



# The London Gazette.

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THURSDAY, NOVEMBER 19, 1846.

At the Court at *Windsor*, the 26th day of  
September 1846,

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS a Treaty has been concluded between Her Majesty and His Majesty the King of Prussia, whereby due protection has been secured within the Prussian dominions for the authors of books, dramatic works, or musical compositions, and the inventors, designers, or engravers of prints and articles of sculpture, and the authors, inventors, designers, or engravers of any other works whatsoever of literature and the fine arts, in which the laws of Great Britain and of Prussia do now or may hereafter give their respective subjects the privilege of copyright, and for the lawful representatives or assigns of such authors, inventors, designers, or engravers, with regard to any such works first published within the dominions of Her Majesty:

Now, therefore, Her Majesty, by and with the advice and consent of Her Privy Council, and by virtue of the authority committed to Her by an Act, passed in the session of Parliament holden in the seventh and eighth years of Her reign, intituled "An Act to amend the law relating to international copyright," doth order, and it is hereby ordered, that, from and after the first day of September one thousand eight hundred and forty-six, the authors, inventors, designers, engravers, and makers of any of the following works (that is to say), books, prints, articles of sculpture, dramatic works, musical compositions, and any other works of literature and the fine arts, in which the laws of Great Britain give to British subjects the privilege of copyright, and the executors, administrators, and assigns of such authors, inventors, designers,

engravers, and makers, respectively, shall, as respects works first published within the dominions of Prussia, after the said first day of September one thousand eight hundred and forty-six, have the privilege of copyright therein for a period equal to the term of copyright which authors, inventors, designers, engravers, and makers of the like works, respectively, first published in the United Kingdom are by law entitled to; provided such books, dramatic pieces, musical compositions, prints, articles of sculpture, or other works of art have been registered, and copies thereof have been delivered according to the requirements of the said recited Act, within twelve months after the first publication thereof in any part of the Prussian dominions:

And it is hereby further ordered, that the authors of dramatic pieces and musical compositions which shall, after the said first day of September one thousand eight hundred and forty-six, be first publicly represented or performed within the dominions of Prussia shall have the sole liberty of representing or performing in any part of the British dominions such dramatic pieces or musical compositions, during a period equal to the period during which authors of dramatic pieces and musical compositions first publicly represented or performed in the United Kingdom are entitled by law to the sole liberty of representing or performing the same; provided such dramatic pieces or musical compositions have been registered, and copies thereof have been delivered according to the requirements of the said recited Act, within twelve calendar months after the time of their being first represented or performed in any part of the Prussian dominions:

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury are to give the necessary orders herein accordingly.

*Wm. L. Bathurst.*

**Manchester and Southport Railway and Branches.**

(Line from Southport through Wigan to Pendleton, near Manchester with branches to Coalfields in the townships of Hindley, Westhoughton, Tyldesley with Shackerley, Astley, Middle Hulton, Over Hulton and Worsley, and to connect the said Main Line with the Liverpool, Ormskirk, and Preston Railway by two forks or curves of communication in the township of Lathom with the Manchester and Leeds Railway heretofore, called the Liverpool and Bury Railway in the townships of Pemberton and Ince in Makerfield, with the North Union Railway, in the townships of Wigan and Ince in Makerfield, and with the London and North Western Railway in the townships of Atherton and Barton-upon-Irwell, with power to sell, lease and transfer the undertaking to the Manchester and Leeds Railway Company.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to authorize the construction and maintenance of the railway and several branch railways hereinafter mentioned, or some of them, or some part or parts thereof together with all proper stations, bridges, wharfs, warehouses, works, communications, approaches and conveniences connected therewith, that is to say,

A railway commencing on the south-easterly side of Chapel-street, and within the distance of one hundred and fifty yards from London-street in the town of Southport in the township of North Meols in the parish of North Meols in the county of Lancaster and terminating at and by a junction with the part of the Manchester and Leeds Railway, heretofore called or known by the name of the Manchester Bolton and Bury Railway, in a field belonging to Her Majesty the Queen in right of her Duchy of Lancaster, in the township of Pendleton, in the parish of Eccles, and said county of Lancaster on the southerly side of, and at the distance of twenty yards from the two and a quarter mile post from the Salford terminus of the said Manchester Bolton and Bury Railway, and which said intended railway and works are intended to be made, and to pass from, in, through or into, or to be situate within the several parishes, townships and extra-parochial, or other places following or some of them, that is to say,—Southport, North Meols, Scarisbrick, Burscough, Lathom, Newburgh, Ormskirk, Parbold, Wrightington, Eccleston, Shevington, Standish, Standish with Langtree, Upholland, Orrell, Pemberton, Wigan, Ince in Makerfield, Hindley, Westhoughton, Dean otherwise Deane, Westleigh, Chowbent, Atherton, Tyldesley, Tyldesley Banks, Tyldesley-cum-Shackerley, Shackerley, Leigh, Hulton, Little Hulton, Worsley, Ellenbrook, Roe Green, Hazlehurst, Little Houghton, Swinton, Pendleton, Irlam-o'th'Height, Pendlebury and Eccles, all in the county of Lancaster.

Also a branch railway commencing and diverging from and out of the proposed railway firstly hereinbefore described, in a field in the said town-

ship of Lathom and parish of Ormskirk, in the county of Lancaster, occupied by John Hesketh, and abutting on the westerly side thereof to the turnpike-road from Liverpool to Preston, and on part of the southerly side thereof to Saint John's Churchyard, in the said township of Lathom, and terminating at and by a junction with the proposed railway now or heretofore called the Liverpool, Ormskirk and Preston Railway at the point of intersection by the said Liverpool, Ormskirk, and Preston Railway of the Leeds and Liverpool Canal, and Towing-path, in the said township of Lathom and parish of Ormskirk and county of Lancaster.

Another branch railway commencing and diverging from and out of the proposed railway, firstly hereinbefore described, in the said field in the township of Lathom and parish of Ormskirk in the county of Lancaster, occupied by the said John Hesketh, and terminating at and by a junction with the said Liverpool, Ormskirk and Preston Railway, in a field in the said township of Lathom, numbered 250 in the said township of Lathom, on the original plan of the said Liverpool, Ormskirk, and Preston Railway, deposited with the Clerk of the Peace for the county of Lancaster, in the year of our Lord 1845, and on or before the thirtieth day of November, in such year, and which said two several branch railways, and the works connected therewith respectively, are intended to be made and to pass, or be situate within the township of Lathom and the parish of Ormskirk, both in the said county of Lancaster, also a branch railway diverging from, or out of the proposed railway, firstly hereinbefore described, in a field of which John Walmesley, Esquire, is the owner and John Thompson lessee, or tenant, and occupied by John Caldwell, situate in the township of Wigan, and parish of Wigan, in the county of Lancaster, and on the south-westerly side of, and adjoining the North Union Railway, at the point between the Wallgate and Frog Lane in Wigan, where the proposed railway firstly hereinbefore described, will cross or intersect the line of the said North Union Railway, there, and terminating at and by a junction with the portion of the Manchester and Leeds Railway, heretofore called the Liverpool and Bury Railway, in a field in the township of Pemberton, in the parish of Wigan, in the county of Lancaster, occupied by Ann Ackers, and numbered 100 in the said township of Pemberton, on the original plan of the said Liverpool and Bury Railway, (on such plan, called the Bolton, Wigan, and Liverpool Railway), deposited with the Clerk of the Peace, for the county of Lancaster, in the year of our Lord 1844, and which said last-mentioned branch railway, and the works connected therewith, are intended to be made and to pass from, in, through, or into, or to be situate within the townships of Wigan and Pemberton, and parish of Wigan, all in the county of Lancaster, or some of them, also a branch railway, diverging from or out of the proposed railway, firstly hereinbefore described on the south-easterly side of the town of Wigan, at the river Douglas, in the township and parish of

Wigan and county of Lancaster, numbered 13 in the said township of Wigan on the original plan of the Wigan Branch Railway, (now incorporated into and forming part of the North Union Railway,) deposited with the Clerk of the Peace of the county of Lancaster, and terminating at and by a junction with the part of the North Union Railway, formerly called the Wigan Branch Railway, opposite the Wigan goods or merchandize station of the North Union Railway, in a field numbered 12 in the said township of Wigan, on the said original plan of the said Wigan Branch Railway, so deposited as aforesaid, which said last mentioned branch railway and the works connected therewith, are intended to be made and pass, or be situate within the parish of Wigan, and the township of Wigan, both in the county of Lancaster, also another branch railway, diverging out of, or from the proposed railway, firstly hereinbefore described in a field in the township of Ince in Makerfield, in the parish of Wigan, in the county of Lancaster, of which William Gidlow is the owner and occupier, on the south-easterly side of, and adjoining to the New Springs Branch of the North Union Railway, at the point where the proposed railway will cross or intersect the said New Springs Branch Railway, and terminating at and by a junction with the portion of the Manchester and Leeds Railway, now or heretofore called the Liverpool and Bury Railway, on Amberswood Common, in the township of Ince in Makerfield, in the parish of Wigan, in the county of Lancaster, numbered 57, in the said township of Ince in Makerfield, on the said original plan of the said last-mentioned railway deposited with the Clerk of the Peace for the county of Lancaster, and on the south westerly side of, and at the distance of one hundred yards, from the turnpike road over the said common which said last-mentioned branch railway is intended to be made, and to pass or be situate within the township of Ince, in Makerfield, and the parish of Wigan, both in the county of Lancaster; also a branch railway, commencing by a junction with the proposed railway firstly hereinbefore described, in a field called the Crab Tree Hey, in the township of Hindley, in the parish of Wigan and county of Lancaster, occupied by Elizabeth Dorning, and terminating at, and by a junction with the part of the North Union Railway, formerly called the Wigan Branch Railway, near the Leigh branch of the Leeds and Liverpool canal in a field in the township of Ince, in Makerfield, in the parish of Wigan and county of Lancaster, numbered 66, in the said township of Ince, in Makerfield, on the said original plan of the said Wigan Branch Railway, so deposited as aforesaid, and which said last-mentioned branch railway and the works connected therewith, are intended to be made and to pass from, in, through, or into, or to be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Hindley, Ince in Makerfield, and Wigan, all in the county of Lancaster; also a branch railway diverging from or out of the proposed railway firstly hereinbefore described, in a

field in the said township of Hindley, occupied by Timothy Ogden, near to the point of intersection by such proposed railway of the boundary between the township of Hindley, in the parish of Wigan and the township of Westhoughton, in the parish of Dean, all in the county of Lancaster, and terminating on the north westerly side of a lane called Pungle Lane, situate in the township of Westhoughton, in the parish of Dean in the county of Lancaster in a field in the said township of Westhoughton, occupied by Ellen Gregory, and known by the name of Boggart House Field, and which said last-mentioned branch railway and the works connected therewith, are intended to be made and to pass from, in, through, or into, or to be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Hindley, Wigan, Westhoughton and Dean, all in the county of Lancaster; also another branch railway, diverging from or out of the proposed railway firstly hereinbefore described in a field in the township of Atherton, in the parish of Leigh, in the county of Lancaster, now or lately occupied by James Higson, abutting on the north-easterly side thereof, to premises in Atherton aforesaid, of which the executors of the late Alexander Hay are lessees, and on the south-easterly side thereof, to the Bolton and Saint Helen's turnpike road, in the township of Atherton, and terminating at and by a junction with the portion of the London and North Western Railway, heretofore called the Bolton and Leigh Railway, at the Bag Lane Station of such last-mentioned railway, in the township of Atherton, in the parish of Leigh, and county of Lancaster; which said last-mentioned branch railway, and the works connected therewith, are intended to be made, and to pass or be situate within the township of Atherton, and the parish of Leigh, both in the county of Lancaster; also a branch railway diverging out of, or from, the proposed railway, firstly hereinbefore described, within the curtilage of three cottages, and gardens, in the several occupations of Stanley Kaye, James Green, and Peter Cunliffe, situate in the township of Shackerley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, and terminating at and by a junction with a portion of the London and North Western Railway heretofore called the Liverpool and Manchester Railway, on the easterly side of, and at the distance of twenty chains from the Barton Moss station of such last-mentioned railway on Barton Moss, in the township of Barton-upon-Irwell, in the parish of Eccles, in the county of Lancaster, which said last mentioned branch railway, and the works connected therewith, are intended to be made, and to pass from, in, through, or into, or to be situate within the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Shackerley, Tyldesley, Tyldesley-cum-Shackerley, Astley, Leigh, Barton-upon-Irwell, and Eccles, all in the county of Lancaster; also a branch railway, diverging from or out of the proposed branch railway lastly hereinbefore described, in a field called the Well Field,

occupied by David Grundy, situate in the township of Tyldesley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, and terminating in a certain field called the Berry Field, occupied by Malcolm Nugent Ross, Esquire, situate in the said township of Tyldesley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, and which said last mentioned branch railway, and the works connected therewith, are intended to be made, and to pass or be situate within the township of Tyldesley, otherwise Tyldesley-cum-Shackerley, and the parish of Leigh, both in the county of Lancaster; also a branch railway, commencing at and by a junction with the proposed railway firstly hereinbefore described, on the Little Common, in the said township of Tyldesley, otherwise Tyldesley-cum-Shackerley, and parish of Leigh, and on the south westerly side of, and near to, the carriage road leading over the said common from the village of Tyldesley to Shackerley Hall, and terminating in a field called the Marled Field, part of the Moss Farm, situate in the township of Middle Hulton, in the parish of Dean, in the county of Lancaster, occupied by the trustees of the late Duke of Bridgewater; and a spur or branch railway diverging therefrom or thereout, in a field called the Great Meadow, part of the Paddiham Farm, situate in the township of Shackerley, otherwise Tyldesley-cum-Shackerley, in the parish of Leigh, in the county of Lancaster, adjoining the Wash Lane there, and occupied by Henry Smith, and terminating in a field called the Hill, occupied by William Ford Hulton, Esquire, situate on the westerly side of, and adjoining to the Bolton and Saint Helen's turnpike-road, and in the township of Over Hulton, in the parish of Dean, in the county of Lancaster, and which said two last-mentioned branch railways, and the works connected therewith, are intended to be made, and pass from, in, through, or into, or to be situate within the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Tyldesley, Shackerley, Tyldesley-cum-Shackerley, Atherton, Leigh, Middle Hulton, Over Hulton, and Dean, all in the county of Lancaster; and also another branch railway, commencing at and by a junction (by means of a fork) with the proposed railway firstly hereinbefore described, in a field called the Longcroft, in the township of Worsley, in the parish of Eccles, and county of Lancaster, occupied by Elizabeth Smith, near to a coal pit called Sanderson's Pit, and (after crossing over such proposed railway,) terminating in a field called Moreton Moss, part of the Wardley Hall estate in the township of Worsley, in the parish of Eccles, and county of Lancaster, occupied by Peter Nightingale, which said last-mentioned branch railway and the works connected therewith is intended to be made, and to pass from, in, through, or into the township of Worsley and the parish of Eccles, both in the county of Lancaster.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed railways, and branch railways and other works

connected therewith, to the extent, or within the limits defined, upon the plans hereinafter mentioned or referred to.

And also to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, bridges, aqueducts, railways and tram roads, within the townships, parishes, and extra-parochial or other places aforesaid, or any of them, as it may be necessary to cross, divert, alter or stop up, for the purposes of the said works.

And also powers authorizing junctions with any other railway or railways, at the commencement or termination, or in the line or course of the said proposed railway, and branch railways respectively, or any of them, in the several parishes townships and extra-parochial or other places aforesaid, or in any of them.

And notice is hereby also given, that duplicate plans, and sections of the said intended railway and branch railways, and the works connected therewith, together with books of reference thereto, and also a published map with the lines of the said railway and branch railways, respectively delineated thereon, will be deposited, for public inspection, with the Clerk of the Peace of the county palatine of Lancaster, at his office in Preston, in the said county, on or before the thirtieth day of November 1846; and on or before the same thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish from, in, through, or into which the said intended railway, branch railways and works, or any of them, 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 also given, that it is intended by the said Bill, to incorporate a company for the purpose of carrying into effect the proposed railway, branch railways, and works, or some part thereof, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments, and to vary and extinguish all rights and privileges, in any manner connected with the lands, houses, tenements, and hereditaments, respectively 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 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 is further intended by the said Bill, to enable the said company, to be thereby incorporated as aforesaid, to let on lease, or to sell or transfer, the said intended railway, branch railways, and works, or any part or parts thereof, or the tolls to be taken thereon, to the Manchester and Leeds Railway Company, and to delegate or confer on the said Manchester and Leeds Railway Company the execution of all or any of the powers of the said intended Bill, and to authorize the said Manchester and Leeds Railway Company out of their corporate or other funds, to take shares in and sub-

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-*  
chester, } Solicitors.

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, Granchester 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

otherwise Hardwicke, Childerley, Orwell, Orwell-cum-Malton, Malton, Kingston, Toft otherwise Taft, Caldecot otherwise Caxcot, Bourn otherwise Bourne, Wimpole otherwise Wimple, Caxton, Longstow otherwise Stow, Little Granden otherwise Little Grandesden, Eltisle, Papworth Saint Everard, and Croxton, or some of them, in the county of Cambridge; Great Granden otherwise Great Grandesden, Yelling, Waresley, Abbotsley, Eynesbury, Weald, Caldecot, Lansbury, Saint Neots, and Everton-cum-Tetworth, or some of them, in the county of Huntingdon, and terminating by a junction with the Great Northern Railway, in the said parish of Eynesbury; and also a railway, commencing from and out of the last-mentioned railway, in the said parish of Eynesbury, passing from, in, through, and into the parishes, townships, and extra-parochial places of Eynesbury, in the county of Huntingdon; Little Barford, Tempsford, Everton-cum-Tetworth, Sandy otherwise Sandy Saint Swithin, Beeston, Girtford, Northill, Blunham, South Mills, Charlton, Muggerhanger otherwise Moggerhanger with Charlton, Roxton, Great Barford, Willington, East Cotts, Cople, Cardington, Goldington, and Fenlake, or some of them, in the county of Bedford; Saint John's, Saint Mary's, Saint Cuthbert's, Saint Peter's otherwise Saint Peter Martin, and Saint Paul's, in the town of Bedford, in the county of Bedford, or some of them; and also a connecting railway with the proposed line of the Great Northern Railway, in the parishes of Saint Neots and Eynesbury aforesaid, or one of them.

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 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 it is also intended by such Bill or Bills, to incorporate a company for the purpose of carrying into effect the said intended railways and other works.

And notice is hereby further given, that maps and duplicate plans and sections, describing the direction, line, and levels of the said intended 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 several Clerks of the Peace for the county of Cambridge, at Cambridge; for the county of Huntingdon, at Saint Ives; and for the county of Bedford, at Bedford; and on or before the said thirtieth day of November, 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 railways and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this tenth day of November 1846.

Clarence Railway, and York and Newcastle Railway Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to alter, amend, extend, and enlarge the several Acts of Parliament relating to the Clarence Railway, in the county of Durham, or some of them; that is to say, an Act passed in the ninth year of the reign of His Majesty King George the Fourth; an Act passed in the tenth year of the reign of His said Majesty King George the Fourth; another Act passed in the second year of the reign of His Majesty King William the Fourth; two several Acts passed in the third year of the reign of His said late Majesty King William the Fourth; another Act passed in the first year of the reign of Her present Majesty Queen Victoria; and an Act passed in the seventh year of the reign of Her present Majesty.

And it is further intended, in and by the said intended Act, to enable the Company of Proprietors of the Clarence Railway, hereinafter called the Clarence Railway Company, to amalgamate with or sell, or lease and transfer their railway branches and works, and all or any powers of the said Clarence Railway Company, in connection with or in relation to their said railway, branches, and works, to the York and Newcastle Railway Company (now also or lately known, either wholly or in part, as the Newcastle and Darlington Junction Railway Company), and to enable the said York and Newcastle Railway Company to amalgamate with or contract for, purchase, or take on lease the said Clarence Railway, branches, and works, and to exercise such powers of the said Clarence Railway Company, or any of them, and to guarantee to the said Clarence Railway Company such interest or profit on their outlay as may be agreed upon, and also to raise and contribute funds for or towards the purchase, maintenance, working, and use of the said Clarence Railway, branches, and works, and generally to enable the said York and Newcastle Railway Company to enter into and carry into effect such further and other arrangements and agreements, in reference to the said Clarence Railway, branches, and works, as may be mutually agreed upon between them.

