Spilsby; and for the borough of Kingston-upon-Hull, at Kingston-upon-Hull; and for the east riding of the county of York, at Beverley; and copies of so much of the said plans, sections, and books of reference, as relates to each of the said several parishes in which the proposed works will be situate, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each such parish.—Dated this first day of November 1845.

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

Birkenhead, Lancashire, and Cheshire Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith respectively, that is to say; a railway commencing by a junction with the Chester and Birkenhead Railway, at the Hooton station thereof, in the township of Childer Thornton and parish of Eastham, in the county of Chester, and terminating by a junction with the Manchester and Birmingham Railway, at or near the Heaton Norris station thereof, in the township of Heaton Norris, in the parish of Manchester, 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; Eastham, Childer Thornton, Little Sutton, Overpool, Whitby, Great Stanney, Stanlow, Stoke, Ince, Thornton, Thornton in the Moors, Elton, Hapsford, Frodsham, Frodsham Lordship, Helsby, Runcorn, Sutton, Stockham, Norton, Kekewick, Moor otherwise Moore, Acton Grange, Acton, Lower Walton, Warburton, Dunham Massey, Bowden, Altrincham, Timperley, Baguley, Northen, Northenden, Etchells, Etchells in Northen, Etchells in Stockport, Stockport, Cheadle, Cheadle Bulkeley and Cheadle Moseley, in the county of Chester; Warrington, Poulton with Fearnhead, Poulton, Woolston with Martinscroft, Rixton with Glazebrook, Didsbury, Manchester and Heaton Norris, in the county of Lancaster; a railway from and out of the said intended railway, to form a junction with the Manchester South Junction and Altrincham Railway, commencing by a junction with the said intended railway in the township of Altrincham and parish of Bowden, in the county of Chester; and terminating by a junction with the Manchester, South Junction, and Altrincham Railway, in the township of Timperley in the said parish of Bowden and the said county of Chester; which said railway and works connected therewith, will be situate in, or pass through and into the townships and places of Altrincham and Timperley, or one of them, all in the said parish of Bowden and county of Chester; a railway commencing by a junction with the said intended railway in the township of Helsby and parish of Frodsham, in the county of Chester, and terminating by a junction with the Chester and Birkenhead Railway, in the parish of Saint Oswald, in the county of the city of Chester; which said railway, and the works connected therewith, will pass from, in, through or into, or be situate within the several parishes, townships and extra-parochial or other places following, or some of them, that is to say; Saint John the Baptist, Saint Oswald, and Saint Mary on the Hill, in the county of the city of Chester, and Saint Oswald,

Saint Mary on the Hill, Saint Mary, Plemstall otherwise Plemonstall, Newton by Chester, Hoole, Upton by Chester, Upton, Picton, Mickle Trafford, Bridge Trafford, Wimbolds Trafford, Thornton in the Moors, Thornton, Dunham on the Hill, Hapsford, Helsby, and Frodsham, all in the county of Chester; a railway commencing by a junction with the first-mentioned intended railway, in the town of Warrington in the parish and township of Warrington, in the county of Lancaster, and terminating by a junction with the Grand Junction Railway, in the same township and parish, all which railway and works will be situate within the said townships and parishes; a railway commencing by a junction with the first-mentioned intended railway in the township and parish of Warrington, in the county of Lancaster, and terminating at or near the town of Macclesfield, in the parish of Prestbury, in the county of Chester, which said 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, Warrington, Poulton with Fearnhead, Woolston with Martinscroft, in the county of Lancaster, and Runcorn, Thelwall, Grappenhall, Latchford, Great Budworth, Appleton, Crowley, Lymm, Statham, Rosthern, High Legh, or High Leigh, Mere, Nether Tabley, Over Tabley, Nether Knutsford, Knutsford, Bexton, Over Knutsford, Ollerton, Toft, Rosthern, Marthall-cum-Little Warford, Marthall, Snelson, Prestbury, Chelford, Birtles, Henbury, Alderley, Over Alderley, Nether Alderley, Sutton, Gawsworth, Hurdsfield, and Macclesfield, in the county of Chester; a branch railway from and out of the last-mentioned railway, commencing at or near Ivy-house, in the parish of Prestbury, and terminating at or near the Macclesfield station on the Macclesfield branch of the Manchester and Birmingham Railway, in the same parish, which intended railway last mentioned, and the works thereof, will pass through or into, or be situate within Titherington Upton, Hurdsfield, and Macclesfield, or some or one of them, all within the parish of Prestbury, in the county of Chester; a railway commencing by a junction with the last-mentioned intended railway in the township of Chelford and parish of Prestbury, in the county of Chester, and terminating by a junction with the Manchester and Birmingham Railway, in the same township of Chelford and parish of Prestbury, which said railway, and the works connected therewith, will pass from, in, through, or into or be situate within the same township and parish.

