

turnpike road from Newmarket to Chesterford, thence passing from, in, through, over, or into the several parishes, townships, hamlets, extra-parochial, or other places of Great Wilbraham, Little Wilbraham, Fulbourn, Fulbourn All Saints, Fulbourn Saint Vigors, Bottisham, Quy-cum-Stow otherwise Stow-cum-Quy, Feversham, Cherry-Hinton, Fen-Ditton, Chesterton, Saint Andrew-the-Less otherwise Barnwell and Saint Botolph, Cambridge, within the liberty of the borough of Cambridge, or some or one of them, all in the county of Cambridge, and terminating either by a junction with the Cambridge Line of the Eastern Counties Railway, or by an independent terminus at or near the present station of the said Eastern Counties Railway Company for the said town of Cambridge.

And it is intended to apply for power in the said Act, to deviate in the construction of such railway and branch 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 be 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, and branch 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 and branch railway, with powers for the compulsory purchase of any lands, houses, tenements, and hereditaments required for the said railway and branch railway 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, and branch 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 railway and branch railway respectively, and the lands and hereditaments to be taken for the purposes thereof, together with books 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, one thousand eight hundred and forty-five, with the clerk of the peace for the county of Essex, at his office in Chelmsford, in the same county; with the clerk of the peace for the county of Cambridge, at his office in the town of Cambridge in that county; with the clerk of the peace for the county of Suffolk, at his office in Bury Saint Edmunds, in that county; and with the clerk of the peace for the borough of Cambridge, at his office in the said borough; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes, through which the said railway and branch railway,

and works, are respectively 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 sixth day of November, 1845.

Timothy Tyrrell,
William Parr Isaacson,
Solicitors for the Bill.

Gainsborough, Epworth and Leeds, Wakefield and Pontefract Junction Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the next session for leave to bring in a Bill or Bills to make and maintain the railway and branch railways hereinafter mentioned, with all necessary and convenient stations, wharfs, staiths, landing places, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and other proper works connected with and to the said railway and branch railways respectively, that is to say, a railway commencing at or near to a place called Westgate, in the parish of Belton, in the parts of Lindsey, in the county of Lincoln, by a junction there with a proposed line of railway called, or intended to be called, the Leeds, Wakefield, Pontefract, and Grimsby Junction Railway, or by a separate and independent station there, and passing thence, from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Belton, Westgate, Westend, Woodhouse, Grey Green, Car Houses, Epworth, The Ellers, Carside, Low Burnham, High Burnham, Haxey, Craisebound, East Lound, Owston, West Kinnaird, Ferry Gunthorpe, and Heckdyke, or some of them, all in the said parts of Lindsey, in the said county of Lincoln, and from, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Heckdyke, Misterton, West Stockwith, Misson, Walkeringham, Walkerith, Saundby, Beckingham, Gringley-on-the Hill, Gainsborough, Gainsborough Bridge, and Bole, or some of them, all in the county of Nottingham; and from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Misson, Gainsborough, and Gainsborough Bridge, in the said parts of Lindsey, in the said county of Lincoln, or some of them, and terminating at the south end of the said town of Gainsborough, near to a certain pasture field there, belonging to John Mason, now or late in the occupation of George Row; and also a branch railway diverging from such last mentioned intended railway, at or near to a place called Westend near to Westgate, in the said parish of Belton, and passing in and through the said parish of Belton, and terminating by a junction with the said proposed line of railway called, or intended to be called, The Leeds, Wakefield, Pontefract, and Grimsby Junction Railway, at or near to a place called Grey Green, in the said parish of Belton; and also another branch railway diverging from and out of such first mentioned intended railway,