And, for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament, or some of them, relating to the said York and Newcastle Railway Company, or to the railways and works of such company, or to any part thereof respectively.

And it is also intended, by the said intended Act, to take powers to alter the existing tolls, rates, and duties leviable by the said Clarence Railway Company, and to take powers for the said company to levy other tolls, rates, and duties, and to confer certain exemptions from the payment of such tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said Clarence Railway Company, or connected with their railway, branches, and works, and to confer other rights and privileges.

And it is also intended, by the said intended Act, to take powers to alter the existing tolls, rates, and duties leviable by the said York and Newcastle Railway Company, and to take powers for the said company to levy other tolls, rates, or duties, and to confer certain exemptions from the payment of such tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said York and Newcastle Railway Company, and to confer other rights and privileges.—Dated the ninth day of November 1846.

*Bell, Steward, and Lloyd, 59, Lincoln's-inn-fields, London.*

**Stockton and Hartlepool Railway, and Clarence Railway Amalgamation.**

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to alter, amend, extend, and enlarge 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 maintaining and better regulating of the Stockton and Hartlepool Railway, and for incorporating the proprietors thereof."

And it is also intended, by such intended Act, to empower the Stockton and Hartlepool Railway Company to amalgamate with or sell, or lease and transfer their present railway and works, and any other railways and works which may hereafter belong to such company, and all or any powers of them the said Stockton and Hartlepool Railway Company, to the Company of Proprietors of the Clarence Railway, hereinafter called the Clarence Railway Company, and to enable the said Clarence Railway Company to amalgamate with or contract for, purchase or take on lease the said Stockton and Hartlepool Railway and works, and any other railways and works as aforesaid, and to exercise such powers of the said Stockton and Hartlepool Railway Company, or any of them, and to guarantee to the said Stockton and Hartlepool Railway Company such interest or profit on their outlay as may be agreed upon, and also to raise and contribute funds for or towards the purchase, maintenance, working, and use of the said Stockton and Hartlepool Railway, railways, and works, and generally to enable the said Clarence Railway Company to enter into and carry into effect such further and other arrangements and agreements, in reference to such amalgamation, purchase, or leasing, as may be mutually agreed on between the said companies.

And, for the purposes aforesaid, it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament, or some of them, relating to the said Clarence Railway Company.

And it is also intended, by the said Act, to take powers to alter the existing tolls, rates, and duties

leviable by the said Stockton and Hartlepool Railway Company, and to take powers for the said company to levy other tolls, rates, and duties, and to confer certain exemptions from the payment of such tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said Stockton and Hartlepool Railway Company, or connected with their railway and works, and to confer other rights and privileges.

And it is also intended, by the said Act, to take powers to alter the existing tolls, rates, and duties leviable by the said Clarence Railway Company, and to take powers for the said company to levy other tolls, rates, and duties, and to confer certain exemptions from the payment of such last-mentioned tolls, rates, and duties respectively, and to vary or extinguish any existing rights or privileges of the said last-mentioned company, and to confer other rights and privileges.—Dated the ninth day of November 1846.

*Bell, Steward, and Lloyd, 59, Lincoln's-inn-fields, London.*

**Edinburgh and Glasgow Railway.**

Amendment of Acts; and to enable the Edinburgh and Glasgow Railway Company to form a Branch to the Glasgow, Airdrie, and Monklands Junction Railway, near Whitevale-street, in Glasgow; and to hold Stock in the Glasgow, Airdrie, and Monklands Junction Railway, in the Edinburgh and Bathgate Railway, and in the Stirling and Dunfermline Railway; to authorize the vesting of the last-mentioned Railways, or one or more of them, by Sale, Lease, or otherwise, in the Edinburgh and Glasgow Railway Company, and the transmission of the Edinburgh and Glasgow Railway, by Sale, Lease, or otherwise, to the Caledonian Railway Company, to the North British Railway Company, and to the Scottish Central Railway Company, or to some or one of them.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to amend some of the provisions of the following Acts relating to the Edinburgh and Glasgow Railway, viz. an Act passed in the first and second year of the reign of Her present Majesty, chapter 58; an Act passed in the third and fourth years of the said reign, chapter 108; an Act passed in the fifth year of the said reign, chapter 12; an Act passed in the seventh and eighth years of the said reign, chapter 58; an Act passed in the eighth and ninth years of the said reign, chapter 91; an Act passed in the ninth and tenth years of the said reign, chapter 160; an Act relating to the Slamannan Junction Railway, passed in the seventh and eighth years of the said reign, chapter 70; and an Act relating to the Glasgow Junction Railway, passed in the eighth and ninth years of the said reign, chapter 182; by which intended Act or Acts it is proposed

to enable the Edinburgh and Glasgow Railway Company to make and maintain a branch, diverging from and out of the main line of their railway, in the parish of Glasgow, or of Inner High Church of Glasgow, or in the parish of barony of Glasgow, in the county of Lanark, at or near to the Cowlairs Station, and terminating by a junction with the line of the Glasgow, Airdrie, and Monklands Junction Railway, as authorized to be constructed in the parish of Saint John's of Glasgow, or in the parish of barony of Glasgow, in the county of Lanark, at or near to Whitevale-street of Glasgow, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Inner High Church of Glasgow, barony of Glasgow, and Saint John's of Glasgow, all in the county of Lanark, or some of them.

And power is intended to be taken by the said Act or Acts to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, burghs, or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways, branch railways, and works.

And it is intended to take power by such Act or Acts to acquire compulsorily lands and houses, and to levy tolls, rates, and duties on and for the use of the said intended railway; and to grant exemptions from the payment of such tolls, rates, and duties, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands and houses 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 notice is hereby given, that it is proposed, by the said intended Act or Acts, to enable the Edinburgh and Glasgow Railway Company to raise additional capital, and to purchase and take and to hold shares and stock in the Glasgow, Airdrie, and Monklands Junction Railway, in the Edinburgh and Bathgate Railway, and in the Stirling and Dunfermline Railway, or in one or more of the said undertakings; and to exercise all the powers, rights, and privileges belonging to proprietors of shares or stock therein.

And it is further proposed, by the said intended Act or Acts, to enable the Edinburgh and Glasgow Railway Company to purchase or lease the Glasgow, Airdrie, and Monklands Junction Railway; and to purchase the Edinburgh and Bathgate Railway, and the Stirling and Dunfermline Railway, or either of them; and to enable the respective companies of proprietors of the said railways to enter into and complete a sale or lease thereof, as the case may be, to the Edinburgh and Glasgow Railway Company.

And notice is hereby further given, that it is proposed by the said intended Act or Acts to enable the Edinburgh and Glasgow Railway Company to sell, lease, demise, and convey the railways and works

constructed or authorized to be constructed under or by virtue of the several Acts hereinbefore recited, with all the property and effects, powers and privileges thereunto appertaining, to some one or more of the following railway companies, if such companies shall be authorized to accept the same, viz., to the Caledonian Railway Company, to the North British Railway Company, to the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and to the Scottish Central Railway Company; and it is proposed, by such intended Act or Acts, to enable the said last-mentioned respective companies, or some one or more of them, to purchase or to accept a lease of such railways and works, constructed or authorized to be constructed under or by virtue of the said recited Acts, and to empower the said respective last-mentioned companies, or some one or more of them, and the Edinburgh and Glasgow Railway Company, or their respective directors, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into.

And with the above objects it is proposed, by the said intended Act or Acts, to alter and amend the Acts relating to the Caledonian Railway passed in the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty; the Acts relating to the North British Railway passed in the seventh and eighth, the eighth and ninth, and the ninth and tenth years of the said reign; the Acts relating to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, the third, the fifth, the eighth and ninth, and the ninth years of the said reign; and the Acts relating to the Scottish Central Railway, passed in the eighth and ninth, and the ninth and tenth years of the said reign.

And notice is hereby further given, that maps, plans, and sections, describing the lines and levels of the said intended railway and works, 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 houses proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, in the offices of the Principal Sheriff-Clerk for the county of Lanark, at Glasgow, Hamilton, Airdrie, and Lanark; and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish or royal burgh in or through which the said railway is proposed to be made, will be deposited, on or before the same date, with the schoolmaster, and, if there is no schoolmaster, with the session clerk of each such parish, at his residence, and with the Clerk to the royal burgh of Glasgow, at his office in Glasgow.

Glasgow, 10th November 1846.

*Bannatynes and Kirkwood, Glasgow,* } Solicitors  
*W. O. and W. Hunt, 10, Whitehall,* } for  
Westminster, } the Bill.



Great Western Railway from Yeovil and Bridport to Exeter, with Branches.

(Proposed Railways, from the Wilts, Somerset, and Weymouth Railway, near Yeovil and near Bridport, to the South Devon, and Bristol and Exeter Railways, at Exeter, with Branches to Sidmouth and to Charmouth near Lyme, and to the Chard Canal Railway, at Ilminster, and to the Crewkerne Branch of the Bristol and Exeter Railway, near Crewkerne.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction, by the Great Western Railway Company, of the several railways hereinafter-mentioned, with all proper works and conveniences, roads and approaches, connected therewith; that is to say, a railway commencing by a junction with the Wilts, Somerset, and Weymouth Railway, in the parish of Bradford Abbas, in the county of Dorset, in or near to a field in that parish, distinguished by the number 24 on the plans of the said railway referred to in the Act authorizing the construction thereof, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Bradford Abbas and Clifton Maybank, in the county of Dorset; Yeovil, Berwick, otherwise Barwick, Stoford, Clsworth, Sutton Bingham, Pendermer, Hardington Mandeville, West Coker, East Coker, East Chinnock, Haselbury Plunknett, and North Perrot, or some of them, in the county of Somerset; Mosterton, South Perrot, and Broadwinsor, or some of them, in the county of Dorset; Misterton, Crewkerne, Wayford, Winsham, Cricket Saint Thomas, Seaborough, and Chard, or some of them, in the county of Somerset; Thorncombe, Chardstock, Hawkchurch, Stockland, and Dalwood, or some of them, in the counties of Devon and Dorset, or one of them; Axminster, Kilmington, Shute, Wilming-ton, Widworthy, Cotleigh, Offwell, Monkton, Honiton, Honiton Borough, Awliscombe, Buckereil, Feniton, Gittisham, Ottery Saint Mary, Tal-laton, Whimble, Broadclist, Poltimore, Honiton, Clist, Pinhoe, and Heavitree, or some of them, in the county of Devon; Saint Sidwell and Saint David, in the county of the city of Exeter; Saint Paul, Allhallows on the Walls, and Saint Edmund on the Bridge, or some of them, in the city and county of the city of Exeter; and Saint Thomas the Apostle, in the county of Devon; and terminating in the last-named parish at or near Saint Thomas, otherwise Cowick Street, by a junction with the line of the South Devon Railway.

Also a railway, diverging out of the firstly-mentioned intended railway at or near to Queen Street Road, in the parish of Saint David, in the said county of the city of Exeter, and passing in, or through, and terminating within the same parish in a field in that parish, distinguished by the number 24 on the plans of the Bristol and Exeter Railway, referred to in the Act authorizing the construction thereof, and in or near to which field the said intended railway is intended to form a junction with the said Bristol and Exeter Railway.

Also a railway, diverging out of the said firstly mentioned intended railway at Taleford, in the parish of Ottery Saint Mary, in the county of Devon, on the north side of the road leading from Taleford to Gosford, passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Ottery Saint Mary, Tipton Saint John, Fen Ottery otherwise Ven Ottery, Harpford, Stopford otherwise Stoford, Sidbury, Sidford, Salcombe Regis, and Sidmouth, or some of them, in the county of Devon, and terminating in the said parish of Sidmouth, near the gas works, in the field adjoining Searle's brewery, on the west side of the road to Exeter, with an extension line diverging thereout at a point distant about twenty-five chains to the north of the afore-said intended terminus, passing in, through, or into, the said parishes of Sidmouth, Sidbury, and Salcombe Regis, or some of them, and terminating in the said parishes of Salcombe Regis and Sidmouth, or one of them, in the field known as the marsh or ham adjoining the beach on the east side of Sidmouth Town.

Also a railway, diverging out of the said first-mentioned intended railway, in or near to a field called Common Mead otherwise Lower Mead, now or lately belonging to and in the occupation of William Notley, situate in the parish of Chard, in the county of Somerset, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Thorncombe, in the counties of Devon and Dorset, or one of them, Chard, Cricket Saint Thomas, Winsham, Chard Porough, Chaffeombe, Knoll Saint Giles, Cricket Malherbe, East Dowlish otherwise Dowlish Wake, West Dowlish, Kingston, Donyatt, Broadway, Ilminster, and Ilton, or some of them, in the county of Somerset, and terminating in the said parish of Ilminster in or near to a field in that parish, distinguished by the number 41a in the plans of the Chard Canal Railway, referred to in the Act authorizing the construction thereof, and in or near to which field the said intended Railway is intended to form a junction with the said Chard Canal Railway.

Also a railway, diverging out of the said firstly-mentioned intended railway, in or near to an arable field, situate partly in the parish of Crewkerne, in the county of Somerset, partly in the parish of Misterton, in the same county, now or lately belonging to William Hallett, deceased, and occupied by William Aplin, and situate on the east side of the road leading from Crewkerne to Bridport; passing thence in, through, or into, the several parishes of Misterton, Crewkerne, North Perrott, Haselbury Plucknett, and Merriott, in the county of Somerset, and South Perrott, in the county of Dorset, or some of them, and terminating in the said parish of Crewkerne in or near to a field in that parish distinguished by the number fifty-three on the plans of the Crewkerne branch of the Bristol and Exeter Railway, referred to in the Act authorizing the construction thereof, and in which field the said intended railway is intended to form a junction with the said Crewkerne branch.

Also a railway, commencing by a junction with the said Wilts, Somerset, and Weymouth Railway, in the parish of Bradpole, in the county of Dorset, in or near to a field in that parish, distinguished by the number fifteen on the plans of the said Wilts, Somerset, and Weymouth Railway, hereinbefore referred to, passing thence in, through, or into the several parishes, townships, and extra-parochial, or other places of Bradpole, Bridport, Walditch, Bothenhampton, Burton Bradstock, Allington, Loders, Symondsbury, Whitechurch Canonorum, Netherbury, Pillesdon otherwise Pilsdon, Broadwinsor, Bettiscombe, and Marshwood, or some of them, in the county of Dorset; Chard, in the county of Somerset; and Axminster, Thorncombe, Hawkechurch, and Chardstock, in the counties of Devon and Dorset, or one of them, and terminating in a field called Ridge, part of Axe Farm, in the last-named parish, in the occupation of George Bradley and John Bradley, or one of them, where the same is intended to join the line of the said first-mentioned intended railway.

And also a railway diverging out of the said last-mentioned intended railway, in the parish of Marshwood, in the county of Dorset, at or near to a place called Shaves-cross; passing thence in, through, or into, the several parishes, townships, and extra-parochial, or other places of Marshwood, Pillesdon, otherwise Pilsdon, Bettiscombe, Whitechurch Canonorum, Wootton Fitzpaine, Wootton Abbotts, Catherston Lewiston, Charmouth, and Lyme Regis, or some of them, in the county of Dorset, and terminating in the said parish of Charmouth, in or near to a meadow-field, now or lately belonging to the Reverend John Dixon Hales, and occupied by William Vallins, and abutting on the eastern side of the road leading from Charmouth to the sea.

And it is intended by such Act, to take power to alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, streets, railways, tramways, aqueducts, canals, streams, and rivers, upon or adjoining the lines of the said intended railways or works respectively, which it may be necessary to interfere with in the construction or for the purposes of the said intended railways and works.

And it is further intended by such Act, to vary, repeal, or extinguish, all existing rights or privileges 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, to confer on the said Great Western Railway Company powers for raising additional capital, and also for the purchase of land, by compulsion or agreement, for the purposes of the said intended works, and for levying tolls, rates, and duties, upon or in respect of the use thereof, and to confer such exemptions from such tolls, rates, and duties, as to such company may seem meet.

And it is also intended by such Act, to authorize the sale or lease to the Bristol and Exeter Railway Company, and to the South Devon Railway Company, jointly or severally, of the whole

or any part of the said intended railway secondly hereinbefore described, and of the whole or any part of so much of the said intended railway firstly hereinbefore described, as will be situate in the county of the city of Exeter, and in the parish of Saint Thomas the Apostle, in the county of Devon, and to enable such last-mentioned companies, or either of them, to purchase or rent the same, or to contribute funds towards the construction thereof, and for those purposes, or either of them, to raise additional capital, and also to enable the said Great Western Railway Company, and the said Bristol and Exeter Railway Company, and the said South Devon Railway Company, to enter into and carry into effect such arrangements as may be agreed on for the use in common by such companies of the aforesaid portions of the said intended railways, and of the stations of the said companies respectively situate thereon or adjoining thereto.

And for the purposes aforesaid, it is further intended by such Act to alter, amend, and enlarge, some of the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the Great Western Railway and the railways and branch railways forming part of that undertaking, and belonging to the Great Western Railway Company, bearing date as follows, that is to say, an Act of the fifth and sixth years of the reign of His late Majesty King William the Fourth, cap. 107; an Act of the sixth year of the same reign, cap. 38; an Act of the first year of the reign of Her present Majesty Queen Victoria, cap. 91; an Act of the first year of the same reign, cap. 92; an Act of the second year of the same reign, cap. 27; an Act of the sixth and seventh years of the reign of His said late Majesty King William the Fourth, cap. 77; an Act of the first and second years of the reign of Her said present Majesty Queen Victoria, cap. 24; an Act of the fifth year of the same reign, cap. 28; an Act of the sixth year of the same reign, cap. 10; an Act of the seventh year of the same reign, cap. 3; an Act of the eighth and ninth years of the same reign, cap. 40; an Act of the eighth and ninth years of the same reign, cap. 188; an Act of the eighth and ninth years of the same reign, cap. 191; and an Act of the ninth year of the same reign, cap. 14; "The Wilts, Somerset, and Weymouth Railway Act, 1845;" "The Wilts, Somerset, and Weymouth Railway Amendment Act, 1846;" an Act of the seventh and eighth years of the reign of Her said present Majesty, cap. 68; and an Act of the ninth and tenth years of the same reign, cap. 402, relating to the South Devon Railway; an Act of the sixth year of the reign of His late Majesty King William the Fourth, cap. 36; and an Act of the first year of the reign of Her present Majesty, cap. 26; an Act of the third year of the same reign, cap. 47; an Act of the fourth and fifth years of the same reign, cap. 41; an Act of the eighth and ninth years of the same reign, cap. 155; and an Act of the ninth and tenth years of the same reign, cap. 181; severally relating to the Bristol and Exeter Railway; and also the Acts relating to the West

London Railway, which bear date as follows, an Act of the third year of the reign of His late Majesty King William the Fourth, cap. 36 ; an Act of the sixth year of the same reign. cap. 79 ; an Act of the third and fourth year of the reign of Her present Majesty, cap. 105 ; an Act of the eighth and ninth years of the same reign, cap. 156 ; and an Act of the ninth and tenth year of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels, of the said intended railways and works, 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 proposed to be taken for the purposes thereof, 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 Devon, at the Castle of Exeter, in that county ; at the office of the Clerk of the Peace of the city and county of the city of Exeter, at Exeter ; at the office of the Clerk of the Peace for the county of Somerset, at Taunton, in that county ; and at the office of the Clerk of the Peace for the county of Dorset, at Sherborne, in that county ; and that on or before the said thirtieth day of November, 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 are intended to be made, or maintained, or will pass, or be situate, will be deposited with the parish clerks of such parishes respectively, at their respective residences.

*W. O. and W. Hunt* 10, Whitehall, London,  
*Osborne, Ward, and Co.*, Bristol.  
Dated this fifth day of November 1846.

Gloucester and Dean Forest Railway Company.  
Construction of Docks.