A railway commencing by a junction with the first-mentioned intended railway at or near the town of Frodsham, in the township and parish of Frodsham, in the county of Chester, and terminating in the township of Over, and parish of Over, in the said county, which said 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, Frodsham, Frodsham Lordship, Kingsley, Weaverham-

cum-Milton, Runcorn, Crowton, Dutton, Acton, Acton-Grange, Weaverham, Whitegate, Barnton, Great Budworth, Wallerscoat, Northwich, Castle Northwich, Winnington, Hartford, Anderton, Moulton, Eaton, Davenham, Wharton, and Over, all 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, 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 means 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 should in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

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

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

Lincoln and Grantham Direct Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, ap-

proaches, and conveniences connected therewith, to commence at or near the Sincil dike, in the parish of Saint Swithin, in the city and county of the city of Lincoln, and to terminate at or near a certain house, yard, garden, and other buildings, now or lately in the occupation of Mr. Edward North, which are situate in the hamlet of Manthorpe cum Little Gonerby, in the parish of Grantham, and respectively adjoin or abut upon the highway leading from Belton to Grantham, at a place opposite to the British School and Castle Gate, in the said parish of Grantham, in the county of Lincoln; which said railway and works will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places, or some of them, following, that is to say; Saint Swithin, Saint Mary-le-Wigford, Saint Mark, Saint Peter's at Gowts, Saint Botolph, and the extra-parochial place called the South or Canwick Common, all in the city and county of the city of Lincoln; Bracebridge, and Waddington, Harmston, Coleby, Boothby Graffoe, with the Liberty of Somerton Castle, Navenby, Skinnand, Wellingore, Welbourne, Leadenham, Fulbeck, Caythorpe cum Fristone, Hough on the Hill with Gelston and Brandon, Hougham, Marston, Carleton Scroope, Barkstone, Syston, Belton, Great Gonerby, Manthorpe cum Little Gonerby in the parish of Grantham, and Grantham, all in the said county of Lincoln.

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, 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 railway and works, together with books of reference thereto, will be deposited with the Clerk of the Peace for the city of Lincoln and county of the same city, at his office in Lincoln; and with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office in Sleaford, in the said parts and county; and with the Clerk of the Peace for the borough and soke of Grantham, in the said parts and county, at his office in Grantham, 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 and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended, by the said Bill or Bills, to incorporate a company or companies for the purpose of carrying into effect the proposed works, or some part

thereof; and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed, in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to any other railway company or companies, or persons with whose line the said intended railway and works may unite.—Dated this fourth day of November 1845.

Mullins and Paddison, Solicitors, London.

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 and branches, with all proper works, approaches, and conveniences connected therewith, commencing in a close of land, called Rack Close or Croft, in the parish of Saint Decumans, in the county of Somerset, situate adjoining to the quay or harbour, in the town of Watchet, in the said parish of Saint Decumans, in the said county and on the south-east side of the said quay or harbour, in the parish of Saint Decumans aforesaid, and terminating at, or on, or within a short distance, and on the north of the quay or harbour, at Bridport-harbour, in the parishes of Burton, Bradstock, and Simondsbury, or one of them, in the county of Dorset, which said intended railway, or railways and branches, and other works connected therewith, will pass from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, or other places following, or some of them, that is to say; Watchet, Saint Decumans, Williton, Sampford Brett, Bicknoller, Nettlecombe, Stogumber, Crowcombe, Lydeard Saint Lawrence, Combe Florey, Ash Priors, Halse, West Bagborough, East Bagborough, Cothelestone, Bishops Lydeard, Creech Saint Michael, Kingston, Staplegrove, Bishop's Hull, Norton Fitzwarren, Taunton, where the same will join the line of the Bristol and Exeter Railway, at or near to the bridge at Fairwater, and will run into and upon the said Bristol and Exeter Railway, towards and unto and beyond the station of the Bristol and Exeter Railway Company, at or near Taunton aforesaid, or will run parallel with the said Bristol and Exeter Railway, from, or nearly from, Fairwater-bridge aforesaid, unto, or near unto, or beyond the said station, where it will cross or depart from the said Bristol and Exeter Railway, and will cross the canal called the Bridgewater and Taunton Canal, at or near to the place where the

