

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, and stop up for the purposes of the said works.

And also to authorise a junction with any railway or railways at the commencement or termination, or on the line or course of the said railways, as before described, or either of them, in the several parishes, townships, and extra-parochial places aforesaid.

And notice is hereby farther 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 Carmarthen, at his office at Llandovery, in the said county; and with the clerk of the peace for the county of the borough of Carmarthen, at his office at Carmarthen aforesaid; and with the clerk of the peace for the county of Pembroke, at his office at Haverfordwest, in the said county of Pembroke, on or before the 30th day of November, 1845, and with the clerk of the peace for the county of Cardigan, at Aberystwith, in the same county; and 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 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, 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 and works, or any part of the same, or the tolls thereof, to the Welch Midland Railway Company, or any other railway company or companies or persons with whose line the said intended railway and works may unite, and to delegate to the said Welch Midland Railway Company, or 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 the said Welch Midland Railway Company, or 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 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 said companies, or any of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation to use and work the said railway and works, and to take tolls in respect thereof. And the promoters of the said undertaking reserve to themselves power to confine the application in the next Session of Parliament to a part only, instead of the whole of the said railway and works.

Dated this 5th day of November, 1845.

Baxter, Rose, and Norton, Solicitors,
3, Park street, Westminster.

Rugby and Huntingdon Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence by a junction with the London and Birmingham Railway, at or about two chains and a half south-east of a bridge under the London and Birmingham Railway, numbered 217, in the parish of Rugby, in the county of Warwick; and to terminate at or near The Views, in the parish of Saint Mary Huntingdon, in the county of Huntingdon, by a junction with the proposed London and York otherwise Great Northern Railway, or by an independent terminus there, and which said railway and works will pass 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; Rugby, Brownsover, Churchover, Clifton otherwise Clifton upon Dunsmore, Clifton otherwise Clifton upon Dunsmore, Newton, Biggin, or some of them, in the county of Warwick; Catthorpe, Shawell, Swinford, Swinford, Westrill, Starmore, Westrill and Starmore, South Kilworth, Husband's Bosworth, or some of them, in the county of Leicester; Lilburn otherwise Lilbourne, Stanford, Clay Coton, Welford, Sulby, Sulby Abbey, Sibbertoft, Naseby, Clipston, Great Oxendon otherwise Oxendon Magna, Kelmarsh, Artlingworth, Harrington, Braybrook, Orton, Desborough, Thorpe Underwood otherwise Thorpe Underwood Harrington, Thorpe Underwood otherwise Thorpe Underwood Rothwell, Rothwell, Rushton otherwise Rushton All Saints, Rushton otherwise Rushton Saint Peter, Glendon, Thorpe Malsor, Loddington, Cransley, Little Cransley, Broughton, Kettering, Pychley