

scribe for or towards the making, maintaining, working, and using the said intended railway, branch railways, and works, or any part or parts thereof, or to purchase, take on lease, rent, work or construct the said intended railway, branch railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the said intended company so to be incorporated as aforesaid, such interest or profit on their outlay as may be agreed upon, and to raise money by the creation of new or additional shares, or by mortgage, or by such other ways and means as Parliament shall think fit, for the purposes aforesaid, and generally to authorize the company to be incorporated as aforesaid; and the said Manchester and Leeds Railway Company to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway, branch railways, and works, or any part or parts thereof; and also to carry into effect and confirm any agreement or arrangement made, or hereafter to be made, between the said companies for or in respect of the traffic passing, or which may pass, on the lines or works of the said Manchester and Leeds Railway Company, or of the said proposed company, and of the tolls, rates, and duties payable in respect thereof.

And it is further proposed by the said Bill, to authorize the union and amalgamation of the said company so proposed to be incorporated with the said Manchester and Leeds Railway Company upon such terms and conditions as may be mutually agreed upon; and to authorize such company, when so united or amalgamated, to use and work the said railway, branch railways and works, or any part or parts thereof; and to take tolls in respect thereof; and for carrying into effect all or any of the several objects aforesaid, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of the several Acts relating to the Manchester and Leeds Railway, that is to say,

"The Manchester and Leeds Railway Act, 1836;" "The Manchester and Leeds Railway Act, 1837;" "The Manchester and Leeds Railway Act, 1839;" "The Manchester and Leeds Railway Act, 1841;" "The Manchester and Leeds Railway Act, 1844;" "The Manchester and Leeds Railway Act, No. 1, 1845;" "The Manchester and Leeds Railway Act, No. 2, 1845;" "The Manchester and Leeds Railway Act, 1846."

Also "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844;" and the Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845;" "The Huddersfield and Sheffield Junction Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1845;" "The Liverpool and Bury Railway Act, 1846;" and also of the several Acts following, relating to the Manchester, Bolton, and Bury Canal Navigation and Railway Company, that is to say, an Act passed in the first and second years of the reign of His late Majesty King William the Fourth; an Act passed in the second and third years of the reign of His said late Majesty; an Act passed in the fifth and sixth

years of the reign of His said late Majesty; an Act passed in the first and second years of the reign of Her present Majesty; and an Act passed in the ninth and tenth years of the reign of Her present Majesty; also four several Acts passed in the tenth year of the reign of Her present Majesty, intituled respectively "An Act to incorporate the Huddersfield and Sheffield Junction Railway Company with the Manchester and Leeds Railway Company;" "An Act to incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company;" "An Act to incorporate the company of proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway with the Manchester and Leeds Railway Company;" and "An Act for vesting in the Grand Junction Railway Company, and the Manchester and Leeds Railway Company, the North Union Railway, and all the works, property, and effects appertaining thereto;" "The Wakefield Pontefract and Goole Railway Act, 1845;" "The Wakefield, Pontefract and Goole Railway Branches Act, 1846;" "The Wakefield, Pontefract and Goole Railway and Port of Goole Act, 1846."—and "The West Riding Union Railways Act, 1846."—Dated this seventh day of November 1846.

Woodcock, Part, and Scott,
Wigan,
Darbishire and Lewis, Man- } Solicitors-
chester,

Cambridge, St. Neots, and Bedford 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, for making and maintaining the railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith, that is to say, a railway commencing at or near the town of Cambridge, by a junction or junctions with the Cambridge line of the Eastern Counties Railway, in or near the Hills Road Bridge, in the parishes of Saint Mary the Less, Saint Andrew the Less otherwise Barnwell, Trumpington, and Cherryhinton, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of All Saints, Saint Andrew the Great, Saint Andrew the Less otherwise Barnwell, Saint Benedict, Saint Botolph, Saint Mary the Less, Saint Giles, Saint Clement, Saint Michael, Saint Peter, the Holy Trinity, Saint Edward, the Holy Sepulchre, Saint Mary the Great, Newnham, or some of them, in the borough of Cambridge; Hinton otherwise Cherryhinton, Trumpington, Great Shelford, Little Shelford, Hauxton otherwise Hawkston, Harston otherwise Harlston otherwise Harleston, Grantchester otherwise Grantchester, Barton, Barton-cum-Whitwell, Coton otherwise Cotes, Coton-cum-Whitwell, Whitwell, Haslingfield, Harlton otherwise Halton, Little Eversden, Great Eversden, Comberton otherwise Combarton, Hardwick