said Bristol and Exeter Railway crosses the same canal, and will also, near the same place, cross the river Tone, which runs from Taunton aforesaid towards the town of Bridgewater, in the said county of Somerset, Taunton Saint James, Taunton Saint Mary Magdalene, West Monkton, Ruish-ton, Stoke Saint Mary, Thorne Falcon otherwise Thorne Parva, West Hatch, Hatch Beauchamp, North Curry, Bickenhall, Broadway, Capland, Rapps, Ilton, Isle Abbots, Stewley, Ashill, White Lackington, Ilminster, Town Tithing, Horton, Ilcombe, Church Tithing, Winter Hay, Donnyatt, Combe Saint Nicholas, Beetham or Betham, Clayhanger, Ham, Wadford, West Dowlish, Chard or Old Chard, thence under the canal from Creech Saint Michael aforesaid, to Chard aforesaid, called the Chard Canal, and across the reservoir or feeder of the said Chard Canal; South Chard, Chard Land, or Crim Chard, Chaffcombe, Knoll St. Giles otherwise Knowle Saint Giles, Cricket Saint Thomas, Winsham, Wayford, Seaborough, Crewkerne, Misterton, all in the county of Somerset; and Chardstock and Thorncombe, Burstock, Mosterton, Hawkchurch, Broadwinsor, Little Winsor, Childhay, Dibberford, Drimpton, Stoke Abbots or Stoke Abbas, Beaminster, Langdon, Netherbury, Mangerton, where the same will join and run upon the Wilts, Somerset, and Weymouth line, or intended line of railway, or will run parallel with the same last-mentioned railway, towards and unto the termination of the said railway at, or on, or near Bridport-harbour aforesaid, North Mapperton, South Mapperton, Mapperton, West Milton, Poorstock, North Poorton, South Poorton, Loscombe, Bradpole, Loders, Allington, Bridport, Walditch, Bothenhampton, Symondsbury, Shipton Gorge, and Burton Bradstock, all in the county of Dorset; and also a branch railway diverging from, and out of the said first-mentioned intended railway at, or near the said close, called Rack Close or Croft, adjoining, and on the south-east side of the harbour of Watchet aforesaid, and passing from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, or other places following, or some of them, that is to say; Watchet, Saint Decumans, Old Cleeve, Nettlecombe, Carhampton, Treborough, and Luxborough; all in the said county of Somerset, and terminating at, or near the blacksmith's shop, in the village of Pool Town, in the parish of Luxborough aforesaid; and also another branch railway diverging from and out of the said first-mentioned intended railway at, or near to, and on the south-east of a farm house, called Northam, situate within the parish of Stogumber aforesaid, passing from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, or other places following, or some of them, that is to say; Stogumber, Crowcombe, Lydeard Saint Lawrence, Combe Florey, Ash Priors, Halse, Tolland, Brompton Ralph, Fitzhead, Milverton, Crowford, Okehampton, and Wiveliscombe, all in the county of Somerset aforesaid, and to terminate in a close of land, in the occupation of Nathaniel Baker, situate adjoining, or near to the bottom or east

end of a street, called Golden-hill, being part of the town of Wiveliscombe, in the said county of Somerset; and also another branch railway diverging from, and out of the said first-mentioned intended railway, at, or near to a bridge, called Clapton-bridge, situate in the parish of Crewkerne aforesaid, in the said county of Somerset, passing from, in, through, or into the said parish of Crewkerne, and terminating near to and on the south-west side of the parish church of and in the said parish of Crewkerne.

And it is also intended, by such Act or Acts, to take power to alter, or divert, and stop up all turnpike and other roads, railways, tramways, archways, bridges, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, townlands, hamlets, and extra-parochial and other places, or any of them, which it may be necessary to interfere with, in the construction of the said intended railway or railways, branch railways, and 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, roads, canals, streams, and works proposed to be purchased or taken for the purposes of the said intended railway or railways, 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 for the purpose of carrying into effect the said intended railway or railways, branch railways, and works, and 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 of the said railway or railways, branch railways, 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 enable the company thereby to be incorporated to sell, or let, or transfer, all or any part of the said intended railway or railways, branch railways, and works hereinbefore mentioned, or any or either of them, and all or any powers of such company in connection therewith, or in relation thereto, to any other railway company or companies or persons, and to enable any such other railway company or companies, or persons, to purchase, or rent, or construct the same, or any or either of the same, or any part thereof; and to exercise the same and such other 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 railways, and works, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between such last-mentioned company or companies and persons and the company intended to be thereby incorporated as aforesaid.

And it is also intended, by such Act or Acts, to take power to deviate in the construction of the

said railway or railways, branch railways, and works, from the lines or situations thereof respectively, as laid down in the plans to be deposited as hereinafter mentioned, to the extent shown or defined on the said plans.

And notice is hereby further given, that duplicate maps or plans and sections of the said intended railway or railways, branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Somerset, at his office in Taunton; and with the Clerk of the Peace for the county of Dorset, at his office in Sherborne; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway or 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 such parishes respectively, at their respective residences.

Dated this first day of November 1845.

Keddell, Baker, and Grant, 34, Lime-street, London, Solicitors for the Bill.

Irving's Patents for Carving Wood and Stone.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the assignment to a company of certain letters patent granted to William Irving, for his improved machinery and apparatus, for cutting and carving substances to be applied for inlaying and other purposes, and for his improvements in the construction of apparatus for cutting ornamental forms, beads, recesses, and mouldings in wood, stone, and other materials; and of any other letters patent which may be hereafter granted for such improvements, for the like purposes, in Great Britain and Ireland, or any other part of Her Majesty's dominions; and to enable such company to accept such transfer or assignment, and to use and exercise the said patents or inventions, and to grant licenses for using and exercising the same; and it is intended by the said Act, either to incorporate the said company, or to give them powers to sue and be sued in the name of one or more of their directors or officers, and for other purposes.—Dated this 4th day of November 1845.

