

castle Railway Company, at or near to a point to be marked E on the plans, to be deposited as hereinafter mentioned in the township of Aiskew and parish of Bedale, in the said county of York, thence passing from, in, through, or into the said parish and township of Bedale and Aiskew, and terminating by a junction with the present authorized line of the Northern Counties' Union Railway otherwise called the Yorkshire and Glasgow Union Railway, at or near to a point to be marked F on the said plans, in the parish and township of Bedale aforesaid.

And it is also proposed by the said intended Act to enable the said York and Newcastle Railway Company to abandon and relinquish the construction of so much of the line of the said Thirsk and Malton Branch of their said railway, authorized by "The Newcastle and Darlington Junction (Thirsk and Malton Branches) Railway Act, 1846," as lies between a point marked G on the plans relating to the said branch, deposited with the clerk of the peace for the north riding of Yorkshire in the month of November, one thousand eight hundred and forty-five, in the township of Great otherwise High Thirkleby, in the parish of Thirkleby, and the point of junction of the said branch with the main line of the Great North of England Railway, in the township and parish of Sessay, all in the said county of York.

And it is intended to apply for powers in the said Act so to be applied for, to stop up, divert, or alter, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigations, railways, and tram-roads, within the said parishes, townships, and extra parochial, and other places aforesaid, or some of them, as it may be necessary to stop up, divert, or alter, for the purposes of such proposed railways and other works.

And it is also intended by the said Act to take powers for the purchase, by compulsion, or otherwise, of lands and houses, for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railways and works, and to confer other rights and privileges; and also to levy tolls, rates, and duties for, or in respect of the use of, the said intended railways and works, and to confer such exemptions from the payment of such tolls, rates, and duties, as may be thought expedient.

And it is also intended by the said Act to authorize the said York and Newcastle Railway Company to raise a further sum of money for the purposes of the said intended railways and works, and for the general purposes of the said undertakings.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and other works, together with books of reference to such plans, will be deposited for public inspection with the respective clerks of the peace for the north riding of the said county of York, at his office at Northallerton, in the same riding; and for the county of Durham, at his office in the city of Durham; and for the borough and county of

Newcastle-upon-Tyne, at his office in the same borough and county, on or before the thirtieth day of November in this present year; and that on or before the same day, a copy of so much of the said plans and sections (with a book of reference thereto), as relates to each parish in or through which the said intended railways and works are proposed to be made, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this second day of November, 1846.

Richardson and Gutch,
H. Newton,

Solicitors, York.

Thomas Knox Holmes,
Law, Anton, and Turnbull,

Parliamentary Agents,

Fludyer Street Westminster.

London and North-Western Railway.

(Ormskirk and Rainford Branch, Saint Helens and Rainford Deviation and Extension, Blackbrook Branch, Hayton Prescot and Saint Helens Deviation, Saint Helens and Runcorn Gap Railway Junction, Widnes Branch and Prescot Brook Colliery Branch), and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize and empower the London and North-Western Railway Company to make and maintain, work and use the several railways, (with all proper works and conveniences connected therewith, and approaches thereto,) hereinafter mentioned, the same being branches from, deviations or extensions of, or additions to, the London and North-Western Railway, or some of the branches or works thereof, in the county of Lancaster, that is to say,—Firstly, a railway or railways, commencing by a junction with the Liverpool, Ormskirk, and Preston Railway, at or near Ormskirk, in the township and parish of Ormskirk, and terminating by a junction with the Saint Helens and Rainford Branch of the London and North-Western Railway, near Moss House, Rainford, in the township of Rainford, in the parish of Prescot, which said railway and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, that is to say,—Ormskirk, Aughton, Bickerstaff, Rainford, and Prescot, or some of them, all in the county of Lancaster. Secondly, a railway or railways commencing by a junction with the before-mentioned Saint Helens and Rainford branch of the London and North-Western Railway, near Barrington's-lane, in the township of Rainford, in the parish of Prescot, and terminating by a junction with the said London and North-Western Railway (on that portion thereof heretofore called the Liverpool and Manchester Railway), near the Sankey viaduct, in the township of Burtonwood, in the parish of Warrington, which said railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-