(For enabling the said Company to form Docks at Gloucester.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill to authorize the Gloucester and Dean Forest Railway Company, to make and maintain one or more dock or docks, basin or basins, with all necessary and proper wharfs, quays, landing-places, entrances, approaches, warehouses, buildings, and other works and conveniences connected therewith, to be situate at or near the terminus of the branch railway of the said company, leading to the Gloucester and Berkeley Canal, and to communicate with the Gloucester and Berkeley Canal ; which said docks, basins, and other works are intended to be made and constructed on certain lands forming part of the bank, and on lands adjoining to the bank of the Gloucester and Berkeley Canal on the west side of the said bank, and on portions of two closes of ground adjoining, know by the names of Sizes Ground and Coggins ; and the said docks and works, and the lands upon

which the same will be constructed, will all be situate in the parishes, townships, extra-parochial and other places following, that is to say, the South Hamlet, North Hamlet, Saint Owens, Saint Mary de Lode, Saint Nicholas, Hempstead, Littleworth, and Tuffley, all in the county of Gloucester, or some or one of them ; and to supply the said docks, basins, and works, with water from the river Severn, and from the Gloucester and Berkeley Canal, the water of which said canal is supplied from the river Severn, the river Frome, and the Stroudwater Canal.

And it is also intended by such Bill, to take powers to make lateral deviations from the line of the proposed works to the extent, or within the limits defined on the plans hereinafter mentioned ; and also to stop up, alter or divert, whether permanently or temporarily, all roads, highways, railways, tramways, aqueducts, canals, streams, and rivers, within the said parishes, townships, and extra-parochial or other places aforesaid, which it may be necessary to stop up, alter, or divert, or interfere with, in the construction of the aforesaid works or any of them, and more particularly to make and maintain a diversion or deviation of a public road leading from the west side of the basin of the said Gloucester and Berkeley Canal to Hempstead, between the points where such road crosses the bridge over the brook at Lanthony, and where the said road passes between the west end of the Graving Dock belonging to the basin of the Gloucester and Berkeley Canal and the river Severn. Also, to make alterations in the levels of the whole or some part of another road leading out of the last-mentioned road to the Lanthony Bridge, over the said canal.

And it is further intended by such Bill, to enable the said Gloucester and Dean Forest Railway Company to sell, or lease and transfer the said dock or docks, basin or basins, and the works connected therewith, or any of them, or any part thereof, and to delegate all or any powers of such company in connection therewith, or in relation thereto, to the said Gloucester and Berkeley Canal Company and to enable such last-mentioned company to purchase, or take on lease, 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 authorize the said Gloucester and Berkeley Canal Company to raise and contribute funds for or towards the construction, maintenance, and use of the said intended docks and works, and generally to enter into, confirm, and carry into effect such arrangements and agreements in reference thereto as may be, or have been, mutually agreed on between them and the said Gloucester and Dean Forest Railway Company.

And in the event of any such transfer or lease to the said Gloucester and Berkeley Canal Company, to extend the powers and provisions, or some of them, contained in the several Acts of Parliament relating to the said Gloucester and Berkeley Canal, to the docks, basins, and works, hereby proposed to be made.

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 same reign; 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 the reign of King William the Fourth; and an Act passed in the fourth year of the same reign.

And it is further intended in such Bill, to take powers for purchase of land and houses, and all rights and interests therein, by compulsion or agreement, for the purposes aforesaid; and to extinguish all rights and privileges connected with such land and houses; and for levying tolls, rates, and duties, in respect of the use of the said docks and 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, to enable the said Gloucester and Dean Forest Railway Company to lease, sell, or transfer all or any part of the said docks, basins, and works, which they may be authorized to make or maintain under the provisions of such Bill, and to delegate all or any powers of such company to the Great Western Railway Company and the South Wales Railway Company, or either of them, and to enable such companies or either of them to take on lease, purchase, rent, or construct the said docks and works, or any part thereof, and to exercise all such powers or any of them, which may be conferred by such Bill, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended docks and works, and generally to enter into and carry into effect such arrangements and agreements, in reference thereto, as may be or have been mutually agreed on between them or either of them and the said Gloucester and Dean Forest Railway Company, and to take tolls and duties in respect of the said docks and works.

And it is further proposed by such Bill, to authorize the union and amalgamation of the said Gloucester and Dean Forest Railway Company, and the several railways, docks, and other works belonging thereto or connected therewith, with the said Great Western Railway Company or South Wales Railway Company, or either of them, on such terms as may be agreed upon; and to authorize the company, to be formed by such union or amalgamation, to use, work, and hold the said intended railways, docks, and works, and to take tolls in respect thereof.

And it is intended for the purposes aforesaid to alter, amend, and enlarge the several Acts of Parliament, local and personal, relating to the said Great Western Railway Company, and which Acts are distinguished in the Queen's printer's copies thereof as follow; that is to say, the fifth and sixth William the Fourth, cap. 107; the sixth William

the Fourth, cap. 38; the sixth William the Fourth, cap. 77; the first Victoria, cap. 91; the first Victoria, cap. 92; the first Victoria, cap. 24; the second Victoria, cap. 27; the fifth Victoria, session 2, cap. 28; the sixth Victoria, cap. 10; the seventh Victoria, cap. 3; the eighth and ninth Victoria, cap. 40; the eighth and ninth Victoria, cap. 188; the eighth and ninth Victoria, cap. 191; and the ninth Victoria, cap. 14.

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 an Act passed in the fifth year of the same reign; and also the Acts relating to the West London Railway, that is to say, an Act of the third year of the reign of His late Majesty King William the Fourth; an Act of the sixth year of the same reign; an Act of the third and fourth years of the reign of Her present Majesty; an Act of the eighth and ninth years of the same reign; and an Act of the ninth and tenth years of the same reign; and also "the South Wales Railway Act, 1845," and an Act passed in the ninth year of the reign of Her present Majesty, intituled "an Act for extending the line of the South Wales Railway, and for making certain alterations of the said Railway, and certain branch railways in connection therewith."

And it is further intended by such Bill, to amend and enlarge the powers and provisions of "The Gloucester and Dean Forest Railway Act, 1846," and to extend the provisions thereof to the said docks, basins, and other works, proposed to be made as aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said intended docks, basins, and works, and also of the proposed diversion and deviation of the said road from the said canal-basin to Hempstead, and of the lands proposed to be taken for the purposes of the said works, together with books of reference to such plans, will be deposited, on or before the thirtieth day of November 1846, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; 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 proposed docks and works are intended to be made, and the said road to be diverted, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

Dated this second day of November 1846.

*Whitcombe, Helps, and Wemyss,*  
Gloucester, Solicitors.

#### Bolton Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to place under the management of the mayor, aldermen, and burgesses of the borough of Bolton, in the county palatine of

Lancaster, the paving, sewerage, draining, cleansing, lighting, and watering, and the regulation and general improvement of the said borough.

And it is intended to confer upon the said mayor, aldermen, and burgesses the powers hereinafter mentioned; that is to say,

To pave, sewer, drain, cleanse, light, water, regulate, and improve the streets, squares, courts, lanes, passages, and places within the said borough, and to prevent nuisances, obstructions, and annoyances therein.

To establish one or more market or markets within the said borough, and to erect and build one or more market-place or market-places, and market-house or market-houses in the said borough, to erect weighing-machines, and to appoint places in which horses, cattle, meat, and other articles and things shall be sold and exposed for sale.

To erect and provide slaughter-houses and places for slaughtering cattle, and to regulate the use of all other slaughter-houses, and places for slaughtering cattle within the said borough.

To purchase lands and grounds, either within the said borough or at a reasonable distance therefrom, to be appropriated and devoted for the purpose of public resort or recreation.

And for the purpose of improving the ventilation of the densely crowded districts of the said borough, and the sanitary condition of the inhabitants thereof, and increasing the general convenience of traffic, to widen and improve some of the streets in the said borough, or some part or parts thereof and some of the thoroughfares, courts, and alleys, leading from or to, or contiguous to such streets or some of them, and also to form and open certain new streets or thoroughfares in the said borough, between Bradshawgate and School-street, in Great Bolton, also between Bank-street and Church-bank, in Great Bolton, also between Bridge-street and Water-street or King-street, in Great Bolton, or some of such new streets or thoroughfares, and to form and effect certain other improvements adjacent to such streets or thoroughfares or some of them, and in other parts of the said borough.

And for the purpose of widening and improving the said streets, and the forming and opening of such new streets or thoroughfares, and for effecting the certain other improvements in the said borough, and also for the purpose of providing the said market or markets, market-places, weighing-machines, and slaughter-houses, and for other improvements to be authorized by the said Act or Acts, it is intended to apply for powers to purchase by compulsion, houses, buildings, lands, tenements and hereditaments.

And powers will also be sought in the said Act or Acts, to levy rates and assessments upon the owners and occupiers of lands, buildings, and property within the said borough, to defray the expenses of executing all or any of the works and purposes hereinbefore and hereinafter specified, and also rates, rents, and duties, and to make charges for the use of the markets or market-

places, and the stalls and standing-places therein, and for weighing-machines and slaughter-houses, and otherwise in relation thereto.

And also to alter, vary, and extinguish any existing rates and assessments, tolls, rents, duties, and charges, at present levied in the said borough, or any part thereof, for all or any of the purposes aforesaid, and to extinguish any exemptions or existing rights and privileges which would interfere with, or be deemed detrimental to the execution of the powers aforesaid.

And also to raise money by mortgage or otherwise, upon the credit of such rates, assessments, rents, duties, and charges, or upon the credit of the borough rate or rates, or borough fund, and of any rates, rents, or monies payable to the borough fund, and of any property vested in or belonging to the said mayor, aldermen, and burgesses, or which may be acquired by them, under or by virtue of such intended Act or Acts, or otherwise howsoever, all or any of them.

And it is also intended by such Act or Acts, to empower the said mayor, aldermen, and burgesses to purchase by agreement, or take on lease, from the Bolton Gas Light and Coke Company, the lands, works, and undertaking of such company, or any part thereof, and to hold and maintain the same for the purpose of supplying and to supply with gas the inhabitants of the said borough, and the several townships, hamlets, and places mentioned in the Act passed in the session of Parliament held in the sixth and seventh years of the reign of Her present Majesty, for incorporating such company, and comprised within the limits of such Act, and to exercise the other powers at present vested in the said company, and to enable such company to sell or lease the said lands, works, and undertaking to the said mayor, aldermen, and burgesses.

And also to enable the said mayor, aldermen, and burgesses, after such purchase or lease, to take rents, rates, and duties, in respect of the supply of gas as aforesaid, and to confer other rights and privileges, and to pay the clear income arising from the rents, rates, and duties so to be taken, to the credit of the said borough fund.

And it is further intended by such Act or Acts, to empower the said mayor, aldermen, and burgesses to take on lease and purchase the lands, buildings, reservoirs, works, and undertaking of the Bolton Waterworks Company, and to enable such company to grant such lease, and to make such sale.

And to enable the said mayor, aldermen, and burgesses to hold and maintain the said lands, buildings, reservoirs, works, and undertaking, and to exercise the powers of the said company, and to supply with water the inhabitants of the said borough, and the several townships, hamlets, and places mentioned in the two several Acts passed respectively in the sessions of Parliament held in the sixth and seventh years, and in the ninth and tenth years of the reign of Her present Majesty, relating to the said Bolton Waterworks Company, or one of them, and comprised within the limits of such Acts.

And also to enable the said mayor, aldermen, and burgesses, after such lease or purchase, to levy rents, rates, and duties, in respect of the supply of water as aforesaid, and to confer other rights and privileges, and to pay the clear income arising from the rents, rates, and duties so to be levied, to the credit of the said borough fund.

And notice is hereby further given, that it is intended by the said Act or Acts, to alter, amend, enlarge, and consolidate the several Acts following, or some or one of them; that is to say, an Act passed in the thirty-second year of the reign of His Majesty King George the Third, intituled "An Act for inclosing, dividing, and allotting a certain common or waste ground, called Bolton Moor, and other the commons and waste grounds within the township of Great Bolton, in the county palatine of Lancaster, and for widening, paving, lighting, watching, cleansing, and regulating the streets, lanes, passages, and places within the towns of Great Bolton and Little Bolton, and for supplying the said towns with water, and for providing fire-engines and firemen, and for removing and preventing nuisances, incroachments, and annoyances, and for licensing and regulating hackney coaches and chairs within the said towns." An Act, passed in the fifty-seventh year of the reign of His said Majesty King George the Third, intituled "An Act for granting further powers for improving the town of Great Bolton, in the county of Lancaster;" an Act passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually cleansing, paving, lighting, watching, regulating, and improving the township of Little Bolton, in the county palatine of Lancaster;" or to repeal the said Acts, and vest all or some of the lands, rents, property, powers, rights, and trusts held, exercised, or enjoyed under the same, in the said mayor, aldermen, and burgesses; and for more effectually carrying into execution any of the purposes aforesaid, it is proposed by the said intended Act or Acts, to alter, amend, and enlarge some of the powers and provisions of the several Acts following; that is to say, two Acts passed in the session of Parliament held in the said sixth and seventh years of the reign of Her said present Majesty, one intituled "An Act for more effectually supplying with water the town of Bolton, and several townships adjacent thereto, in the county of Lancaster;" and the other intituled "An Act for more effectually lighting with gas the borough of Bolton, and certain places adjacent thereto, in the county of Lancaster;" and an Act passed in the said session of Parliament, held in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for more effectually supplying water to the inhabitants of the town of Bolton, and several townships and places adjoining or near thereto, in the county of Lancaster."

And it is also intended by the said Act or Acts, to enable the overseers of the poor of the townships of Little Bolton and Tonge-with-Haulgh respectively, which townships are situate partly within and partly without the said borough of Bolton, to pay the proportions of all borough rates

duly required from them out of the poors' rates made for those townships respectively, and to charge the sums so paid, and levy the same upon the inhabitants liable to the poors' rates in the parts of such townships situate within the said borough, in addition to and as part of, the poors' rates to which such inhabitants may be liable.—Dated this seventh day of October 1846.

*J. K. Watkins*, Town Clerk.

Boston, Stamford, and Birmingham Railway.

(Railway from Wisbech to Sutton Bridge, with Branch therefrom to Sutton Saint Mary, and Improvement of Harbour at Sutton Bridge.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Boston, Stamford, and Birmingham Railway Company to construct and maintain a railway, with all proper stations, erections, wharfs, warehouses, communications, works, and conveniences connected therewith; commencing by a junction with the Stamford and Wisbech line of the Boston, Stamford, and Birmingham Railway, as authorized to be constructed by the "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line," at or near a certain field in the parish of Wisbech Saint Peter, in the isle of Ely, in the county of Cambridge, numbered 29 in such parish on the plans referred to in the last-mentioned Act, 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, Wisbech Saint Mary, the borough of Wisbech, Wisbech Saint Peter, Leverington, Leverington Saint Leonard, Newton in the Isle, Newton, and Tydd Saint Giles in the isle of Ely, in the county of Cambridge; Tydd Gowt, Tydd Saint Mary, the liberty of the duchy of Lancaster; Sutton otherwise Long Sutton, Sutton Saint Mary, Lutton, Sutton Saint Nicholas, Sutton Saint James, Sutton Saint Edmund's, Sutton Bourne otherwise Lutton Bourne, Sutton Marsh, Sutton Saint Matthew, and Wingland, in the parts of Holland and county of Lincoln; and terminating at or near a certain bridge called Sutton Bridge or the Cross Keys Bridge, in the parish of Long Sutton or Sutton Saint Mary aforesaid.

Also a branch railway, with all proper works, approaches, and conveniences connected therewith, diverging from or out of the said intended railway, at or near the South Holland Drain, in the said parishes of Tydd Saint Mary, and Sutton Saint Mary, 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, Tydd Saint Mary, the liberty of the duchy of Lancaster, Sutton otherwise Long Sutton, Sutton Saint Mary, Lutton, Sutton Saint Nicholas, Sutton Saint James, Sutton Saint Edmund's, Sutton Bourne otherwise Lutton Bourne, Sutton Marsh, Sutton Saint Matthew, and Wingland aforesaid; and

terminating at the town of Long Sutton, otherwise Sutton Saint Mary, in the parish of Sutton Saint Mary or Long Sutton aforesaid.

And notice is hereby further given, that it is proposed in such intended Act, to authorize the said Boston, Stamford, and Birmingham Railway Company to enlarge and improve so much of the Harbour or Port at or near Sutton-Bridge as extends three hundred yards northwards and three hundred yards southward of the said Bridge and in the parts of Holland aforesaid, and to construct, erect, and maintain such structures, wharfs, docks, quays, piers, moles, jetties, landing places, warehouses, works, buildings, and erections, as shall be necessary or proper for making the same a good and commodious Port or Harbour; which said last-mentioned improvements and works will be wholly situate in the said parish of Sutton Saint Mary otherwise Long Sutton.

And it is proposed, by such intended Act, to authorize the said company to raise additional capital for the purposes of the said undertaking, and to confer powers upon the said company to divert, alter, or stop up, whether temporarily or permanently, all turnpike and other roads and highways, streams, canals, drains, sewers, navigations, railways, and tramroads within the parishes, townships, and places aforesaid, or any of them, which it may be necessary to divert, alter, or stop up by reason of the construction of the said intended works, or any of them.

And it is also proposed, by such intended Act, to vary or extinguish all existing rights and privileges in any manner connected with the lands or buildings 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 of the said intended works, or any of them, and to confer other rights and privileges.

And it is also proposed, by such intended Act, to confer upon the said company powers to purchase lands and buildings, by compulsion or agreement, for the purposes of the said intended works; and also to levy tolls, rates, and duties in respect of the use thereof; and to grant certain exemptions from such tolls, rates, and duties.

And for the purposes of the said intended Act, it is proposed to alter, amend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the said "Boston, Stamford, and Birmingham Railway Act, 1846, Stamford and Wisbech Line."

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line and levels of the said proposed railway, branch railway, and works connected therewith, and the situation of the said proposed new works at or connected with the said harbour at Sutton-Bridge, and the lands proposed to be taken for such purposes respectively, together with books of reference to such plans, containing the names of the actual or reputed owners and lessees, and of the occupiers of such lands, will be deposited with the Clerk of the

Peace for the isle of Ely, at his office in Wisbech; with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; and with the Clerk of the Peace of the parts of Holland, in the said county of Lincoln, at his office in Spalding; and that, on or before the same thirtieth day of November, 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, branch railway, and works connected therewith, and the works at or connected with the said Harbour at Sutton-bridge are respectively intended to be made, will be deposited with the parish clerks of those parishes respectively, at their respective residences.—Dated this tenth day of November 1846.

*S. S. Baxter*, Solicitor, Atherstone, and  
18, Abingdon-street, Westminster.

#### Taw Vale Railway and Dock.

(Deviations, and Bideford and South Molton Branches.)

**N**OTICE 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 three several Acts, one passed in the first year of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Penhill, in the parish of Fremington, in the county of Devon, to the town of Barnstaple, and for constructing a Dock in the said parish of Fremington, to be called the Taw Vale Railway and Dock," another passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act to amend the Act relating to the Taw Vale Railway and Dock," and another passed in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act for amending the Acts relating to the Taw Vale Railway and Dock, and for making an extension therefrom to the Exeter and Crediton Railway, in the county of Devon," or to repeal the said Acts, and grant more effectual powers instead thereof, and to alter some of the rates and tolls authorized to be taken by such Acts or one of them.

And in such Bill or Bills, it is intended to apply for powers enabling the Taw Vale Railway and Dock Company to make and maintain the deviations, railways, and branch railways following, or such of them or such part or parts thereof, respectively, as the promoters may hereafter determine, that is to say,

A railway, commencing by a junction or junctions with the said Taw Vale Railway, at or near the termination of the said Taw Vale Railway, at Fremington Dock, in the said parish of Fremington, in the said county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Fremington, Tawstock, Instow, Westleigh, and Bideford, or some of them, all in the said county of Devon, and terminating at or near the shipwrights' yard, called Brooks Yard, near to or adjoining the street

called East-the-Water, in or near the town of Bideford, in the said parish of Bideford, in the said county of Devon, a branch railway commencing by a junction or junctions, with the said main line of railway, in or near a field numbered twelve, in the parish of Atherington, in the said county of Devon, in the plans of the Taw Vale Railway Extension, deposited with the Clerk of the Peace of the county of Devon, in the month of November 1845, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Tawstock, Bishopstawton, Atherington, Swimbridge, Warkleigh, Satterleigh, Filleigh, George-Nympton otherwise Nympton Chittlehampton, Chittlehamholt, and Southmolton, or some of them, all in the said county of Devon, and terminating in or near a field called the Horsepond Meadow, near to or adjoining a street or public road called the Causeway, in or near the town of Southmolton, in the said parish of Southmolton, in the said county of Devon.