Baker and Co. Solicitors, 52, Lincoln's-inn fields.

Oakham Canal.

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 sale to the Midland Railway Company of the Oakham Canal, together with all powers, rights, privileges, lands, buildings, property, interest, and

effects of the company of proprietors of the said Oakham Canal, and to enable the said Midland Railway Company to effect such purchase, and to hold and use the said canal, and all such lands, buildings, and property aforesaid, and to exercise and enjoy all powers, rights, and privileges connected therewith.

And it is proposed, by such Act or Acts, to dissolve the said company of proprietors of the Oakham Canal, and to amalgamate the same with the Midland Railway, that it may form part of that undertaking, and for the purposes aforesaid it is intended, so far as may be necessary, to alter, extend, and enlarge certain provisions contained in an Act, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and also to alter, amend, or to repeal two several Acts relating to the Oakham Canal, passed respectively in the sessions of Parliament held in the thirty-third and in the thirty-ninth and fortieth years of the reign of His late Majesty King George the Third.

And it is further proposed, by such Act or Acts, to enable the Midland Railway Company to levy tolls, rates, and duties in respect of the said Oakham Canal, and to alter the tolls, rates, and duties at present authorized to be levied thereon, and to vary or extinguish all existing rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.—Dated this first day of November 1845.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's-inn-fields, London.

Berridge and Macaulay, Leicester.

Saml. Carter, Birmingham.

Ades and Adam, Oakham.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills, to make and maintain the following railways and works, or some of them, or some part or parts thereof respectively, that is to say; commencing by a junction with the London and Croydon Railway, at or near the New Cross station, in the parish of Saint Paul, Deptford, in the county of Surrey; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Mary Rotherhithe, and Saint Paul, Deptford, in the county of Surrey, and Saint Paul, Deptford, in the county of Kent; and thence passing under the river Thames by means of the Tunnel called the Thames Tunnel, and by constructing other works connected therewith from the parish of Saint Mary, Rotherhithe, in the county of Surrey, to the parish of Saint John, Wapping, in the county of Middlesex; and thence passing through the several parishes of Saint John, Wapping, Saint Paul, Shadwell, and Saint George otherwise Saint George Middlesex, otherwise Saint George in the East; or some of them in the county of Middlesex, and terminating by a junc-

tion with the London and Blackwall Railway, at or near the Cannon-street-road station, in the said parish of Saint George, in the said county of Middlesex.

Also a branch railway, commencing by a junction with the said main line, to communicate with and to pass into the London docks, and which said branch railway will be situate in the said parish of Saint George otherwise Saint George Middlesex, otherwise Saint George in the East, in the said county of Middlesex.

And also a branch railway, from and out of such main line of railway, commencing by a junction therewith, in the said parish of Saint Paul, Deptford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places, or some of them of Saint Paul, Deptford, in the county of Kent; Saint Paul, Deptford, and Saint Mary, Rotherhithe, in the county of Surrey; and terminating at or near the dock called or known as Dudman's or Gordons, or as the Grove, or the Wet Dock, in the said parish of Saint Paul, Deptford; with a branch thereout to communicate with Her Majesty's Victualling Dock Yard, all in the said parish of Saint Paul, Deptford; and powers will be applied for, in the said Bill or Bills, to alter and improve the said dock called Dudman's or Gordon's, or the Grove, or the Wet Dock, and to construct a new dock or docks, basin or basins, with entrances from the river Thames, and with quays, piers, wharfs, and other works connected therewith, which said several docks, basins, quays, piers, wharfs, and other works will be situate in the said parish of Saint Paul, Deptford.

And also power to construct stations, communications, and other works in the several parishes before-mentioned, or some of them, for the making and using the said Railway and Branch Railways; and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said railway and branch railways, as before described in the several parishes aforesaid; and, in the said Bill or Bills, powers will be applied for to deviate from the line or lines laid down on the plan hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, docks, cuts, and railways within the parishes aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railways and other works.

And notice is hereby given, that it is intended to apply for power to levy, tolls, rates, or duties for the use of the railway and branch railways and docks and other works, 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 to carry out the aforesaid undertaking, and to give to such company or companies all necessary powers for effecting the purposes aforesaid.

And it is further intended to empower the said company or companies so to be incorporated as aforesaid, to contribute funds for the more effectual carrying out of all or any of the aforesaid objects; and also to enter into arrangements with any Railway Company for the amalgamation, leasing, making, or working of the lines of railway before specified, or any part thereof respectively.

And it is also intended to authorise the London and Croydon Railway Company, the Thames Tunnel Company, the London Docks Company, and the London and Blackwall Railway Company, or any or either of them, to make the said railways and works, or any part thereof, or to enter into any arrangements with the company to be incorporated for making, working, or using such railways, or any part thereof; and to contribute or subscribe towards the construction thereof; and for such purposes it is intended to alter and amend the several Acts relating to such companies respectively.

And it is also intended to authorize the Thames Tunnel Company to concur in the construction of the said railway through the said tunnel, and to transfer all or some of the capital, stock, property, lands, hereditaments, powers, rights, privileges, and authorities as are or may be exercised by the said Thames Tunnel Company, to the company to be incorporated, or other the companies undertaking the construction of the said railway, and to vest the same capital, stock, property, lands, hereditaments, privileges, rights, and authorities in the said company or companies to be incorporated, by the said Act or Acts.

And it is intended to alter the Acts, relating to the said tunnel, passed respectively in the fifth and ninth years of the reign of His Majesty King George the Fourth, and the third and fourth years of the reign of His Majesty King William the Fourth, and the third year of the reign of Her present Majesty Queen Victoria.

And notice is hereby further given, that duplicate plans and sections of the said railway and branch railways, and of the docks and other 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 occupiers of the property intended to be taken, 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 Kent, at Maidstone; and for the county of Middlesex, at Clerkenwell-green; and for the county of Surrey, at Lambeth.

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 the said docks and other works be situate, will be deposited, together

with a book of reference thereto, with the parish clerk of each such parish.—Dated this fourth day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance 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 commencing by a junction with the proposed line of the Oxford, Worcester, and Wolverhampton Railway, in the parish of Ascott otherwise Ascott Doiley otherwise Ascott-under-Wychwood, in the county of Oxford, and terminating by a junction with the line of the Great Western Railway, or the Cheltenham branch thereof, in the hamlet of Alstone, in the parish of Cheltenham, in the county of Gloucester; which said intended railway and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, hamlets, and extra-parochial or other places following, or some of them, that is to say; Alstone, Cheltenham, Cudnall, Battledown, Ham, Cocks-horn, Charlton Kings, Dowdeswell, Sandywell, Andoverford, Whittington, Sireford, Brockhampton, Sevenhampton, Shipton Solers otherwise Sollars, Shipton-olive otherwise Oliffe, Haselton otherwise Hasleton, Salperton otherwise Cold Salperton, Turk Dean, Upper Turk Dean, Lower Turk Dean, Hampnett, Northleach, Eastington otherwise Easington Farmington, Sherborne, Windrush, Barrington, Great Barrington, Little Barrington, Great or Broad Rissington, Little Rissington, and Rissington, or some or one of them, all in the county of Gloucester; Milton, Little Milton, Tainton otherwise Tainton, Fullbrook, Shipton, Shipton-under-Wychwood, Wychwood, and Ascott otherwise Ascott Doiley otherwise Ascott-under-Wychwood, or some or one of them, all in the county of Oxford; Great Barrington, Little Barrington, or one of them, all in the county of Berks.

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, pipes, sewers, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial, or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railway and works.

And it is also intended, by such Act or Acts, to incorporate a company for 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 grant certain exemptions from such tolls, rates, and duties.

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

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

And notice is hereby further given, that maps or plans, and sections of the said intended railway and works, and of the lands proposed to be taken for 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 Gloucester, at his office in the city of Gloucester; with the Clerk of the Peace for the county of Oxford, at his office in the County Hall, Oxford, in the county of Oxford, with the Clerk of the Peace for the county of Berks, at his office in Abingdon, in the said county of Berks; 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 of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this thirty-first day of October 1845.

Bubb, Lingwood, and Bubb,
Williams and Griffiths,
Shoubridge and Bramley, } Solicitors.

Sheffield and Lincolnshire Extension Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway hereinafter described, or some part or parts thereof, that is to say; a railway, with all proper works, approaches, and conveniences connected therewith, commencing from and out of the line of the proposed Sheffield and Lincolnshire Junction Railway, in the parish of North Leverton, in the county of Nottingham, 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; Sturton, Sturton-le-Steeple, Sturton-in-the-Clay, Fenton, North Leverton, Hablesthorpe otherwise Apesthorpe, Hablesthorpe, Apesthorpe, Applesthorpe, Ablessthorpe, South Leverton, Coates, Cotes, Cottam, Littleborough, Treswell, Truswell, Rampton; Laneham, the River Trent Navigation, Saxelby, Ingleby, Saxelby with Ingleby, Broadholme, and Thorney, in the county of Nottingham; the River Trent Navigation, Torksey, Torksey with Hardwick, Hardwick, Busdyke, Brampton, Marton, Stow, Bransby, Sturton, Sturton by Stow, Sturton with Bransby, Stow Park, Heighwood, Heywood Kettlethorpe, Fenton, Laughterton, Saxelby, Saxelby with Ingleby, Ingleby, Ingoldby, Low Ingoldby, North Ingoldby, South Ingoldby, the Fossdyke Navigation, Hathow, Broxholme, North Carlton, South Carlton, Burton, Burton by Lincoln, in the parts of Lindsey, in the county of Lincoln; Skellingthorpe, Boultham, Bracebridge, Hartsholme, in the parts of Kesteven, in the county of Lincoln; Bracebridge, the Fossdyke Navigation, Saint Botolph, Saint Peter at Gowts, Saint Mark, Saint Mary-le-Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, Saint Michael-on-the-Mount, Saint Peter in Eastgate, Saint Nicholas, Saint Margaret, Saint Mary Magdalene, Saint Paul, Saint John, the Liberty of Beaumont Fee, the Racecourse, West Common, Brayford, Brayford Mere, the Holmes, the Holmes Common, in the city of Lincoln, and county of the same city, or the liberties thereof, and terminating at or near the city of Lincoln, in the parish of Saint Mark, in the city of Lincoln, and county of the same city, or the liberties thereof.