A deviation in the line of the Taw Vale Railway Extension, as authorized by the Act passed in the last session of Parliament, commencing by a junction with the line of the said railway, in or near a field numbered ten, in the said parish of Tawstock, in the said county of Devon, in the said plans of the said Taw Vale Railway Extension, deposited with the Clerk of the Peace for the said county of Devon, in the month of November in the year 1845, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Tawstock, Fremington, and Bishopstawton, all in the said county of Devon, or some of them, and terminating in the authorized line of the said railway extension in or near to a field, numbered twenty, in the parish of Bishopstawton, in the said county of Devon, in the said deposited plans.

A deviation in the line of the said Taw Vale Railway Extension, commencing by a junction therewith, in or near a field numbered sixty-seven, in the said parish of Bishopstawton, in the said county of Devon, in the said deposited plans of the said Taw Vale Railway Extension, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Bishopstawton, Atherington, Highbickington, Warkleigh, Burrington, Rings Ash otherwise Ashreigny, and Chittlehampton, or some of them, all in the said county of Devon, and terminating in the said authorized line of the said Taw Vale Railway Extension, in or near a field numbered forty-seven, in the said parish of Chittlehampton, in the said county of Devon, in the said deposited plans.

And it is intended, if power be granted to make the said deviations, to abandon so much of the now authorized line of the said Taw Vale Railway Extension, as may be rendered unnecessary by reason of such deviations.

A branch railway, commencing by a junction with the said last-mentioned deviation, at or near a wood called Hawkrige Wood, in the said parish of Chittlehampton, passing thence from, in, through, and into the several parishes, townships,

and extra-parochial places of Tawstock, Bishops Tawton, Atherington, Swimbridge, Warkleigh, Satterleigh, Filleigh, George-Nympton otherwise Nympton Chittlehampton, Chittlehamholt, and Southmolton, or some of them, all in the said county of Devon, and terminating in or near the aforesaid field, called the Horsepond Meadow, near to or adjoining a street or public road called the Causeway, in or near the town of South Molton, in the said parish of South Molton, in the said county of Devon.

And in the said Bill or Bills, it is intended to take powers to construct, amend, and enlarge a floating dock, lock-gates, sluices, piers, and other works, landing-places, and other conveniences, at and near Penhill, in the parish of Fremington, in the said county of Devon.

And in the said Bill or Bills, it is intended to take power to construct stations, communications, works, piers, wharfs, docks, landing-places, jetties, and other conveniences, in the several parishes, townships, and extra-parochial places before mentioned, or some of them; and in the said Bill or Bills, powers will be applied for to cross, alter, divert, or stop up, whether permanently or temporarily, all such turnpike-roads and other highways, occupation roads, and paths, rivers, and railways, within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, alter, divert, or stop up, for the purposes of such deviations, railways, or branch railways and docks.

And notice is hereby further given, that it is intended to apply for powers to levy tolls, rates, or duties, for the use of the said deviations, railways, and branch railways and docks, 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 notice is hereby further given, that maps and duplicate plans and sections describing the direction, lines and levels of the said intended deviations, railways, and branch railways and docks, 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, with the Clerk of the Peace for the said county of Devon, at his offices at the Castle of Exeter, in the said county of Devon; and on or before the said thirtieth day of November instant, 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 deviations, railways, and branch railways and docks, or any of them, will pass or be situate, will be deposited with the parish clerk of each such parish, at his residence.

—Dated this ninth day of November 1846.

<p><i>Wilkinson and Rasch,</i> London, <i>Henry D. Barton,</i> Exeter,</p>	}	<p>Solicitors for the said Taw Vale Railway and Dock Company.</p>
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## Midland Railway.

(Leicester and Swannington Railway Widening, Deviations, and Branches), Enlargement of Leicester Station, and Extending Powers as to Ibstock Branch.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act, to enable the Midland Railway Company to alter, widen, and enlarge certain portions of the line of the Leicester and Swannington Railway, hereinafter described, or to construct and maintain a railway adjoining thereto, with all proper works and conveniences connected therewith; that is to say, from a point thereon in the parish of Ibstock, in the county of Leicester, near to the fourteenth mile post on the said railway, measured from Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ibstock, Whitwick, Battlesat, Ravenstone, Snibston, Packington, Hugglescote, Hugglescote Grange, Donnington-on-the-Heath, Stanton under Bardon, Thornton, Bagworth, and Nailstone, or some of them, in the county of Leicester, and Ravenstone, Snibston, and Packington, or some of them, in the county of Derby, and terminating on the line of the said Leicester and Swannington Railway, near to the eleventh mile post thereon, measured from Leicester, and in the said parish of Thornton. And also from a point on the said Leicester and Swannington Railway, in the parish of Thornton, and county of Leicester, aforesaid, near to the ninth mile post on the said railway, measured from Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Thornton, Bagworth, Botcheston, Desford, Newtown Unthank, and Ratby, or some of them, in the county of Leicester, and terminating on the line of the said Leicester and Swannington Railway, at or near the sixth mile post thereon, measured from Leicester, and in the said parish of Ratby. And also to make a certain other alteration in the line of the said Leicester and Swannington Railway hereinafter mentioned, and to abandon so much of the line of the said Leicester and Swannington Railway, between the points hereinafter mentioned, as by reason of such alteration will be rendered useless and unnecessary, such alteration commencing on the line of the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said eleventh mile post, in the parish of Thornton, and county of Leicester aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Thornton, Bagworth, Bagworth Park, Bagworth Old Park, Bagworth Moats, Nailstone, Ibstock, and Stanton under Bardon, or some of them, in the county of Leicester, and terminating at the point on the said railway hereinbefore mentioned, near to the said ninth mile post, in the parish of Thornton and county of Leicester aforesaid. Also to abandon so much of the line of the branch railway from Burton-upon-Trent to Whitwick as authorized to be

made by an Act, passed in the last session of Parliament, intituled "An Act for enabling the Midland Railway Company to alter a portion of the Leicester and Swannington Railway, and to make certain branches," as lies between a certain field in the parish of Gresley, otherwise Church Gresley and county of Derby, numbered 64 on the plans of the said branch railway referred to in the said Act, and the proposed junction thereof with the line of the Leicester and Swannington Railway, in the parish of Whitwick and county of Leicester; and also to abandon the branch railway authorized to be made by the said Act, from the the said Leicester and Swannington Railway, in New Parks, in the county of Leicester, to the Midland Railway, in the parish of Saint Mary, Leicester, and to make and maintain new and altered lines of railway, in lieu of the before-mentioned portions of railway so proposed to be abandoned; that is to say, one of such new and altered lines of railway commencing in or near the said field, in the parish of Gresley otherwise Church Gresley, in the county of Derby, numbered 64, on the plans before referred to, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Gresley otherwise Church Gresley, Castle Gresley, Linton, Swadlincote, Measham, Willesley, Packington, Snibston, and Ravenstone, or some of them, in the county of Derby; and Seals, Netherseal, Overseal, Ashby-de-la-Zouch, Ashby, Wolds, Moira, Blackfordby, Littleworth, Boothorpe, Packington, Coleorton, Overtown Saucey otherwise Orton Saucey, Nethertown Quatremarsh otherwise Orton Quatremarsh, The Altons, Ravenstone, Normanton-on-the-Heath, Nailstone, Ibstock, Snibston, Whitwick, Thringstote, Swannington, Coalville, Hugglescote, Hugglescote Grange, Donnington-on-the-Heath, Stanton-under-Bardon, Bagworth, and Thornton, or some of them, in the county of Leicester, and terminating by a junction with the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said fourteenth mile post, in the parish of Ibstock, and county of Leicester aforesaid; and the other of such new or altered lines of railway, commencing by a junction with the said Leicester and Swannington Railway at the point thereon hereinbefore mentioned, near to the said sixth mile post, in the parish of Ratby, and county of Leicester aforesaid, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Ratby, Botcheston, Grooby, Newtown Unthank, Desford, Baron Parks, Glenfield, Glenfield Frith, Kirby Muxloe; Leicester Forest, Kirby Frith, Braunstone Frith, Braunstone, New Parks, Lubbesthorpe, Glen Parva otherwise Little Glen, Aylstone, Knighton, Saint Margaret Leicester, and St. Mary Leicester, or some of them, in the county of Leicester, and terminating at the line of the Midland Railway, south of the town of Leicester, by two several junctions therewith, one of such junctions being in the parish of Knighton, and the other in the parish of Saint Mary Leicester, both in the county of Leicester.

And also to make the following branch railways, or some of them, that is to say, one thereof commencing by a junction with the said branch from Whitwick to Burton-upon-Trent, as authorized to be made by the said recited Act, near to a certain road leading from Church Gresley to Linton, in the parish of Gresley, otherwise Church Gresley aforesaid, numbered 25 on the plans of the said branch railway referred to in the said Act, passing wholly within the said parish of Gresley, otherwise Church Gresley, and terminating at or near the Gresley collieries, in the parish of Gresley, otherwise Church Gresley, and county of Derby aforesaid.

Another of such branch railways commencing by a junction with the branch railway to the Swadlincote Collieries, as authorized to be made by the said recited Act near to Ginn Stables or Stonydelph Cottage, in the parish of Stapenhill, and county of Derby aforesaid, passing thence from, through, or into the several parishes, townships, and extra-parochial, or other places of Gresley, otherwise Church Gresley, Castle Gresley, Stapenhill, Cauldwell, Stanton, Newhall, Stanton and Newhall, Linton, and Swadlincote, or some of them, in the county of Derby, and terminating at or near the south side of Gresley Wood, in the parish of Gresley, otherwise Church Gresley aforesaid.

Another of such branch railways, commencing by a junction with the branch to the Swadlincote Collieries aforesaid, near to the Swadlincote Old Colliery, in the parish of Gresley otherwise Church Gresley, and county of Derby aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Gresley otherwise Church Gresley, Castle Gresley, Stapenhill, Cauldwell, Stanton, Newhall, Stanton and Newhall, Linton, and Swadlincote, or some of them, in the county of Derby, and terminating at or near a colliery, called Price's Colliery, in the parish of Gresley otherwise Church Gresley, aforesaid.

And the other of such branch railways, commencing by a junction with the branch to the Swadlincote Collieries aforesaid, near to the terminus of such branch, in the parish of Gresley otherwise Church Gresley aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Gresley, otherwise Church Gresley, Castle Gresley, and Swadlincote, or some of them, in the county of Derby, and terminating at Newhall Field Colliery, in the parish of Gresley otherwise Church Gresley aforesaid.

And it is also intended by such Act to revive and extend the power for taking and purchasing by compulsion or agreement any lands, tenements, or hereditaments upon, in, or through which a certain branch railway from the said Leicester and Swannington Railway to the Ibstock Collieries, called the Ibstock Branch, has been made and constructed, and which branch is situate in the several parishes, townships, and extra-parochial or other places of Ibstock, Nailstone, Bagworth, and Thornton, or some of them, in the said county of

Leicester; and also to alter, widen, and enlarge certain portions of the same branch within the several last-mentioned parishes, townships, and extra-parochial or other places, or some of them."

And it is further intended by such Act to enable the Midland Railway Company to alter, extend, and enlarge the present station of the Leicester and Swannington Railway at Leicester, and to construct and maintain such additional works as may be necessary for the purpose, within the extra-parochial place, called the Augustine Friars, in Leicester, in the said county of Leicester.

And it is also intended, by such Act, 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, to enable the Midland Railway Company to raise a further sum of money for the purposes aforesaid, and to purchase lands by compulsion or agreement for the purposes of the said intended works respectively, and to levy tolls, rates, and duties in respect of the use thereof respectively, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended 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 works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof respectively, and to confer other rights and privileges.

And it is further intended, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, or some of them; that is to say, an Act passed in the 11th year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from the river Soar, near the west bridge, in or near the borough of Leicester, to Swannington, in the county of Leicester, and four branches therefrom;" an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act to enable the company of proprietors of the Leicester and Swannington Railway to execute additional works and branches, and for altering and amending the powers of the Act relating to the said railway;" an Act passed in the 7th year of the reign of His said Majesty King William the Fourth, and the 1st year of the reign of Her present Majesty Queen Victoria, intituled, "An Act to enable the Leicester and Swannington Railway Company to raise a further sum of money;" an Act passed in the 7th and 8th 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

two Acts passed in the last session of Parliament, one thereof intituled, "An Act for vesting the Leicester and Swannington Railway in the Midland Railway Company," and the other thereof intituled "An Act for enabling the Midland Railway Company to alter a portion of the Leicester and Swannington Railway and to make certain branches;" and the several other Acts relating to the Midland Railway Company, that is to say, local and personal Acts, 8th and 9th Victoria, chapters 49, 56, 90, and local and personal Acts, 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 254, 255, 326 and 340.

And notice is hereby lastly given, that maps, plans, and sections, describing the direction, lines, and levels, of the said intended alterations, widening, and enlargement of the line of the said Leicester and Swannington Railway, and of the said intended branch railways and enlargement of station respectively, and other 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 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 Leicester, at his office in Leicester; and with the Clerk of the Peace for the county of Derby, at his office in Chesterfield; 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 alterations, widening, and enlargement, and branch railways, enlargement of station, and works respectively, are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.—Dated this second day of November, 1846.

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

#### Hartlepool and Stockton Junction Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill in order to obtain an Act to authorize the construction and maintenance of the railway hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith, that is to say, a railway commencing at and by a junction with the railway of the Hartlepool Dock and Railway Company, at a distance of 208 yards or thereabouts, eastward of the one mile post of the said railway of the Hartlepool Dock and Railway Company, in the parish of Hart, and terminating at and by a junction with the railway of the Stockton and Hartlepool Railway Company at a distance of twenty yards or thereabouts, northward of the bridge on which the said Stockton and Hartlepool Railway passes over the road leading from Stranton to the sea-shore in the

parish of Stranton, in the county of Durham, which said intended railway and works will be made and maintained in, and pass from, in, through, or into, and be situate within the several townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Throston, Hartlepool, Hart, and Stranton, and the parishes of Hart and Stranton, all in the said county of Durham.

And it is also intended, by the said intended Act to authorize the construction and maintenance of the branch railway hereinafter mentioned, with all proper communications, and all other necessary and convenient works connected therewith, that is to say, a branch railway commencing at and by a junction with the said railway of the Hartlepool Dock and Railway Company, in the said parish of Hart, at a distance of 185 yards or thereabouts, westward of the said one mile post on the said last-mentioned railway, and terminating at and by a junction with the said first hereinbefore mentioned intended railway at a distance of 242 yards or thereabouts in a south-westerly direction, from the point where the said first-mentioned intended railway is intended to join the said railway of the Hartlepool Dock and Railway Company as aforesaid, and at a distance of 368 yards or thereabouts in a south-easterly direction from the point where the said intended branch railway is intended to join the said railway of the said Hartlepool Dock and Railway Company as aforesaid, which said intended branch railway and works will be made and maintained in and pass from, in, through, or into, and be situate within the several townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Hart, Throston, and Hartlepool, and the said parish of Hart, all in the said county of Durham.

And it is also intended, by such Act, to take power to stop up, alter or divert, whether temporarily or permanently, all turnpike and other roads and highways, footpaths, tramroads, railways, paths, aqueducts, canals, brooks and streams, sewers, waters, and water-courses within the aforesaid parishes, townships, townlands, and extra-parochial, or other places, or any of them, which it may be necessary or expedient to stop up, alter, or divert for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said intended railway, branch railway, and works, or any of them.

And it is also intended, by such Act, to take powers to deviate in constructing the said intended railway, branch railway, and works from the respective line or lines thereof, laid down on the plans thereof, to be deposited as hereinafter mentioned, to such extent as will be defined on the said plans.

And it is also intended, by such Act, to enable the Stockton and Hartlepool Railway Company to carry the said intended undertaking into effect, or to incorporate a company for that purpose.

And it is also intended, by the said Act, to take, for the purposes of the said undertaking, powers for the compulsory purchase of lands, houses,

buildings, and hereditaments, as well as powers for the purchase thereof respectively, by agreement; and also powers for the levying and taking of tolls, rates, and duties on and for the use of the said intended railway, branch railway, and other works, and otherwise, and to confer certain exemptions from payment of such tolls, rates, and duties, and to confer other rights and privileges.

And it is further intended, by such Act, to vary or extinguish all existing rights or privileges in any manner connected with the lands, houses, buildings, and hereditaments 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 intended Act, in case a company shall be thereby incorporated, to enable the company thereby to be incorporated, to amalgamate with, or sell, or lease, 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 Stockton and Hartlepool Railway Company, and to enable the said last-mentioned company, to amalgamate with or contract for, purchase, or take on lease the said intended railway, branch railway, and works, and to exercise such powers, or any of them, and to guarantee to the said company, to be incorporated by the said intended Act, such interest or profit on their outlay as may be agreed upon; and also to raise and contribute funds for or towards the purchase, construction, maintenance, working, and use of the said intended railway, branch railway, and works, and generally, to enable the said Stockton and Hartlepool Railway Company to enter into and carry into effect such further and other arrangements and agreements in reference to the said intended railway, branch railway, and works, or any part thereof, as may be mutually agreed on, and for such purposes it is proposed and intended to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the session of Parliament held in the fifth and sixth years of the reign of Her present Majesty, relating to the Stockton and Hartlepool Railway; and it is intended by the said intended Act to take power to alter the existing tolls, rates, and duties of the said Stockton and Hartlepool Railway Company, and to empower the last-mentioned company to levy other tolls, rates, and duties.

And notice is hereby further given, that a plan and section of the said intended railway, branch railway, and works, and of the lands in or through which they are intended to be made and maintained, and which are proposed to be taken for the purposes thereof, and a duplicate of such plan, and a duplicate of such section, 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 respectively, 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 Durham, at his office in the city of Durham; 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, branch railway, and works are intended to be made and maintained will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerk of each such parish, at the place of abode of each such parish clerk.—Dated this ninth day of November 1846.

*Bell, Steward, and Lloyd,*  
59, Lincoln's-inn-fields, London,

Manchester Corporation Waterworks (with power to sell to the Manchester and Salford Waterworks Company).

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the Mayor, Aldermen, and Burgesses of the Borough of Manchester, to supply more effectually with water the Borough of Manchester; and also the places following, that is to say: Crumpsall, Houghton, and Reddish, in the parish of Manchester; Worsley, Barton-upon-Irwell, and Eccles, in the parish of Eccles; Prestwich, in the parish of Prestwich-eum-Oldham, all in the county of Lancaster; and Hyde, in the parish of Stockport; and Mottram, Godley, and Newton in the parish of Mottram-en-Longdendale, all in the county of Chester, or some of them, and for such purposes to construct and to maintain the following reservoirs, and aqueducts and other proper works and conveniences connected therewith:—A reservoir at or near Woodhead, in the township of Tintwistle, in the parish of Mottram-en-Longdendale, in the county of Chester and in the hamlet or township of Padfield, in the parish of Glossop, in the county of Derby. A reservoir at or near the junction of the Great and Little Crowden Brooks, in the township of Tintwistle, and parish of Mottram-en-Longdendale aforesaid. A reservoir on the Armfield Brook, near Weeley Mill, in the same township and parish. A reservoir near the head or source of the Armfield Brook in the same township and parish. A reservoir on the Hollingworth Brook, at or near Car Wood, in the townships of Hollingworth and Tintwistle, in the parish of Mottram-en-Longdendale. A reservoir near a place called Tetley Fold, in the township of Godley, in the said parish of Mottram, en Longdendale. A reservoir near the Sunfield public-house on the Manchester and Hyde turnpike road, in the township of Denton, and parish of Manchester, in the county of Lancaster. A reservoir near the Pendleton Toll Bar, in the township of Pendleton, in the said parish of Eccles. A reservoir on Kersal Moor Race Course, in the township of Broughton, in the said parish of Manchester. An aqueduct, or conduit commencing at Enter Clough, in the township of Tintwistle, in the said parish of Mottram-en-Longdendale, and terminating in the intended reservoir at the junction of the Great and Little Crowden Brooks, all within the said township of Tintwistle, and parish.

of Mottram-en-Longdendale. An aqueduct, or conduit, commencing at the intended reservoir at the junction of the Great and Little Crowden Brooks, and terminating in the intended reservoir on Armfield Brook, near Wooley Mill, with a branch to the Armfield Brook above the works occupied by John Robert Hull, all within the township of Tintwistle, and parish of Mottram-en-Longdendale aforesaid. An aqueduct or conduit, commencing at the intended reservoir on Hollingworth Brook, near Car Wood, and terminating at the intended reservoir near Tetley Fold, in the said township of Godley; and which aqueduct or conduit will pass through or into the several townships, parishes, and extra-parochial places of Hollingworth, Mottram, Godley, Hattersley, Matley, and Mottram-en-Longdendale, all in the said county of Chester. An aqueduct or conduit, within the township of Tintwistle aforesaid, commencing on Armfield Moor, and terminating in the intended reservoir, near the head of Armfield Brook. Another aqueduct or conduit, within the said township of Tintwistle, commencing on a part of the moorland called Bower or Boar Flat, and terminating on or near Robinson Moss with several branches on the moorland thereto and therefrom. An aqueduct or conduit, within the said township of Tintwistle, on parts of the moorland called Rakes Moss and Spond Moor, with several branches thereto and therefrom. An aqueduct or main pipes from the intended reservoir near Tetley Fold, in the said township of Godley, to the reservoir in the said township of Denton, and from thence to the said intended reservoirs in Pendleton and Broughton, with a branch to the present reservoir of the Company of Proprietors of the Manchester and Salford Waterworks at Gorton; which aqueduct or pipes will pass through or into the several townships, parishes, or extra-parochial places of Godley, Mottram-en-Longdendale, Hyde, and Stockport, in the county of Chester; Houghton, Ashton-under-Lyne, Audenshaw, Denton, Gorton, Newton, Ardwick, Manchester, Salford, Pendleton, and Broughton, in the county of Lancaster; and to obtain water for the purposes of such supply from certain lands, springs, brooks, and streams, in the several townships, parishes, and places aforesaid, or some of them, which water now flows or proceeds directly or derivatively into the rivers Etherow and Mersey, and also into a certain navigation called The Mersey and Irwell Navigation; and also to make, lay down, complete, and maintain through private lands and through the streets, roads, lanes, and public places within the several parishes, townships, and extra-parochial, or other places hereinbefore mentioned, or some of them, all necessary mains, pipes, and other works connected therewith.

And it is proposed by the said intended Act to empower the said mayor, aldermen, and burgesses to purchase, by compulsion or agreement, such lands, houses, streams, springs of water, and other property, as may be requisite for the purposes aforesaid; and also to vary, or extinguish all rights and privileges connected with such lands, houses,

springs, streams of water, and property, or which would or might impede or interfere with the objects aforesaid.

And it is also proposed by the said intended Act to enable the mayor, aldermen, and burgesses to demand and receive rates and rents in respect of the supply of water to be afforded under the authority of the said Act, and to grant exemptions from the payment of such rates or rents.

And notice is hereby also given, that on or before the 30th day of November next duplicate plans and sections of the before-mentioned intended reservoirs, aqueducts, and works, together with books of reference to such plans, will be deposited 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, and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, and on or before the said 30th day of November, a copy of so much of the plans, sections, and books of reference as relates to each of the several parishes within which the intended reservoirs, aqueducts, and works, or any of them will be made, will be deposited at the residence of the parish clerks of such parishes respectively.

And notice is hereby further given, that powers will be sought by the said intended Act to enable the said Mayor, Aldermen, and Burgesses to assign and transfer to the Company of Proprietors of the Manchester and Salford Water Works, and to enable the said Company to accept and take, and to have, exercise, and enjoy all the powers, authorities, rights, and privileges, with reference both to the construction, maintenance, and use of the said intended new reservoirs, aqueducts, and works, and also with reference to the levying of rates or rents, or otherwise, which may be vested in, or granted to, or be exercisable by the said Mayor, Aldermen, and Burgesses, under and by virtue of the said intended Act, and to raise money for such purposes.

And it is also proposed by the said intended Act to enable the said Mayor, Aldermen, and Burgesses to raise money for the several purposes thereof, upon the credit of the borough fund and borough rate of the said borough, and upon the credit of the rates or rents which they may be authorised to demand, levy, and receive by virtue of the said intended Act, or by either of such means, or by such other means as to Parliament shall seem meet, and as may be provided by the said intended Act.

And notice is hereby also given, that it is intended for the purposes aforesaid, or some of them, to alter, amend, extend, and enlarge, or to repeal some or all of the powers and provisions of the several Acts relating to the Manchester and Salford Water Works, passed respectively in the forty-ninth, fifty-third, and fifty-sixth years of the reign of his Majesty King George the Third; in the first, second, and fourth years of the reign of his Majesty King George the Fourth; and in the fourth and ninth years of the reign of Her present Majesty, and of the several Acts re-

ating to the borough of Manchester, passed respectively in the eighth, ninth, and tenth years of the reign of Her present Majesty.

Dated this third day of November 1846.

*Joseph Heron, Town Clerk.*

#### London and North Western Railway.

(Proposed branches from the Coventry and Nuneaton line to the Mount Pleasant and Victoria Collieries, with power to the London and North Western Railway Company to admit certain parties as shareholders in their Undertaking.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the London and North Western Railway Company to make and maintain the branch railways hereinafter mentioned from and out of the Coventry and Nuneaton Line of the London and North Western Railway, together with all proper works, stations, and other conveniences connected with such branch railways respectively, that is to say, a branch railway diverging from the main line of the London and North Western Railway between Coventry and Nuneaton, in the parish of Exhall, in the county of Warwick, near to the point where the said main line crosses the turnpike-road from Coventry to Nuneaton, and terminating in the parish of Foleshill in the same county, at or near a certain colliery called the Victoria Colliery, and passing from, in, through, or into the several parishes, townships and extra-parochial or other places of Foleshill and Exhall in the said county of Warwick.

And also another branch railway, also diverging from the main line of the London and North Western Railway, between Coventry and Nuneaton in the parish of Bedworth in the said county of Warwick, near to the town of Bedworth, and at or near a part marked as 6 miles and 7 furlongs on the plan of the said main line deposited with the Clerk of the Peace for the county of Warwick, and referred to in the Act passed in the last session of Parliament authorizing the construction of the said main line, and terminating in the said parish of Bedworth, at or near a certain colliery called Mount Pleasant Colliery, and passing from, in and through the said parish of Bedworth.

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

And it is also intended by such Act, to take powers for the purchase of lands and hereditaments, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said branch railways respectively, and to grant certain exemptions from such tolls, rates, or 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 as aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said branch railways, and to confer other rights and privileges, and to authorize the London and North Western Railway Company to raise such further sums of money as may be necessary for the purposes of the said branches and works.

And it is proposed, in and by the said intended Act, to empower the said London and North Western Railway Company to admit certain parties, consisting wholly or in part of the shareholders or parties interested in a certain company called the Oxford, Coventry, and Barton-upon-Trent Railway Company, to become shareholders in the undertaking of the London and North Western Railway Company, and the capital thereof, to the extent of the capital which may be required, or estimated to be required, for the construction of the said main line from Coventry to Nuneaton, and of the branch railways so to be applied for as aforesaid, and the works thereof respectively, and to empower such parties to subscribe and pay such capital accordingly, in such manner as may be determined or agreed upon, and to guarantee to such parties in respect of such capital, such fixed or other rate of dividend, and to make such terms and conditions in respect thereof, as may be agreed upon between the said company and such parties, and for the purposes aforesaid, to diminish the existing amount of capital which the London and North Western Railway Company are authorized to raise.

And it is proposed in and by the said intended Act to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the last session of Parliament, intituled "An Act to empower the London and Birmingham Railway Company to make a branch railway from the London and Birmingham Railway, near Coventry, to the Trent Valley Railway in the parish of Nuneaton;" and also an Act passed in the session held in the ninth and tenth years of the reign of her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, local and personal Acts, 8th and 9th Victoria, chapter 156, and local and personal Acts, 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans and sections, describing the line, direction, and levels of the said intended 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, will be deposited, for public inspection, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; and that that on or before the said thirtieth day of November instant, 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 branch railways are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this sixth day of November 1846.

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

London, Brentford, and Great Western Junction-Railway.

**N**OTICE 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 and necessary works, approaches, and conveniences connected therewith, commencing at or near Princes-street, in the parishes of St. Margaret and St. John, or one or either or both of them, in the city or liberties of Westminster, and terminating at or near Drum-lane, in the town of Brentford, in the parish of Ealing, in the county of Middlesex, the line of the Great Western Railway, in the parish of Acton and county of Middlesex, to the town and parish of Egham, in the county of Surrey, at or near Drum-lane aforesaid; which said intended railways or railway, and works, approaches, and conveniences connected therewith, will pass from, in, through, or into, or be made or situate within the several parishes, townships, town lands, and extra-parochial places, or other places following, or some of them; that is to say, Saint Martin-in-the-Fields, Saint Margaret, Westminster, the area or verge of the close of Buckingham Palace, the area of the close of the collegiate or abbey church of Saint Peter, Saint John the Evangelist, Westminster, Saint George, Hanover-square, the outward of Saint George, Hanover-square, Saint Peter and Saint Paul, Pimlico, Chelsea, Saint Luke, Chelsea, Saint Jude, Upper Chelsea, Saint Saviour, Holy Trinity, Saint Mary Abbott, Kensington, Brompton, Holy Trinity, Brompton, Knightsbridge, Kensington, the area or verge of the palace at Kensington, Saint Barnabas, Kensington, Fulham, Saint Mary, Fulham, North End, Saint Mary, North End, Earl's Court, Walham Green, Hammersmith, Saint Peter, Brook Green, Chiswick, Turnham Green, Acton, East Acton, Steyne, Ealing, Little Ealing, Great Ealing, Old Brentford, New Brentford, Brentford End, and Hanwell, in the city or liberties of Westminster and county of Middlesex, or some or one of them.

And notice is hereby further given, that it is also intended by such Act or Acts, to take power to stop up, alter, vary, enlarge, 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, town lands, and extra-parochial places, or other places, or any or either of them which it may be necessary to stop up, alter, vary, enlarge, or divert for the purposes or by reason of the construction of the said intended railways or railway, or other works connected therewith, or any of them.

And notice is hereby further given, that it is intended by the said Act or Acts to take power to make lateral deviations in the construction of the said railways or railway, or other works as aforesaid connected therewith, from the lines or situations thereof laid down in the plans hereinafter mentioned, to the extent which will be defined upon the said plans.

And notice is hereby further given, that it is intended by the said Act or Acts to take powers for the purchase by compulsion or agreement of houses, lands, tenements, and hereditaments 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 vary or extinguish all existing rights or privileges in any manner connected with such houses, lands, tenements, and hereditaments, and to confer other rights and privileges, and for the levying of tolls, rates, or duties upon or in respect of the said railways or railway, or other works, and to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties, or other rights or privileges, together with all necessary powers and provisions for carrying the above purposes into effect. 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 said intended undertaking or undertakings, and to sell or let on lease the said intended railways or railway, and such other works as aforesaid, 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 houses, lands, tenements, and hereditaments 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 to enter into such arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railways or railway, and such other works as aforesaid. 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 railways or railway.

And notice is hereby further given, that maps or plans and sections of the said intended railways or railway, and such other works as aforesaid, and of the houses, lands, tenements, and hereditaments

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 houses, lands, tenements, and hereditaments, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the city and liberties of Westminster, at his office in Carlisle-street, Soho-square, in the said city and liberties; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in the said county of Middlesex; 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, from, through, or into which the said intended railways or railway, and such other works as aforesaid, are intended to be made, will be deposited, on or before the thirtieth day of November, in the present year, with the parish clerks of such parishes respectively, at their respective residences.—Dated this tenth day of November 1846.

#### Worcester Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for better paving, lighting, watching, cleansing, and otherwise regulating and improving the city and municipal borough of Worcester, and the several streets, lanes, roads, paths, ways, courts, passages, and other places, lying and being within the said city and municipal borough, and for widening and altering the present, and making and opening new streets, ways, and communications, and for making and maintaining drains, sewers, and watercourses, and improving the existing drains, sewers, and watercourses, and removing and preventing encroachments, nuisances, annoyances, and obstructions within the said city and municipal borough, aforesaid, and also for constructing and maintaining covered cesspools or other receptacles or depositories for the purpose of collecting the filth, manure, and suilage in the said city and municipal borough, aforesaid; and powers will also be applied for in the said Act, authorizing the sale of such manure and suilage, and the application of the proceeds arising therefrom, in reduction of the rates and duties hereinafter mentioned, and powers will also be applied for in the said Act, for enabling the commissioners to be named in the said intended Act, to purchase, by compulsion or otherwise, all such lands and houses, tenements and hereditaments, within the said city and municipal borough as may be necessary for the purposes aforesaid, and to vary, repeal, or extinguish any existing rights and privileges connected with the lands and houses, tenements, and hereditaments, proposed to be taken; and powers will also be applied for in the said Act, to authorize the levying of rates, assessments, and duties upon the owners and occupiers of property within the said city or municipal borough, and to alter any existing rates, assess rents, and duties, and to confer, vary, or extinguish exemptions from the

payment of rates, assessments, or duties, and other rights and privileges, and also the raising of money by mortgage or otherwise, upon the security of the said rates, assessments, and duties, for the purpose of carrying into effect all or any of the objects aforesaid; and it is also intended that the said Act shall contain all the powers and provisions usually inserted in Acts of a similar description, or which may be deemed necessary or expedient for carrying into effect the objects and purposes beforementioned.—Dated this tenth day of November 1846.

*H. M. Daniel*, Solicitor, Pierpoint-street, Worcester.

#### Bridge House Estates Debt.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the mayor and commonalty and citizens of the city of London to raise a sum or sums of money, at a reduced rate of interest, to pay off the several sums of money now charged upon the Bridge House Estates of the city of London, under and by virtue of an Act of Parliament passed in the seventh year of the reign of King George the Fourth, intituled "An Act to authorize the Lords Commissioners of His Majesty's Treasury to advance money out of the Consolidated Fund towards the expenses of rebuilding London-bridge;" and also of an Act of Parliament passed in the third and fourth years of the reign of King William the Fourth, intituled "An Act for raising a sum of money for the repair of Blackfriars-bridge;" and to alter and amend the said Acts; and also to authorize the said mayor and commonalty and citizens to raise a further sum or sums of money on the credit of the said estates; and also to authorize the said mayor and commonalty and citizens to raise money upon the security of their estates and revenues for effecting public works and improvements; and also to enable the said mayor and commonalty and citizens, from time to time, to reborrow any sum or sums of money to pay off the monies which shall be then charged on the said Bridge House Estates, or on the estates and revenues of the said mayor and commonalty and citizens.—Dated at Guildhall, the seventh day of November 1846.

*E. Tyrrell*, City Remembrancer.

#### Llynvi Iron Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable a company, called "The Llynvi Iron Company," to sue and be sued in the name of the secretary or any one of the directors for the time being of the said company, and to grant other powers and privileges to the said company.—Dated this tenth day of November 1846.

*Tilson, Squance, Clarke, & Morice*, Solicitors to the Bill.



## London and North Western Railway.

(Proposed Branches and Extensions from Kenilworth to Berkswell, and Leamington to Warwick, and widening the line from Leamington to Coventry.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the London and North Western Railway Company to construct and maintain the following extensions or branch railways and works, that is to say, a railway with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the existing Coventry and Leamington line of the London and North Western Railway, in the parish of Kenilworth, in the county of Warwick, near to the Kenilworth station, and terminating by a junction with the main line of the said London and North Western Railway in the parish of Berkswell, in the said county of Warwick, near to the point where the said main line crosses a certain public highway called Docker's-lane, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places, of Kenilworth, Stoneleigh otherwise Stoneley, Barton Green otherwise Burton Green, and Berkswell, or some of them, in the county of Warwick.

Also another railway, with proper works and conveniences connected therewith, and approaches thereto, commencing in the parish of Leamington Priors, in the county of Warwick, near a place called Eastnor Terrace there, where it is intended to form a junction with the intended line of the Leamington and Rugby Railway, and terminating in the parish of Saint Mary, in the borough of Warwick, in the same county, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Leamington Priors, Saint Mary Leamington Priors, Milverton, Warwick, St. Nicholas Warwick, Myton, Emscote otherwise Edmondscote, Bridge-end ward Warwick, Smith-street ward Warwick, Saint Nicholas Meadow, Saint Mary Warwick, High-street ward Warwick, Jury-street ward Warwick, Castle-street ward Warwick, Saltisford ward Warwick, Market-place ward Warwick, and West-street ward Warwick, or some of them, in the county of Warwick.

And in the said Act, it is intended to take power to enable the London and North Western Railway Company to alter, widen, and enlarge the existing line of railway between Leamington and Coventry, from the termination thereof in the parish of Milverton, in the county of Warwick, to the junction with the main line near the city of Coventry, and the works thereof, or to construct and maintain an additional line of railway adjoining thereto, with all proper works and conveniences connected therewith, such proposed alterations, widening, and enlargement, or additional railway and works, being situate in or passing from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Milverton, Saint Nicholas Warwick, Leek Wootton, Hill Wootton, Kenilworth,

Stoneleigh otherwise Stoneley, Stivichall, Coventry, Saint Michael Coventry, and Saint John the Baptist Coventry, or some of them, in the county of Warwick.

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

And it is proposed in and by the said intended Act, to empower the London and North Western Railway Company to purchase, by compulsion or agreement, all houses and land required for the completion of the same, 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, within the said parishes, townships, and 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 railways and works, and to deviate in the construction of the said railways from the line thereof, as shewn on the plans hereinafter mentioned, to the extent which shall be defined on the same, and to take powers to levy tolls, rates, and duties in respect of the use of the said railways, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railways and works, or which would in any manner impede or interfere with the objects aforesaid, and to empower the said company to raise any sum or sums of money for the purposes aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed, in and by the said intended Act, to alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the session held in the ninth and tenth years of the reign of Her present Majesty, entitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, local and personal Acts, eighth and ninth Victoria, chapter 156, and local and personal Acts, ninth and tenth Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369 and 396.

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, describing the line, direction, and levels of the said intended railways, and the situation of the lands proposed to be taken

for the purposes of the same, and the said intended works, 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, for public inspection, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; and that, on or before the said thirtieth day of November instant, 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 railways and works are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this sixth day of November 1846.

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

#### Northampton and Banbury Railway.

From the London and North Western Railway, near the Blisworth Station, to Banbury, with power for the London and North Western Railway Company to subscribe towards the same, or to purchase, lease, or make other arrangements in respect of the same, and Junction with the Oxford and Rugby Line of the Great Western Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an act to authorize the construction and maintenance of a railway, with proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the Northampton and Peterborough branch of the London and North Western Railway, at or near the Gayton Wharf, on the Northampton Arm of the Grand Junction Canal, in the parish of Blisworth, in the county of Northampton, and terminating near the town of Banbury, in the parish of Warkworth, in the county of Northampton, at or near the southern side of the highway leading from Warkworth to Banbury, and near to the point where the same highway joins the turnpike road from Brackley to Banbury, near to the said town of Banbury; near to which proposed termination, and in the said parish of Warkworth, it is also proposed to form a junction with the Oxford and Rugby line of the Great Western Railway; which said intended railway and works will be made in or pass from, through, or into the several parishes, townships, extra-parochial and other places of Blisworth, Gayton, Banbury Lane, Tiffeld, Easton Neston, Hulcot, Showsley, Towcester, Caldecote otherwise Caldecote, Handley, Wood Burcote, Greens Norton, Bengall, Duncote, Field Burcote, Littleworth, Potcote, Abthorpe, Fosote, Charlock otherwise Challock, Bradden, Slapton, Wappenham, Astwell, Falcutt otherwise Faulcutt, Weedon, Weedon Lois otherwise Loys Weedon otherwise Weedon Pinkenny, Milthorpe, Weston, Helmdon otherwise Helmedon, Sulgrave, Stutchbury otherwise Stuttesbury, Gretworth otherwise Greatworth, Marston, Marston Saint Lawrence, Westhorpe otherwise Westrop, Thenford, Hinton,

Hinton in the Hedges, Stean otherwise Stene otherwise Steane, Farthingho otherwise Farthinghoe, Thorpe, Thorpe Mandeville, Middleton, Middleton Cheney, Newbottle, Astrop, Charlton, Purston, Great Purston, Little Purston, Burston, King's Sutton, Walton, Brackley, Saint James Brackley, Saint Peter Brackley, Halse, Warkworth, Grimsbury, Nethercott otherwise Nethercote, Overthorpe, Huscote, Banbury, and Saint Mary Banbury, or some of them, in the county of Northampton. And it is intended to take powers in such Act to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial and other places before-mentioned, or some of them, for the working and using the said railway, and also to authorise junctions with any railway or railways, or intended railway or railways, at the commencement or termination or in the line or course of the said railway, as before described, in the several parishes, townships, and extra-parochial and other places aforesaid, or some of them.