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, pipes, sewers, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railway and works, or any of them.

And it is also intended, by such Act or Acts, either to enable the Sheffield and Lincolnshire Junction Railway Company to carry into effect the said intended undertaking, if such company shall be incorporated by any Act of Parliament to be passed in the next session, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further intended, by such Act or Acts, in the event of a separate company being thereby incorporated, to amalgamate or unite such company with the Sheffield and Lincolnshire Junction Railway Company, if such last-mentioned company shall be incorporated as aforesaid, or with the Great Grimsby and Sheffield Junction Railway Company, or with both of them, and with any other company or companies with whom such last-mentioned companies, or either of them, may become united and amalgamated, by virtue of any Act or Acts which may be passed in the next session of Parliament, or to enable such separate company to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the said Sheffield and Lincolnshire Junction Railway Company, and to the said Great Grimsby and Sheffield Junction Railway Company, or either of them, and to any other company or companies with whom such last-mentioned companies, or either of them, may become so united and amalgamated as aforesaid, and to enable the said companies, or any or either of them, to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use thereof, and generally enable the said several companies to enter into and carry into effect such arrangements, in reference thereto, as may be mutually agreed on between them; and for the purposes aforesaid, it is proposed to amend and enlarge, so far as may be necessary, the powers and provisions of the Act incorporating the said Great Grimsby and Sheffield Junction Railway Company, passed in the last session of Parliament.

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, leasees or reputed leasees, 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 Nottingham, at his office in Newark-upon-Trent; 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 county of Lincoln, at his office in New Sleaford; and with the Clerk of the Peace for the city of Lincoln, and county of the same city, at his office in Lincoln; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively.

Dated this first day of November 1845.

Smith and Hinde,
Haywood, Bramley, and } Solicitors,
Gainsford, } Sheffield.

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 in the township of Great Bolton, in the parish of Bolton-le-Moors, in the county of Lancaster, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bolton-le-Moors, Bolton, Little Bolton, Great Bolton, Gilnow, Lostock, Dean, Halliwell, Heaton, Rumworth, Westhoughton, Four Yates, Over Hulton, Leigh, Westleigh, Wigan, Hindley, Abram, Billinge, Higher End, Winstanley, Pemberton, Ince otherwise Ince in Mackerfield or Makerfield, Winwick, Lowton, Golborne, Ashton in Mackerfield otherwise Makerfield, Saint Thomas within Ashton in Mackerfield otherwise Makerfield, Ashton in Mackerfield otherwise Makerfield, Haydock, Prescott, Windle, Hardshaw within Windle, Parr, Sutton, Saint Helen's, Eccleston, Ravenhead, Thatto, Heath Portico, Rainhill, Whiston, Prescott, Huyton with Roby otherwise Huyton, Huyton Roby, Tarbuck, Knowsley, Childwall, Little Woolton, Halewood, Much Woolton, Allerton, Speke, Speke Demesne and Garston, or some of them, all in the said county of Lancaster, and terminating in the said townships of Garston and Speke, or one of them, or for power to construct so much, and such part of such 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 divert, alter, or stop up all such turnpike roads, parish and other roads and highways, streams, canals, aqueducts, navigable rivers, navigations, railways, and tramroads within the parishes, townships, and extra-parochial or other places aforesaid, or any of them, as it may be necessary to divert, alter, or stop up for the purposes of such railway, or the works, stations, and conveniences connected therewith; and also to authorize junctions with any railway that may be 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 to grant certain exemptions from such tolls, rates, and duties; 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 to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the 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 said county of Lancaster, at Preston; 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 will pass, or be situate, will be deposited with the parish clerk of each such parish.

Dated this eighth day of November 1845.