And it is proposed, in and by the said intended Act, to incorporate a company, with powers to make and maintain the said railway and works, and to purchase, by compulsion or agreement, all houses and lands required for the completion of the same, 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, within the said parishes, townships, and 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 and works, and to deviate in the construction of the said railway from the line thereof, as shewn on the plans hereinafter mentioned, to the extent which shall be defined on the same, and to take powers to levy tolls, rates, and duties in respect of the use of the said railway, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway, or which would in any manner impede or interfere with the objects aforesaid, and by the said Act to confer other rights and privileges.

And it is proposed, in and by the said intended Act, to empower the said company to be thereby incorporated, to let on lease, sell, or transfer, to the London and North Western Railway Company, the said intended railway, or any part or parts thereof, and to delegate to such company the execution of all or any of the powers of the said intended Act, or to make such other arrangements with the said company, for the working or using of the said intended railway, as may be thought expedient, and to enable the said London and North Western Railway Company to purchase, rent, or construct, or join in subscribing towards the construction of the said intended railway, or any part or parts thereof, and to raise any sum or sums of money for such last-mentioned purposes, or to enter into such other arrangements with the said intended company as aforesaid.

And by the said intended Act it is proposed to take power to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, an Act, passed in the session holden in the ninth and tenth years of the reign of Her present Majesty, entitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, Local and Personal Acts, 5th and 9th Victoria, chapter 156, and Local and Personal Acts, 9th and 10th Victoria, chapters 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 323, 331, 359, 368, 369, and 396.

And notice is hereby further given, that, on or before the thirtieth day of November instant, maps, plans, and sections, describing the direction, line, and levels of the said intended railway, 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, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office in Northampton; and that, on or before the said thirtieth day of November instant, 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 and works are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this sixth day of November 1846.

*Parker, Hayes, Barnwell, and  
Twisden, 1, Lincoln's Inn  
Fields, London,  
Samuel Carter, Birmingham,* } Solicitors.

#### Royston and Hitchin Railway Act Amendment.

(Extension from Royston to Cambridge, and power to Sell or Lease the same to the Great Northern Railway Company.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to alter, amend, and enlarge, the powers and provisions of "The Royston and Hitchin Railway Act, 1846," in which said Bill it is intended to apply for powers to make an extension line of railway, together with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence by a junction with the authorized line of the said Royston and Hitchin Railway, in a certain pasture field adjoining to and lying on the east side of the turnpike road, leading from Royston to Huntingdon, commonly known as the Old North Road, and which said field is in the parish of Bassing-

bourn in the county of Cambridge, and is in the occupation of Joseph Phillips, and is bounded on the east by the said turnpike road, on the north and west by other lands in the occupation of the said Joseph Phillips, and on the south by lands belonging to Thomas Symms Maling, Thomas Titchmarsh, and the Trustees of Barfield's Almshouses, respectively, and which said field is numbered in the plans of the Cambridge and Oxford Railway, deposited in the month of November 1845, with the Clerk of the Peace for the said county of Cambridge, No. 7, in the parish of Bassingbourn aforesaid, and to terminate in a certain piece or plot of pasture ground situate and being in the parish of Saint Andrew the Less otherwise Barnwell, in the town and county of Cambridge, and which said piece or plot of ground is in the occupation of Mr. Michael Foster, and lies between and adjoins the south side of the New Botanic Garden Ground, in the said town and county of Cambridge, and the north side of the road or avenue leading to and from Brookland House, in the said parish of Saint Andrew the Less otherwise Barnwell; also to form a junction with the main line of the Eastern Counties Railway, in the said parish of Saint Andrew the Less otherwise Barnwell, by means of a spur or branch issuing from the main line of the said hereinbefore described extension line of railway, in a certain arable field in the parish of Trumpington, in the said county of Cambridge, in the occupation of Robert Emson, and which said field abuts upon and is bounded at the east end thereof by the said Eastern Counties Railway, and is situate to the south of the Hills Road Bridge, in the said parish of Saint Andrew the Less otherwise Barnwell aforesaid, at a distance therefrom of six hundred yards or thereabouts, and which said spur or branch will join the main line of the said Eastern Counties Railway at the part where the same adjoins a certain arable field in the occupation of Mr. Michael Foster, which said field is situate to the south of the said Hills Road Bridge, at a distance therefrom of two hundred and thirty-five yards or thereabouts, which said extension railway, spur or branch, and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them; that is to say, Royston, Bassingbourn, Kneesworth, Melbourn, Meldreth, Shepreth, Foxton, Newton, Barrington, Hauxton otherwise Hawkston, and certain extra-parochial lands adjoining, Harston otherwise Harlston, Great Shelford, Little Shelford, Haslingfield, Grantchester otherwise Granchester, Trumpington, and Hinton otherwise Cherry Hinton, in the county of Cambridge, Saint Andrew the Less otherwise Barnwell, and Saint Mary the Less, in the town and county of Cambridge.

And it is also intended to apply for power to make lateral deviations from the line of the said extension railway, spur or branch, 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,

Streets and other highways, streams, canals, sewers, pipes, navigations, bridges, railways and tram-roads within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter or stop us for the purposes of the said extension, spur or branch and works.

And notice is hereby further given, that a plan of the said extension, spur or branch, and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, and also a published map with the line of the said extension, spur, or branch delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge in the said county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, a copy of so much of the plan and section 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 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 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 extension, spur or 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 notice is hereby further given, that it is also proposed to empower the said Royston and Hitchin Railway Company to sell or let on lease and transfer the said intended extension railway, spur or branch, and works, or any part of the same, and the tolls thereof, and all and every the rights, powers, privileges, authorities, lands, buildings, property, estate, and effects belonging to such company, to the Great Northern Railway Company, and to delegate to the said last-mentioned company the execution of all or any of the powers of the said intended Bill, and to authorize the said Great Northern Railway Company out of their corporate or other funds to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended extension, spur, branch, and works, or any part thereof, and to purchase, take on lease, rent, work, or construct the said intended extension, spur or branch, and works, or any part of the same, and to take tolls and duties upon or in respect thereof, and to raise money by shares, mortgage or otherwise, for the purposes aforesaid, 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 Great Northern Railway Act 1846," and "The Stamford and Spalding Railway Act 1846."—Dated this ninth day of November 1846.

*Bircham, Dalrymple, and Drake*, Bedford-row, London, Solicitors.

London and Blackwall Railway Improvement, and Branches to the Saint Katherine's and London Docks.

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, some of the powers and provisions of the several Acts hereinafter mentioned, videlicet; An Act passed in the seventh year of the year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from the Minories to Blackwall, with branches to be called the Commercial Railway;" An Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Act relating to the Commercial Railway Company;" an Act passed in the third year of the reign of Her present Majesty, Queen Victoria, intituled "An Act for extending the line of the railway between London and Blackwall, called the Commercial Railway, and for amending the Acts relating thereto;" an Act passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for granting further powers to the London and Blackwall Railway Company;" an Act passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to alter, amend, and enlarge, the powers and provisions of the Acts relating to the London and Blackwall Railway;" and an Act passed in the last session of Parliament, for widening the London and Blackwall Railway and in such Bill it is intended to apply for power to enable the London and Blackwall Railway Company, to alter the gauge of their railway, as at present constructed, notwithstanding the provisions of an Act passed in the last session of Parliament, intituled "An Act for regulating the gauge of railways," and also to take certain property near to certain streets called Crutched Friars, Railway Place, Church-row, and London-street, or some of them, in the parishes of Saint Olave Hart-street, Saint Katherine Coleman, Allhallows Staining, and Allhallows Barking, or some of them, in the city of London; and also for powers to make and maintain the following branch railways, that is to say, a branch railway from and out of the London and Blackwall Railway, at, or near to Whitelion-street, otherwise Leman-street, in the parish of Saint Mary Matfelon otherwise Whitechapel, in the county of Middlesex, passing them through, or into the parishes, and places of Saint Botolph without Aldgate, the Tower Liberties and precincts, Saint Katherine, near the Tower, and Saint John of Wapping, or some of them, in the county of Middlesex, and terminating in, or near the London Docks, in the said parish of Saint John of Wapping, also a branch railway from and out of such last-mentioned branch railway, at, or near to the street called Upper East Smithfield, in the said parishes of Saint John of Wapping, and Saint Botolph without Aldgate, or one of them, and terminating in, or near, the Saint Katherine's Docks, in the last-mentioned parish; and it is also intended, to alter the levels of part of the London

and Blackwall Extension Railway at, or near its junction with the Eastern Counties Railway, in the parish of Saint Mary Stratford le Bow in the county of Middlesex.

And notice is hereby also given, that it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the plans hereinafter mentioned, and to take rates, and tolls, for the use of the said branch railways.

And notice is hereby further given, that maps and duplicate plans and sections of the before-mentioned works, and also books of reference, to such plans, 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 Middlesex, at Clerkenwell, and at the office of the Clerk of the Peace, for the city of London, at his office in the Old Bailey; and that on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes hereinbefore mentioned, in which such property is situate, or such branch railways, or alteration of levels will be made, will be deposited with the parish clerk, of each such parish, at his residence.

Dated this ninth day of November 1846.

*Stokes, Hollingsworth, Tyerman, and Johnston,*  
24, Gresham-street,  
*Pearce, Phillips, and Winckworth,*  
10, Swithin's-lane.

#### Windsor Castle and Town Approaches Improvement, and Removal of Datchet Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to authorize and empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, on behalf of Her Majesty, to make the several alterations and improvements in the approaches to the castle and town of Windsor, following, that is to say, to construct a bridge across the river Thames, from a point in the parish of Datchet, in the county of Buckingham, near the eastern end of a certain island or aye in the river Thames, known by the name of Blackpotts, to the south side of the said river, in the parish of New Windsor, in the county of Berks, and to make a new road from such intended bridge upon, through, and over certain parts of Her Majesty's Home or Little Park, and other lands of Her Majesty, to or near to Datchet Lane, and to widen and improve Datchet Lane aforesaid, from, or from near the site of the said intended bridge to, or near to, the residence of the Naval Knights, and from thence to make a new road through lands and property belonging to the Dean and Canons of Windsor, and others, into Thames Street, Windsor, at or near the foot of the Hundred Steps.

Also to pull down and remove the houses and buildings on the south and east sides of Thames Street, and the east side of High Street, Windsor, from, or from near the foot of the Hundred Steps, to the foot of the Castle Hill, nearly opposite to

the gateway of the White Hart Inn, and to widen and improve Thames Street and High Street, on the same sides thereof, between the Hundred Steps and the Castle Hill aforesaid.

Also to stop up the public road leading from the town of New Windsor, by Frogmore, to or towards Old Windsor, between the point where the said road falls into or crosses the north end of the Long Walk, and a point in the parish of New Windsor, near where such road crosses the boundary of the parishes of New Windsor and Old Windsor, near a house called the Nelson Inn, in the parish of Old Windsor.

Also to stop up all roads, ways, paths, and passages now leading into, upon, through or over Her Majesty's Home or Little Park, or leading across the Long Walk, between a point in the Long Walk, fifty yards or thereabouts northwards of the Double Gates and the castle of Windsor; and in lieu thereof respectively, to make a new road leading out of the present Sheet Street Road, near a place called the Magpie Style, upon, through, or over certain lands of Her Majesty, on the west side of the Long Walk, passing from thence across or under the Long Walk, and running from thence, in a south-easterly direction, upon, through, and over certain lands of Her Majesty, called the Shaw Farm and Clay Hall Farms respectively, till such new road falls into a road or way called Clay Hall Lane, near the junction of Clay Hall Lane with the road leading from New Windsor to Old Windsor aforesaid, and to widen and improve that portion of Clay Hall Lane from its junction with the intended new road aforesaid to the road from New to Old Windsor aforesaid.

Also to make a new road or way leading out of the said road from New to Old Windsor, from a point in the parish of New Windsor, nearly opposite to the Nelson Inn aforesaid, across a field, the property of Her Majesty, to the river Thames, in New Windsor aforesaid, near the junction of the parishes of Old Windsor and New Windsor aforesaid, and to construct a bridge from thence across the river Thames to the opposite bank in the parish of Datchet, in the said county of Buckingham, and to make a new road from such last-mentioned bridge, through or over property belonging to the Earl of Harewood and others, to or near to a farm-house, called Southley Farm-house, in the parish of Datchet aforesaid; and to divert, widen, and improve the present road between Southley Farm-house aforesaid and the village of Datchet, and to make a new road from the village of Datchet aforesaid, along or near to the north bank of the river Thames, to the hereinbefore-mentioned intended bridge, near Blackpotts aforesaid; also to pull down and remove Datchet-bridge, and to stop up all roads, ways, paths, and passages in the parish of New Windsor, which now lead to or from such bridge.

To divert, alter, and stop up that part of the present road and towing-path, on the south bank of the river Thames, which is in the parish of New Windsor, and lying between the two hereinbefore-mentioned intended bridges, and to remove the same from the south to the north bank of the

said river, between the same points, in the parish of Datchet, in the county of Buckingham aforesaid; and to purchase and acquire on behalf of Her Majesty, certain lands and houses, situate abutting on, or near to the said road leading from New Windsor to Old Windsor, by Frogmore aforesaid, so proposed to be stopped up; and also situate abutting on, or near to the said intended new roads; and which said roads, bridges, towing-paths, and other works, matters, and things are, or will be, situate in and pass, or will pass from, in, through, or into the several parishes of New Windsor and Old Windsor, in the county of Berks, and the parish of Datchet, in the county of Buckingham, or some of them.

And it is intended to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, streets, and other highways, streams, sewers, pipes, canals, navigations, or bridges within the said parishes, 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 of the said bridges and works, with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, in such county; and with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in such county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, copies of the said plans, together with books of reference thereto, will be deposited with the parish clerks of New Windsor, Old Windsor, and Datchet respectively, at their respective places of abode.

And notice is hereby further given, that it is intended, by the said Bill 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, and to confer, vary, or extinguish other rights and privileges.—Dated this tenth day of November 1846.

By Order of the Commissioners of Her Majesty's Woods, Forests, Land Revenue, Works, and Buildings.

*Pemberton, Crawley, and Gardiner, 20, Whitehall-place, Westminster.*

#### Plymouth and Tavistock Turnpike Road.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to continue the term, and to repeal, alter, or vary, amend, or enlarge all or any the powers and provisions of two several Acts, the one passed in the forty-fourth year of the reign of His Majesty King George the Third, intituled "An Act for the better amending and repairing of the roads leading from the Lower Market-house, in Tavistock, to Old Town Gate, in the borough of Plymouth, and from Manadon Gate to the Old Pound, near Ply-

mouth Dock, in the county of Devon;" and the other passed in the fifty-third year of the reign of His said Majesty King George the Third, intituled "An Act for altering and enlarging the term and powers of an Act of the forty-fourth year of His present Majesty for repairing the roads leading from Tavistock to Old Town Gate, in the borough of Plymouth, and from Manadon Gate to the Old Pound, near Plymouth Dock, in the county of Devon;" and which said Acts have been from year to year continued by virtue of several Statutes now in force for continuing Local Turnpike Acts in England.

And notice is hereby given, that it is intended to take powers by the said Bill to take, alter, extend, and enlarge a certain parish road or highway leading from the said turnpike road at Knackersknowle to Tamerton Folliott, in the said county of Devon, and to make the same turnpike-road, and which said parish road or highway commences by a junction with the said turnpike road at Knackersknowle aforesaid, and passes through or into the several parishes of Egguckland, Saint Budeaux otherwise Budock, and Tamerton Folliott, all in the said county of Devon, and terminates at the corner and commencement of the present parish road or highway leading from Tamerton Folliott aforesaid to the village of Saint Budeaux aforesaid, and to erect toll-gates thereon, and to receive tolls thereat, and to vest such first-mentioned parish road or highway within the termini aforesaid in the Commissioners appointed under the said recited Acts, or one of them.

And notice is hereby also given, that duplicate plans and sections of the said intended branch roads, works, and undertakings, with a book or books of reference thereto, and also a published map with the branch line of road delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at the Castle of Exeter, in the said county of Devon, on or before the thirtieth day of November 1846; and that, on or before the said thirtieth day of November 1846, a copy of so much of the said plans and sections as relates to each parish in or through which the said branch road 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.

And notice is hereby further given, that it is intended by the said Bill, to apply for powers for the compulsory purchase of lands and houses for all and every the purposes aforesaid, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken; and also to levy tolls, rates, or duties upon or in respect of the said road and works, and branches thereof, and to alter and vary the existing tolls, rates, or duties authorized to be taken by the hereinbefore-mentioned Acts, or either of them, 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 by the said Bill to enable the Commissioners acting

under the said hereinbefore-mentioned Acts, to raise a further sum of money upon the credit of the tolls, rates, and duties to be authorized to be raised and taken by the said intended Bill, or already existing and taken under the said Acts, or either of them, for all or any of the purposes aforesaid.—Dated Plymouth, 7th November 1846.

*Copleston Lopes Radcliffe*, Solicitor for the said Bill.

Railway from the Eastern Counties Railway, at Hutton, to Southend, both in the county of Essex, called the London and Southend Railway.

**N**OTICE 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 making and maintaining a railway, with all proper works, stations, approaches, and other conveniences connected therewith, commencing by a junction with the Eastern Counties Railway, at or near a certain Grove called Brockley Grove, in the parish of Hutton, in the county of Essex, near the turnpike road leading from Brentwood to Billericay, in the same county, and passing thence from, in, through, or into the several parishes, townships, townlands, extra-parochial or other places following, that is to say, Hutton, Shenfield, Mountnessing otherwise Mountneysing, Billericay, Great Burstead otherwise Great Burghstead, Ramsden Crays, Ramsden Bellhouse, Downham, South Hanningfield otherwise South Hanningville, Wickford, Runwell, Rawreth, Rayleigh otherwise Rayley, Eastwood, Rochford, Sutton, Milton otherwise Middleton, Prittlewell, and Southend, or some of them, all in the said county of Essex, and terminating at or near Southend aforesaid, in the parish of Prittlewell, and hamlet of Milton otherwise Middleton, or one of them, in the county of Essex, at a close of pasture land, the property of Amy Lætitia Purvis and Lætitia Barrington Purvis, or one of them, and in the occupation of Edward Kilworth, adjoining to and on the eastern side of the road at the entrance of Upper or New Southend from Hadleigh, in the said county of Essex.

And notice is hereby further given, that in the said Bill powers will be applied for to make lateral deviations in the line laid down on the plans hereinafter mentioned, to the extent thereon defined; and also to stop up, alter, or divert all such turnpike and other roads, highways, and other ways, rivers, streams, and watercourses within the parishes, townships, town lands, 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; and also to levy tolls, rates, and duties in respect of the use of the said railway, and to grant exemptions from payment of such tolls, rates, or duties; 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 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 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 respectively, and also a published map, to a scale of not less than half an inch to a mile, with the line of railway delineated thereon, so as to show its general course and direction, 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 Essex, at his office at Chelmsford, in the said county of Essex; and that, on or before the same day, a copy of so much of the said plans and sections as relates to each of the said parishes in or through which the proposed railway, or the works connected therewith, are intended to be made or maintained, with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such parish, at his residence.

Dated this ninth day of November 1846.

*C. F. Chambers*, 25, Gresham-street, London.