W. A. Barrow, } Joint
Charles Pigot, } Solicitors.

Great North of England Railway.
(Purchase).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Great North of England Railway Company to demise or lease for any term or number of years, and also subject or otherwise to absolutely sell, dispose of, and make over to the Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or to any one or two of them; the railway belonging to them the said Great North of England Railway Company, called the Great North of England Railway, and all the branch railways, stations, houses, warehouses, buildings, works, lands, and hereditaments connected therewith or thereunto belonging, and all the estate, right, title, interest, conveniences, and things in, about or appertaining thereto or connected therewith, and all other the property and effects, and all the powers and privileges now vested in them, the said Great North of England Railway Company, and to enable the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some one or two of them, to enter into and accept such lease, and also to make such purchase and accept an absolute conveyance of the said railway, branch railways, works, property, and effects, and to exercise all the powers and privileges now vested in the said Great North of England Railway Company, and to consolidate and unite the said Great North of England Railway, and the branches and works thereof respectively, with the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some one or two of them, and to enable the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some one or two of them, to levy and receive the tolls, rates, and duties now payable on or in respect of the said Great North of England Railway, 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 grant exemptions from the payment thereof, and to disincorporate and dissolve the said Great North of England Railway Company, and to alter, amend, and enlarge, or repeal some of the powers and provisions of the several Acts relating to the said Great North of England Railway, passed respectively in the sessions of Parliament held in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first, second, and fourth and fifth, the fifth and eighth, and ninth years of the reign of Her present Majesty Queen Victoria, and also the several Acts relating to the said Newcastle and Darlington Junction Railway Company, passed in the sessions of Parliament held respectively in the fifth, sixth, seventh, and eighth and ninth years of the reign of Her said present Majesty, and also the several Acts relating to the York and North Midland Railway Company, passed in the sessions of Parliament held respectively in the sixth year of the reign of His said late Majesty King William the Fourth, and in the first, fourth, seventh, and seventh and eighth, and eighth and ninth years of the reign of Her said present Majesty, and also the several Acts relating to the Midland Railway Company, passed respectively in the sessions of Parliament held respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her said present Majesty.

And it is also proposed, by the said intended Act, to enable the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some or one of them, to raise a further sum of money for the purpose of carrying into effect the several purposes aforesaid, or some of them.

Dated this first day of November 1845.

Richardson and Gutch, } York,
Henry Newton, }
Mewburn, Hutchinson, }
and *Mewburn,* } Darlington,
John S. Peacock, }
Solicitors. }

Midland and Leeds and Bradford Railways.

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 or consolidate the powers and provisions of the several Acts relating to the Midland Railway, passed respectively in the sessions of Parliament held in the seventh and eighth, and eighth and ninth 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 in the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty, and to authorize and empower the union and consolidation into one undertaking of the railways, branch railways, and works, made or to be made by the

Midland Railway Company and the Leeds and Bradford Railway Company, and the incorporation into one company of the said Midland Railway Company and the said Leeds and Bradford Railway Company, and for vesting in such one consolidated company, the railways, branch railways, and works, and the capital, stock, shares, property, estate, and effects, and all the rights, powers, and privileges now or hereafter to be vested in or enjoyed by the said Midland Railway Company and the said Leeds and Bradford Railway Company, and to authorize the incorporation of a new company for the purposes above mentioned; and it is also intended, by the same Act or Acts so to be applied for, to enable such new or consolidated company to levy tolls, rates, and duties in respect of the said railways, branch railways, and works, and to grant exemptions therefrom, and to alter the tolls, rates, and duties now existing upon the same railways, branch railways, and works respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights, powers, and privileges; and in such Act or Acts so to be applied for, it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above mentioned.

Or otherwise application will be made for an Act or Acts, or powers will be inserted in some Act or Acts which may be applied for in the ensuing session of Parliament, by the Leeds and Bradford Railway Company, to enable the Leeds and Bradford Railway Company to grant, and the said Midland Railway Company to accept, a lease at such rent, and upon and subject to such terms and conditions as may be agreed upon between the said two companies, of the railways, branch railways, and works now belonging, or hereafter to belong, to the Leeds and Bradford Railway Company, or some of them, and in pursuance thereof to use and work the same railways, branch railways, and works respectively, and to levy tolls, rates, and duties in respect thereof.—Dated this fifth day of November 1845.

Parker, Hayes, Barnwell, } Solicitors for
and *Twisden,* London; } the Midland
Berridge and Macaulay, } Railway Com-
Leicester; *Samuel Carter,* } pany.
Birmingham,

Rawson and Best, } Solicitors for the Leeds
Leeds, } and Bradford Railway
Company

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, Waldridge, 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, Lynesack, and Soffley Cockfield, Raby and Keverstone, Langleydale, Shotton, Staindrop, Woodland, Stainton, and Streatlam, Marwood, and Barnard Castle, in the county of Durham, Romalldkirk, Lune, Hunderthwaite, Cotherstone, 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, Smardale, Waitby otherwise Wateby, Wharton, Winton, Orton, Fawcet 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 Ay-

cliffe 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 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 Wycks 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 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, Wenhasston; the Hamlet of Mells in the parish of Wenhasston, Halesworth, Holton, Chediston, Wissett, Spexhall, Rumburgh otherwise Rumborough, All Saints Southelmham, Saint Michael Southelmham, Saint Peters Southelmham, Saint Margaret's Iketshall, Saint Lawrence Iketshall, Saint Andrews Iketshall, Saint John's Iketshall, 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 Aldiburgh, 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, Brūisyard, 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 con-

fer, 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.