#### Tranmere Docks.

**N**OTICE 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 enable certain parties therein to be named, or certain trustees or commissioners to be thereby appointed, or a company to be thereby incorporated, to make, build, and construct one or more wet dock or wet docks, and one or more tidal basin or tidal basins, with all necessary and proper basins, canals, piers, wharfs, shipping, and landing-places, bridges, sluices, and works convenient and adjoining thereto, or connected therewith, in or near a certain place called Tranmere Pool, in the county of Chester; and to form a sea wall adjoining the river Mersey, between the piers of certain ferries, called Tranmere and Birkenhead Ferries, on the east side of the said docks, basins, and other works; which said docks, basins, and other works will be situated within or adjoining to the parishes, townships, and extra-parochial places of Tranmere, Birkenhead, Bebington otherwise Bebbington, and Bidston, all in the said county of Chester; and to construct a cut, drain, or culvert, with proper sluices and works in connection therewith, for the purpose of carrying off the drainage waters, which now usually flow through the said pool, from the lands to the west and north-west of the same, and within the said last-mentioned parishes, townships, or extra-parochial places, or some of them.

And notice is hereby also given, that it is intended to obtain powers by the said Act or Acts for the compulsory purchase of lands, houses, tenements,

ments, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, or with the lands immediately abutting on the said pool, dock or docks, or with the waters or the said pool, or which would in any manner interfere with or impede the carrying the said Act or Acts into execution. And it is also intended to apply for power for the parties to be named in, or trustees or commissioners to be appointed, or the company to be incorporated by the said intended Act or Acts, to levy tolls, rates, and duties for and in respect of the use of the said docks, basins, and other works and conveniences.

And notice is hereby further given, that, on or before the thirtieth day of November instant, a plan and section of the said intended docks, basins, and other works, with a duplicate of the same, and a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands upon which the said intended docks, basins, and other works are intended to be made, will be deposited at the office of the Clerk of the Peace of the said county of Chester, at Chester; and, on or before the same thirtieth day of November instant, a copy of so much of the said plan and section as relates to each of the parishes in which such docks, basins, and other works will be situate, together with a book of reference thereto, will be deposited with the parish clerks of each such parish, at his respective place of abode.

Dated this ninth day of November 1846.

*John Faulkner*, Solicitor, Chester.

#### York and North Midland Railway.

(Harrogate Branch Extension and Terminus.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, to alter, amend, enlarge, and repeal, some of the powers and provisions of the several Acts relating to the York and North Midland Railway Company, passed respectively in the sixth year of the reign of His late Majesty, King William the Fourth, and in the first, fourth, seventh, eighth, ninth, and tenth years of the reign of Her present Majesty, and to enable the said York and North Midland Railway Company to extend or alter the line of their Harrogate Branch Railway, by making a railway, with all necessary works and conveniences connected therewith and approaches thereto, commencing by a junction with the said branch railway, at or near the north western end of the Crimble Viaduct for the same branch railway, now in course of construction, in the township and parish of Pannal, in the west riding of the county of York, thence passing from, in, through, or into the townships, parishes, and extra-parochial, or other places of Pannal, High Harrogate, Low Harrogate, Bilton, Bilton with Harrogate, Scriven, Scriven with Tentergate and Knaresborough, in the said west riding of the county of York, or some of them, and terminating in a close or parcel of ground,

belonging to the Right Honourable the Earl of Rosslyn, to be marked A on the plans, to be deposited as hereinafter mentioned, and which close is situate in the angle formed by the junction of the Otley turnpike-road with the Leeds and Knaresborough turnpike-road, in the township of Bilton otherwise Bilton with Harrogate, in the parish of Knaresborough, in the said west riding of the county of York, near the house known as the Brunswick Hotel; and also to make a station, with all proper conveniences and approaches at or near the terminus of the said proposed railway, in the township of Bilton, otherwise Bilton with Harrogate, and parish of Knaresborough aforesaid. And it is proposed to apply for powers in the said Act, so to be applied for, to divert, alter, and stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, navigations, and railways, within the said parishes, townships, extra-parochial, or other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of such proposed railway, station, and other works; and also to take powers for the purchase, by compulsion or otherwise, of lands and houses for all or any of the purposes of the said intended railway, station, and works, or any of them, 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 same railway, station, and works, and to grant other rights and privileges; and also to levy tolls, rates, or duties, for or in respect of the use of the said intended railway, station, and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought expedient.

And it is also proposed, by the said intended Act, to authorize the said York and North Midland Railway Company to raise a further sum of money for the purposes of the said intended railway, station, and works, and for the general purposes of the said undertaking.

And notice is hereby further given, that duplicate plans and sections of the said intended railway, station, and other works, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the said west riding of the county of York, at his office at Wakefield, in the same riding, on or before the thirtieth day of November in this present year; and that on or before the said thirtieth day of November, a copy of so much of the said plans and sections as relates to each parish, in or through which the said intended railway, station, and works, are proposed to be made, with a book of reference thereto, will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.—Dated this second day of November 1846.

*Richardson and Gutch*, } Solicitors,  
*Henry Newton*, } York.



## Eastern Union and Hadleigh Junction Railway.

Sale to the Eastern Union Railway Company.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge some of the powers and provisions of the Eastern Union and Hadleigh Junction Railway Act, 1846. And by the said Act it is intended to enable the Eastern Union and Hadleigh Junction Railway Company to sell and transfer, and the Eastern Union Railway Company to purchase and take, the said Eastern Union and Hadleigh Junction Railway, and all the rights, powers, interests, and privileges of the first-named company in relation thereto. And it is further intended by such Act to vary or extinguish all rights, powers, or privileges which might impede or interfere with the objects aforesaid. And it is intended by such Act to alter, amend, extend, and enlarge, for the purposes aforesaid, the powers and provisions of an Act, passed in the session of Parliament held in the seventh and eighth years of Her present Majesty's reign, intituled "An Act for making a railway from Colchester to Ipswich," and of two other Acts, passed respectively in the two subsequent sessions of Parliament, for amending and enlarging the powers granted to the said Eastern Union Railway Company, and to enable the said Eastern Union Railway Company to increase their capital for the purpose of such purchase.—Dated this 2d day of November 1846.

*Few & Company, Covent-garden.*

*George Josselyn, Ipswich.*

*W. O. & W. Hunt,*  
10, Whitehall.

*Rixon & Son,*  
11, King Wil-  
liam-street.

Cleveland-square, Saint James, Westminster,  
Improvement.

**N**OTICE is hereby given, that application will be made to Parliament in the next session, for an Act to empower the devisees of the Most Noble Francis Duke of Bridgewater, deceased, to appropriate and take and use for building or other purposes, a certain portion of the court or square called Cleveland-court or Cleveland-square, in the parish of Saint James, within the liberty of Westminster, on the north side thereof, containing in length, from east to west, sixty-five feet or thereabouts, and in breadth, from north to south, eighteen feet or thereabouts, as the same is more particularly described and delineated in a plan that will, on or before the thirtieth of November instant, be deposited, for public inspection, with the Clerk of the Peace for the said county of Middlesex, at the Sessions-house, Clerkenwell-green, and also with the parish clerk of the said parish of St. James, Westminster; and to vest such portion of the said court or square, so to be appropriated and taken and used as aforesaid, in the said devisees of the said Duke of Bridgewater, their heirs and assigns, for ever freed and discharged from all rights of way and other rights and easements into, in, or over the same, in

exchange for certain new streets lately formed by the said devisees into the said square, and a certain further addition, proposed to be made by the said devisees to the said square, for widening and enlarging the same and improving the several approaches thereto.

Dated this second day of November 1846.

*Gatty and Turner,*

Solicitors, 1, Red-lion-square, London.

## Drainage of Crowland and Cowbit Washes, and other Lands.

**N**OTICE 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 widening, enlarging, deepening, embanking, and otherwise improving the several drains which have been and were made in and through the washes or low lands respectively called Crowland High Wash, Crowland Low Wash, and Crowland Fodder lots Deeping fen Wash, and Cowbit Wash, within the several parishes of Crowland, Spalding, and Pinchbeck, the hamlets of Cowbit and Peakhill, in the said parish of Spalding, and the extra-parochial place or lands called Deeping fen or Deeping fen Welland Washes, in the county of Lincoln; and particularly for deepening and widening the present main-drain from a place called the Locks or Locks Mill, in Spalding aforesaid, to its terminus at the upper end of Crowland High Wash, in the parish of Crowland aforesaid; which main-drain passes through or into, or adjoins, the several parishes, hamlets, and extra-parochial place or lands aforesaid; and also for extending the said main-drain by making a new cut to commence at the western end of the said main-drain, at the upper end of Crowland High Wash aforesaid, and thence to be carried through lands in Crowland aforesaid, and in the parishes of Newborough and Maxey, and extra-parochial lands adjoining the Bedford Level Corporation Bank, in the county of Northampton, and Deeping Saint James, in the county of Lincoln, or some of them, in a westward direction to, and to terminate at and join, the south bank of the outlet of the water of the Folly River or drain into the River Welland, in Newborough aforesaid.

And notice is hereby also given, that it is intended, by such Bill and Act, to obtain powers for comprising and including within the drainage thereby to be provided for, and as parcel of the level, certain extra-parochial lands called Deeping fen Wash lands, lying between Crowland Fodderlots and Cowbit Wash, also certain lands in the parish of Newborough aforesaid, or extra-parochial, belonging, or reputed to belong, to the corporation of the Bedford Level, Sir Culling Eardley Smith, Baronet, John Molecey Twigge Molecey, Robert Vergette, William Allitt, John Griffin, and James Wurr Hastings, and lying between the bank of the north Level (parcel of the Great Bedford Level) and the river Welland, also about two acres of land belonging, or reputed to belong, to John Molecey

Twigge Molecey and William Allitt, in the parish of Maxey, in the county of Northampton, and about twenty-four acres of land, called Wash Land, in the parish of Deeping Saint James, in the county of Lincoln, belonging, or reputed to belong, to Sir Culling Eardley Smith, Baronet, and John Williams.

And further notice is hereby given, that it is also intended to apply for, and by the said intended Act to obtain powers to alter, enlarge, heighten, reinstate, restore, make, form, build, and execute all such sluices, tunnels, stanches, bridges, banks, drains, and other works as may be deemed requisite or expedient for the better drainage of the said washes and other lands, or any parts thereof; and also to impose, charge, and levy annual taxes or rates, and taxes and rates in gross (either in addition to, or distinct from, all existing taxes or rates imposed by any former Act or Acts relating to the drainage of the several lands before mentioned) upon the several washes, fodderlots, and other lands hereinbefore respectively mentioned or particularly referred to, or upon the owners or occupiers of such washes, fodderlots, and other lands respectively, for the purpose of defraying the expenses of obtaining and executing the said Act, and of building, making, enlarging, or restoring, and hereafter maintaining all such sluices, tunnels, stanches, bridges, banks, drains, and other works as may be requisite and necessary for more effectually draining the said several washes, fodderlots, and other lands, and discharging the water therefrom into the river Welland, at or near to the said place called the Locks; and also to apply for and obtain powers for borrowing or raising money, on the credit of such new or additional taxes or rates, either wholly or partly alone or jointly with the several annual taxes and rates to which the said several washes, fodderlots, and other lands respectively, or any of them, are now subject, for more speedily effecting the purposes aforesaid; and also powers for the compulsory purchase of all such lands, tenements, and hereditaments as may be wanted for the purpose of effecting the several works, matters, and things hereinbefore mentioned, specified, or referred to.

And notice is hereby further given, that a plan and section and duplicate thereof, describing the line or situation of the intended works, and the lands in or through which the works are to be made, maintained, varied, extended, or enlarged, together with a book of reference, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands respectively, together with a duplicate of such plan and section and book of reference, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office, in Spalding aforesaid; of the Clerk of the Peace for the parts of Holland, in the county of Lincoln; and at the office, in Sleaford, in the said county of Lincoln; of the Clerk of the Peace for the parts of Kesteven in the said county of Lincoln; and at the office, in the city of Peterborough, of the Clerk of the Peace for the liberty or soke of Peterborough; and at the office, in the town of Northampton, of the

Clerk of the Peace for the county of Northampton; and that a copy of so much of the said plan and section as relates to each of the said parishes of Crowland, Spalding, Pinchbeck, Newborough, Deeping Saint James, and Maxey, respectively, and hamlets of Cowbit and Peakhill, in the parish of Spalding aforesaid, and extra-parochial lands respectively, together with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the parish clerk of each such parish, and also with the Clerk of the Church or Chapel of Cowbit aforesaid, and with the person officiating as Clerk at the Church in the extra-parochial district of Deeping Fen, at the house or residence of each such clerk respectively.

And notice is hereby also given, that, for effectuating the several works and purposes aforesaid, and, so far only as may be therefore necessary or expedient, it is intended by such Bill and Act to alter, repeal, or amend and enlarge the powers and provisions of the several Acts of Parliament hereinafter specified and mentioned, that is to say; An Act, passed in the forty-first year of the reign of King George the Third, entitled "An Act for draining, dividing, allotting, and inclosing Deeping, Langtoft, Baston, Spalding, Pinchbeck, and Cowbit Commons within the parts of Kesteven and Holland in the county of Lincoln; and also for draining Crowland-common or Goggushland, certain lands and grounds in the parish of Bourn and Thurlby adjoining or lying contiguous to the north bank of the river Glen, and certain inclosed lands in Deeping Fen, and in the parishes of Spalding and Pinchbeck adjoining to the said commons, and lying between the rivers Glen and Welland; and also for rendering more effectual several Acts of Parliament heretofore passed for draining and preserving the several lands, grounds, and commons hereinbefore mentioned or certain parts thereof;" an Act, also passed in the said forty-first year of King George the Third entitled, "An Act for draining, dividing, allotting, and inclosing a common called Crowland-common or Goggushland, and certain open half year's meadow, commonable, and waste grounds called the washes and fodderlots in, adjoining, or near the township of Crowland, in the county of Lincoln;" an Act passed in the fifty-second year of King George the Third, to amend and render more effectual the said lastly recited Act; and an Act, passed in the session of Parliament held in the eleventh year of the reign of King George the Fourth and first year of King William the Fourth entitled "An Act for improving the drainage of the lands lying in the North Level part of the Great Level of the fens called Bedford Level, and in Great Portland, in the manor of Crowland, and for providing a navigation between Clows Cross and the Nene Outfall Cut; and such other Acts in continuation, amendment, or alteration of any of the hereinbefore severally specified Acts, and other Acts relating to, or affecting, any of the lands and works hereinbefore mentioned, so far as the powers and provisions thereof respectively apply or relate to the drainage of the aforesaid lands called Crowland

Wash and fodderlots, and the aforesaid lands called Cowbit Wash, and the aforesaid lands called Deeping Fen Welland Washes, and the said wash lands in Newborough Deeping Saint James and Maxey aforesaid, or extra-parochial, or any of them respectively.—Dated this second November 1846.

*Cha. Bonner and Son, Spalding,* } Solicitors.  
*James Torkington, junr. Crowland,* }

#### Leeds Central Railway Station.

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 Leeds, Dewsbury, and Manchester Railway Company, the Leeds and Thirsk Railway Company, the Manchester and Leeds Railway Company, and the Great Northern Railway Company, or some of them, to provide a united railway station or stations, for passengers and goods, with all proper works, approaches, and conveniences connected therewith, between the north-east side of the river Aire, to the north of Monk Bridge, and the south-west side of the Mixed Cloth Hall, in the town of Leeds, in the borough of Leeds, in the west riding of the county of York; all which proposed stations, works, conveniences, and approaches will be situate within the township of Leeds, in the parish and borough of Leeds, in the west riding of the county of York.

And it is also intended, by such Act or Acts, to take power to stop up, alter, or divert, whether temporarily or permanently, all streets, turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the said township of Leeds, 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, houses, and property 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 said several companies, or any of them, to exercise all or any of the powers which they, or any of them, now possess for the purchase of lands and houses, and to purchase other lands and houses, by compulsion or agreement, for the purposes aforesaid; and also to enable the said several companies, and each and every or any of them, to levy tolls, rates, and duties in respect of the use of the said intended station or stations, and to grant certain exemptions from such tolls, rates, and duties.

And it is further proposed, by the said intended Act or Acts, to enable the said several companies, and each and every of them, to contribute, either out of any funds now in their hands, or which they may now have power to raise, or by the creation of new capital, towards the formation of

the said station or stations and works; and to alter, amend, extend, and enlarge, so far as may be necessary for the several purposes aforesaid, the powers and provisions of the several Acts following, or some of them, that is to say, "The Leeds, Dewsbury, and Manchester Railway Act, 1845," "The Leeds, Dewsbury, and Manchester Deviations and Branches Railway Act, 1846," "The Leeds and Thirsk Railway Act, 1845," "The Leeds and Hartlepool Railway Act, 1846," "The Leeds and Thirsk Railway (Knaresborough Extension) Act, 1846," "The Leeds and Thirsk (Saint Helen's Branch Deviation) Railway Act, 1846," "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," "The Ashton, Staleybridge, and Liverpool Junction Railway Act, 1844," "The Ashton, Staleybridge, and Liverpool Junction Railway Act, 1845;" the several Acts following, passed respectively 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," "The Great Northern Railway Act, 1845," (passed in 1846), and "The Stamford and Spalding Railway Act, 1846."

And notice is hereby further given, that maps or plans and sections of the said intended stations and works and approaches, and of the lands and property 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 30th 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 also with the parish clerk of the parish of Leeds, at his residence.

Dated this 3d day of November 1846.

*Atkinson, Dibb, and Bolland, Leeds,* } Solicitors.  
*Payne, Eddison, and Ford, Leeds,* }  
*Darbishire and Lewis, Manchester,* }  
*Baxter, Rose, and Norton, London,* }

Commercial Gas Light and Coke Company.  
Tower Hamlets and London.

**N**OTICE 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 several parishes, townships, hamlets, precincts, liberties, and extra-parochial places following (that is to say), the parish and liberty of Duke's-place otherwise Saint James Duke's-place, in the city of London; the several parishes of Saint Botolph without Aldgate, in the city of London, and Saint Botolph without Aldgate, in the county of Middlesex, otherwise the parish of Saint Botolph without Aldgate, in the city of London and county of Middlesex; the parishes of Saint Mary Matfelon otherwise Whitechapel, Christ Church Spitalfields, Saint Matthew Bethnal-green, Saint Mary Islington, Saint Mary Stoke Newington, Saint John at Hackney otherwise Saint John Hackney, South Hackney, West Hackney, Saint Dunstan Stebonheath otherwise Stepney, Saint Anne Limehouse, All Saints Poplar, Saint Leonards Bromley otherwise Bromley Saint Leonards, Saint Mary Stratford-le-Bow otherwise Saint Mary Stratford Bow, the hamlets of Mile-end New Town and of Mile-end Old Town and Ratcliff, the liberties of the Old Artillery-ground and Norton Folley otherwise Norton Folgate otherwise Norton Folgate, all in the county of Middlesex, and for supplying the inhabitants thereof with gas; and by which Bill it is intended to incorporate a company for the purposes aforesaid, and to empower such company to lay pipes and mains in the several streets, roads, lanes, alleys, passages, and places in all or any of the several parishes and places aforesaid, and to raise, levy, and collect rates or rents for the use and in respect of the gas to be supplied by the said company; and to alter, vary, or extinguish any existing rates or rents which would in any manner interfere with the objects of the said Bill; and to confer, vary, and extinguish exemptions from the payment of rates or rents; and it is intended that the said Bill shall contain all such powers and provisions as are usually inserted in Bills of a similar description, or which may be deemed necessary or expedient for carrying into effect the objects and purposes aforesaid.—Dated this 29th day of October 1846.

*Marten, Thomas, and Hollams, Solicitors,  
Mincing-lane, London.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act, passed in the forty-seventh year of the reign of His late Majesty King George the Third, intituled "An Act to enable His Majesty to vest the sands of Traethmawr, dividing the counties of Carnarvon and Merioneth, in William Alexander Madocks, Esquire," and also of an Act, passed in the session holden in the first and second years of the reign of His late Majesty King George the Fourth, intituled "An Act to alter and amend an Act, of His late

Majesty's reign, intituled, 'An Act to enable His Majesty to vest the sands of Traethmawr, dividing the counties of Carnarvon, and Merioneth, in William Alexander Madocks, Esquire,' and for building quays and other works for the purpose of facilitating the landing, loading, and unloading of ships and vessels frequenting the harbour of Portmadoc, in the said county of Carnarvon," or to repeal the provisions, or some or one of them, contained in the said Acts, or one of them, and to make other provisions in lieu thereof.