Malby, Beachcroft, and Robinson, 34, 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 maintainance 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 Birmingham 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 Dariscot, Eastcote, Astcote, Tiffeld, Towcester, Caldcote 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, Foscoate, Wappenham, Astwell, Falcut, Syresham, Weedon Lois otherwise Loys-Weedon otherwise Weedon Pinkeney, Milthorpe, Weston, Helmdon otherwise Helmedon, Sulgrave, Stuchbury otherwise Stutesbury, 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, Williamscoot, 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, Burmington, Stretton-on-the-Fosse, Tidmington, Upper Ditchford, Lower Ditchford, Sutton-under-Brailes, and Compton Wyniatas, 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 Charringworth, Hilbott or Hidcote, Hidcote Boyce, Chipping Campden with Broad Campden, Berrington, Westington with Combe, Mickleton Clifton, Hidcote Burtrim, Weston Subedge, Aston Subedge, Saintbury, Willersey, Childs, Wickham, Mircott, Buckland, Little Buckland, Laverton, Stanton, Aston Somerville, Wormington, Dumbleton, Ashton-under-the-Hill, Alderton Frampton, Great Washbourne, Beckford, Grafton, Didcote, Bangrove, Kemerton, Oxenton, Dixton, Bishops Cleeve, Gotherington, Stoke Orchard, Southam, Brockhampton, Woodmancoate, Hinton-on-the-green, Ashchurch, Aston-upon-Carron otherwise Aston-upon-Carant, Pamington, Fiddington 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 compa-

nies, 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, } Solicitors:
Tamworth,

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- } Solicitors
don, } for the said Bill.
Gunning and Francis, }
Cambridge,

Worcester New Gas Light Company:

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to incorporate a company for the better supplying and lighting with gas the parishes, townships, extra-parochial, and other places following, that is to say; All Saint's, Saint Alban, Saint Andrew, Blockhouse College Precincts, Saint Clement, Claines, Saint Helen, Saint John in Bedwardine, Saint Michael, in Bedwardine, Saint Martin, Saint Nicholas, Saint Peter the Great, Saint Swithin, and the tything of Whistones, in the city of Worcester, and county of the same city; Saint Clement, Claines, Saint John in Bedwardine, Saint Martin, Saint Peter the Great, College Precincts, and the tything of Whistones, in the county of Worcester; and for supplying the inhabitants of

the said several parishes and places with gas, and to raise, levy, and collect, rates, duties, and rents for the use of the gas to be supplied by the said company; and also for obtaining such other powers as may be requisite or necessary for carrying into effect the purposes of the said Act.—Dated this third day of November 1845.

George Cornwall Carden, Solicitor, Worcester.

Bulmer and Durnford, Parliamentary Agents, 44, Parliament-street.

Millbank Prison, November 7, 1845.

THE Inspectors of this Establishment do hereby give notice, that, on Saturday the 29th of November instant, they will be ready to receive sealed tenders for the supply of the following articles, for twelve months, to the 31st of December 1846; the rates for which period to be stated in the respective tenders, viz.

Butchers' Meat, Flour, Scotch Barley, Rice, Peas, Oatmeal, Flaked Cocoa, Treacle, Salt, Pepper, Milk, Cheese, Sugar, Potatoes; Linseed, Boiled, Vegetable, Droppings of Sweet, Sperm, and Seal Oil; Single and Double Size, White and Red Lead, Yellow Ochre, Fuller's Earth, Turpentine, Rotten Stone, Soda, Arrow Root, Linseed Meal, Soap, Candles, Potash, Pails, Tubs, Mops, Birch and Hair Brooms, Brushes, Combs, Baskets, Coals, Charcoal, Iron, Pewter and Tin Articles, Hose, Blankets, and Rugs, Grey Cloth for Prisoners' Clothing, Leather, W. B. and Black Thread.

Persons desirous of contracting will be furnished with forms of tender, upon applying to the Governor or to the Steward, between the hours of ten and four. The names of respectable sureties, for the fulfilment of the proposed contract, must be specified in the tender; such tender to be delivered in, with samples, before the said 29th instant; and the parties offering, or some one on their behalf, are required to attend at the said Prison, on Saturday the 13th day of December next, at two o'clock, to answer when called for.

By order,
Richard Crosbie Dawson, Secretary.

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Monday, November 17, 1845.

Price Two Shillings and Eight Pence.