And notice is hereby also given, that it is intended to apply for powers in the said Bill or Bills to rebuild, alter, remove, repair, or amend the present, or to replace with others, or make additional sluice gates, water gates, bridges, embankments, dams, and other works connected with the works and undertakings authorized by the said several Acts; all which said projected works are intended to be made within the parish of Ynyscynhaiarn and on Traethmawr, both in the said county of Carnarvon.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, 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 said county of Carnarvon, at his office, at Carnarvon, in the same county; and that, on or before the thirtieth day of November next, a copy of the said plans and sections, together with a book of reference thereto, will be deposited with the parish clerk of the said parish of Ynyscynhaiarn, in the said county of Carnarvon, at the place of abode of such parish clerk.

And notice is hereby further given, that it is intended to apply for powers for the compulsory purchase of land and houses, and for levying tolls, rates, and duties upon or in respect of such proposed works, and to vary or extinguish all rights or privileges in any manner connected with the lands and houses intended to be taken, and to confer others, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges.—Dated, this twentieth day of October 1846.

File Pier Extensions.

**N**OTICE 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 An 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 erecting and maintaining a pier in File Harbour, in the parish of Dalton in Furness, in the county palatine of Lancaster," and for extending the powers and provisions of the said Act; and in which said Bill or Bills it is intended to apply for powers to extend and enlarge the said pier on the north and east sides of a certain island called Roe Island, into the Harbour of File, all in the parish of Dalton in Furness aforesaid; and also to make and erect a pier, stage, or jetty on the

south side of the said pier, between the pier head or crosspiece, in Pikestone, Bed Hollow, and Roe Island aforesaid, all in the said parish; and also to construct and maintain all necessary wharfs, quays, landing places, cranes, weighing machines, and other erections, buildings, works, and conveniences in the said parish, attached thereto or connected therewith respectively.

And notice is hereby given, that it is also intended to apply for powers to make lateral deviations from the line or lines of the said proposed extensions and enlargements of the said pier, to the extent, or within the limits defined upon the plans hereinafter mentioned.

And notice is hereby further given, that plans of the proposed variations, extensions, or enlargements, pier or piers, jetty or jetties, stage, and other works, and also duplicates of such plans, 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, in the said county, on or before the thirtieth day of November 1846; and a copy of the said plans and books of reference will be deposited with the parish clerk of the said parish of Dalton in Furness, at his place of abode, on or before the said thirtieth day of November.

And notice is hereby further given, that it is intended, in the said Bill or Bills, 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; and also to levy tolls, rates, and duties upon, or in respect of, the said proposed variations, extensions, and enlargements, pier or piers, jetty or jetties, stage, and other works; and to alter existing tolls, rates and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates and duties, and other rights and privileges.

And notice is hereby further given, that, in the said Bill or Bills, it is intended to apply for powers to sell or lease the said pier, and also the said proposed pier or piers, jetty or jetties, variations, extensions and enlargements, or any part thereof, and all or any of the rights, powers and privileges connected therewith.—Dated this twenty-sixth day of October 1846.

*Nelson and Wynn*, Solicitors, Gresham-place,  
Lombard-street.

Portsmouth Paving, Lighting, and  
Improvement.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say; an Act, passed in the eighth year of the reign of His late Majesty King George the Third, intituled "An Act for the better paving and cleansing the streets and other publick passages in the town of Portsmouth, in the county of Southampton, and for preventing nuisances and annoyances therein, and for widening and rendering the same more

commodious;" and an Act, passed in the sixteenth year of the reign of His said late Majesty King George the Third, intituled "An Act for lighting and watching the town of Portsmouth, in the county of Southampton, and for explaining and amending an Act passed in the eighth year of his present Majesty's reign, for the better paving and cleansing the streets and other publick passages in the said town, and for preventing nuisances and annoyances therein, and for widening and rendering the same more commodious;" or to repeal the said Acts, and to grant other and more effectual powers and provisions in lieu thereof. In which Bill provision is intended to be made for the better paving, cleansing, watering, lighting, and supplying the said town with gas, and otherwise regulating, widening, and improving the several streets, passages, roads and places within the said town of Portsmouth, in the several parishes of Portsmouth and Portsea, in the said county, and for removing and preventing obstructions, encroachments, nuisances, and annoyances therein, and for licensing and regulating hackney carriages and porters within the said town.

And notice is hereby further given, that in the said Bill powers will be contained for defining and altering the limits of the said Acts, for raising money by mortgage or otherwise, and for levying new rates or assessments, and for altering the several existing rates and assessments thereby authorised to be collected and made, and for conferring, varying, or extinguishing exemptions from payment of rates or assessments, and other rights or privileges; together with all other powers and provisions which are usual or may be deemed necessary or expedient with reference to the several objects aforesaid.—Dated this twenty-ninth day of October 1846.

*Chas. B. Hellard*, Solicitor for the said Bill.

Bristol and Clifton Oil Gas Company.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the fourth year of the reign of His Majesty King George the Fourth, intituled "An Act for lighting with oil gas the city of Bristol, and the parish of Clifton, in the county of Gloucester, and certain parishes adjacent thereto;" and of an Act, passed in the sixth year of the reign of His late Majesty King William the Fourth intituled "An Act to enable the Bristol and Clifton Oil Gas Company to produce gas from coal, and other materials, and to amend the Act relating to the said company;" and in which Act provision is intended to be made to enable the Bristol and Clifton Oil Gas Company to raise a further sum of money, for more effectually carrying into execution the powers and provisions of the said existing Acts relating to the said company.—Dated this twenty-ninth day of October 1846.

*M. Brittan and Sons*, Bristol,  
Solicitors of the said Company.

## Wolverhampton Gas Company.

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 an Act, passed in the first year of the reign of King George the Fourth, intituled "An Act for lighting with gas the town of Wolverhampton, in the county of Stafford," or to repeal the said Act, and grant other and additional powers and provisions in lieu thereof; and to take powers by the said intended Act to authorize the consolidation and amalgamation into one company of the Wolverhampton Gas Light Company, established by the said Act, and the Wolverhampton New Gas Company, upon and subject to such terms, conditions, and stipulations, as may be, or may have been, agreed upon by and between, or on behalf of, the said two companies respectively, and to vest in such consolidated or amalgamated company all the lands, property, estate, and effects, powers, privileges, and authorities of, or belonging to, the said two companies respectively, and to enable the said two companies respectively, or one of them, or the company so to be incorporated as aforesaid, to raise a further sum of money for the purposes of the said intended Act.

And it is further proposed, by such intended Act, to take powers for more effectually lighting with gas the said town of Wolverhampton, and also the townships of Willenhall and Wednesfield, all in the parish of Wolverhampton, and the parish of Tettenhall, all in the county of Stafford; and for supplying the inhabitants of such places respectively with gas; and to incorporate a new company for such purposes; and to enable such new company to lay pipes and mains in the several streets, squares, roads, passages, and other public places, within the towns, townships, and parishes before-mentioned; and to supply meters, apparatus, and fittings; and to purchase, by compulsion or agreement, lands, and houses, and gas, and other works; and to sell, from time to time, any of the lands, tenements, works, or hereditaments, of the said company, and to purchase others for the purposes of the said intended Act; and to alter, vary, or extinguish all rights, powers, and privileges, connected with such lands, tenements, houses, works, and hereditaments, or which would impede or interfere with the purposes aforesaid, or any of them; and to confer other rights and privileges; and to levy, demand, and recover rates, rents, duties, or charges, for the use of the gas and meters, apparatus and fittings, to be supplied by the said new company; and to alter the rates, rents, duties, or charges, granted by the said recited Act; and to grant exemptions from the payment of such respective rates, rents, duties, and charges; and to grant to the said intended new company all such other powers, rights and privileges, as may be requisite or necessary for carrying into effect the purposes aforesaid.—Dated this thirty-first day of October 1846.

*John Simpson Rutter,* } Solicitors  
*Manby and Hawksford,* } for the Bill.

## Shipley Gas Light 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 to incorporate a company, and to give to such company power to light with gas the township of Shipley, within the parish of Bradford, and the village of Windhill and the neighbourhood thereof, within the township of Idle, within the parish of Calverley, all in the west riding of the county of York; and also to make and levy rates, rents, or charges for the furnishing of such light, and generally to exercise such powers, rights, and privileges, for effecting the purposes aforesaid, as may be granted to them for that purpose.—Dated this second day of November 1846.

*Charles Clough,* Solicitor, Bradford.

## Scottish Equitable Life Assurance Society.

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, or to incorporate the Scottish Equitable Life Assurance Society, 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 charters, dated 27th January 1838, and 30th January 1846; and to confer further and other powers and privileges upon the said Society and the directors thereof.—Dated this 3d day of November 1846.

*Chas. Lever,* King's-road, Bedford-row,  
London; *J. A. Campbell,* Albyn-place,  
Edinburgh.

## Scottish Union Insurance Company.

NOTICE is hereby given, that the Scottish Union Insurance Company, carrying on the business of fire and life insurance, intend to apply to Parliament in the ensuing session, for leave to bring in a Bill to incorporate the said company, and to authorise the said company to sue and be sued, and to enable the said company to hold and transfer property, heritable and moveable, real and personal, in the name of the said company, or in the name of three or more directors thereof, or in the name of the manager or other officer of the said company; and to alter, enlarge, and amend the powers and provisions contained in the royal charter in favour of the said company, dated the twenty-first day of March 1833, and sealed the twenty-sixth day of June 1833, and in the contract of copartnership or deed of constitution of said company; and to alter and amend the rules, regulations, and bye-laws of said company; and so

far as necessary to confirm the powers and provisions contained in the said royal charter, and in the said contract of copartnership or deed of constitution, and the rules, regulations, and bye-laws of the said company, and to confer further and other powers, privileges, and exemptions upon the said company and upon the directors thereof.

Dated this thirtieth day of October 1846.

*William Adam Gib and Robert Ellis,*  
Writers to the Signet, 4, Royal-terrace,  
Edinburgh; Solicitors for the said Com-  
pany.

#### Bristol Port and Harbour.

For enabling the Mayor, Aldermen, and Burgesses of the City of Bristol, or some other person or persons to purchase the property, rights, and interests, together with the powers, authorities, and privileges of the Bristol Dock Company, and certain property, rights, and interests, powers, authorities, and privileges of the Society of Merchant Venturers, of, or in the said City, and to reduce, alter, or abolish the several charges, rates, dues, and imposts of the Port and Harbour of Bristol.

**N**OTICE 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, or enlarge the powers and provisions of an Act passed in the sixteenth year of the reign of His Majesty King George the Third, intituled "An Act to remove the danger of fire amongst the ships in the Port of Bristol, by preventing the landing of certain commodities on the present quays, and for providing a convenient quay and proper places for landing and storing the same, and for regulating the said quay and the lighters, boats, and other vessels carrying goods for hire within the said Port of Bristol, and for other purposes therein mentioned;" also of an Act passed in the twenty-eighth year of the reign of his said Majesty, intituled "An Act for removing and preventing encroachments, obstructions, annoyances, and other nuisances within the city of Bristol, and the liberties thereof, and for licensing and better regulating hackney coaches, chairs, waggons, carts, and other carriages, and the owners, drivers, and carriers thereof respectively, and porters and other persons within and for certain distances round the said city and liberties, and for better regulating the shipping and trade, and the rivers, wharfs, backs, and quays, and the markets within the same city and liberties, and for other purposes;" and also of an Act passed in the forty-third year of the reign of his said Majesty, intituled "An Act for improving and rendering more commodious the port and harbour of Bristol;" and also of an Act passed in the forty-sixth year of the reign of his said Majesty, intituled "An Act to alter and amend an Act passed in the forty-third year of his present Majesty," intituled "An Act for improving and rendering more

extending the powers and provisions of the said Act," and also of an Act passed in the forty-seventh year of the reign of his said Majesty, intituled "An Act for ascertaining and establishing the rates of wharfage, cannage, plankage, anchorage, and moorage, to be received at the lawful quays in the port of Bristol; for the regulation of the crane-keepers in the said port, and for the better regulation of pilots and pilotage of vessels navigating the Bristol Channel," and also of an Act passed in the forty-eighth year of the reign of his said Majesty, intituled "An Act for completing the improvement of the port of Bristol," and also of an Act passed in the forty-ninth year of the reign of his said Majesty, intituled "An Act to enable the Bristol Dock Company to borrow a further sum of money for completing the improvements of the port and harbour of Bristol," and also of an Act passed in the third year of the reign of his Majesty King George the Fourth, intituled "An Act to alter, amend, and explain the several Acts passed for improving and rendering more commodious the port and harbour of Bristol," and also of another Act passed in the third year of the reign of his said Majesty King George the Fourth, intituled, "An Act for the employment, maintenance, and regulation of the poor of the city of Bristol, and for altering the mode of assessing the rates for the relief of the poor, and certain rates authorized to be raised and levied within the said city by certain Acts for improving the harbour there, and for paving, pitching, cleansing, and lighting the same city, and for the relief of the churchwardens and overseers from the collecting of such rates, and for amending the Act for paving, pitching, cleansing, and lighting the said city," and also of an Act passed in the sixth year of the reign of his said Majesty King George the Fourth, intituled, "An Act to enable the mayor, burgesses, and commonalty of the city of Bristol, to reduce, alter, modify, and regulate certain dues called 'Town dues,' and 'Mayor's dues,' and for the charging and collecting thereof," and also of an Act passed in the fifth and sixth years of the reign of his Majesty King William the Fourth, intituled, "An Act to provide for the regulation of municipal corporations in England and Wales," and also of an Act passed in the first year of the reign of Her Majesty Queen Victoria, intituled, "An Act for removing and preventing encroachments within the city and county of Bristol, and for better regulating the shipping, rivers, wharfs, backs, and quays, and the markets within the same, and for other purposes," and also of an Act passed in the said first year of the reign of Her Majesty Queen Victoria, intituled, "An Act for the better assessing and collecting certain parochial and other rates within the city and county of Bristol," and also of an Act passed in the ninth and tenth years of the reign of Her Majesty Queen Victoria, intituled, "An Act for constructing a pier at Portbury, in the county of Somerset, and for making a railway from the same to the city of Bristol, with a branch railway connected therewith," or some of the powers and provisions of the said several Acts, or some of them; or to repeal the powers and pro-

visions, or some of the powers and provisions of the said several Acts, or some of them, and grant other or more effectual powers, and make other or more effectual provisions instead thereof, and in which Bill or Bills provision is intended to be made and powers given to enable the mayor, aldermen, and burgesses of the city of Bristol, or such other person or persons as shall be named in the said Bill or Bills, to purchase of or from the Bristol Dock Company, and also of or from the Society of Merchant Venturers of or in the city of Bristol, the property, rights, and interests, together with the powers, authorities, and privileges of or possessed by the said Company and Society respectively, under or by virtue of the said recited Acts, or any of them, and for the transfer of the said property, rights, and interests, powers, authorities, and privileges to the said mayor, aldermen, and burgesses, or such other person or persons as aforesaid, and to enable the said mayor, aldermen, and burgesses, or such other person or persons as aforesaid, to reduce, alter, or abolish the rates, tolls, and duties, or any of them, in and by the said recited Acts, or any of them, mentioned or specified, or authorized and empowered to be raised, levied, or collected, and to raise, levy, and collect, other rates, tolls, duties, or funds in lieu thereof, or in addition thereto, and to apply the produce of the same in aid of the borough fund and rate of the said city and county, or of such other rate or fund as may be provided by the said Bill or Bills, to be raised for carrying into effect the purposes thereof, and to charge upon the said borough fund, or rate, or other rate or fund to be provided as aforesaid, the payment of the debt of the port of Bristol, or of the principal interest and other moneys raised and made payable, under or by virtue of the said several Acts, or any or either of them. and in which said Bill or Bills provision is also intended to be made for the payment of the expenses of and incident to the preparation of the said Bill or Bills, and the said application to Parliament and consequent thereupon, and of carrying into effect the powers and provisions to be contained in the said Bill or Bills, or which may be incident thereto, by and out of the borough-fund and rate of the said city and county, or such other rate or fund to be provided as aforesaid.

Dated the fourth day of November 1846.

#### Nottingham Freemen's Allotments.

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 some of the powers and provisions of four several Acts, one passed in the second and third years of the reign of Her Majesty Queen Victoria, intituled "An Act for inclosing, allotting, and improving certain open fields in the parish of St. Mary, in the town and county of the town of Nottingham;" another Act, passed in the third year of the reign of Her said Majesty, intituled "An Act for inclosing certain lands, called the West Croft, and Burton Leys, in the parish of Saint Mary, in the town and county

of the town of Nottingham;" another Act, passed in the eighth year of the reign of Her said Majesty, intituled "An Act for altering and amending an Act, passed in the third year of the reign of Her present Majesty, for inclosing certain lands in the town and county of the town of Nottingham;" and another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for inclosing lands in the parish of Saint Mary, in the town and county of the town of Nottingham;" and to repeal so much of the said Acts, some or one of them, as relate to the regulation and management of the allotments made, or to be made, to the freemen of the said town and county of the town of Nottingham, under the said Acts, some or one of them, and to make other provisions in lieu thereof, and for vesting the property and estates of the said freemen in trustees for their benefit, with all necessary powers and provisions for the purposes aforesaid.—Dated this fifth day of November one thousand eight hundred and forty-six.

*Samuel Parsons*, Solicitor.

In Chancery.

Attorney General *v.* Drapers' Company.

(Howell'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 alter, vary, 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 charity commonly called or known as "Thomas Howell's Charity," in the city of London, 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 this tenth day of November 1846.

*Joseph Parkes*, Solicitor to the Attorney General.

In Chancery.

Attorney General *v.* George Finch and others.

(Felstead Charity.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, vary, 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 charity grammar-school and almshouses of Richard Lord Rich, in the county of Essex, 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 this tenth day of November 1846.

*Joseph Parkes*, Solicitor to the Attorney General.



## North British Railway. (No. 1.)

(Increase of Capital and Enlargement and Amendment of Acts; Junction with Leith Branch of the Edinburgh and Dalkeith Railway; Extension of Haddington and Kelso Branches; Deviations of Hawick and Kelso Branches; alteration of the Leith Branch of the Edinburgh and Dalkeith Railway, and amendment of the Acts relating thereto; and purchase of Additional Property, and formation of Branches adjacent to the Terminus in Edinburgh.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge some of the powers and provisions of the several Acts after mentioned, viz., an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled "An Act for making a Railway from the City of Edinburgh to the Town of Berwick-upon-Tweed, with a branch to the Town of Haddington;" another Act, passed in the 8th year of the reign of Her present Majesty, intituled "An Act to empower the North British Railway Company to purchase the Edinburgh and Dalkeith Railway, and to alter part of the line of the said railway, and of the North British Railway, and to construct certain branch railways in connection therewith;" another Act passed in the 8th and 9th years of the reign of Her present Majesty, intituled "An Act for making a railway from the Edinburgh and Dalkeith Railway to the town of Hawick, in the county of Roxburgh;" another Act, passed in the 10th year of the reign of Her present Majesty, intituled "An Act to empower the North British Railway Company to construct certain branch railways in connection with the Hawick Branch of the North British Railway;" another Act passed in the 10th year of the reign of Her present Majesty, intituled "An Act to authorize the construction of certain branch railways and other works in connection with the North British Railway, and to authorize the construction and maintenance by the North British Railway Company of the following railways or branch railways; viz., first, a railway or branch railway, diverging from and out of the line of the North British Railway, at a point near to the crossing by the North British Railway of the turnpike-road leading from Edinburgh to Portobello, at or near to Wheatfield, in the parish of South Leith, and county of Edinburgh, passing in, into, or through the said parish of South Leith, and terminating by a junction with the Leith Branch of the Edinburgh and Dalkeith Railway, at a point near Seafield Toll-house, in the said parish and county; and also a junction or connecting railway diverging from the last-mentioned branch railway, at a point in a field belonging to William Henry Miller, Esq., to the north-west of Wheatfield, in the said parish of South Leith, and said county of Edinburgh, passing in, into, or through the said parish of South Leith, and terminating by a junction with the line of the North British Railway, at or near the place where the said railway crosses the public

road leading from Jock's Lodge to Leith, by Restalrig, in the said parish and county; second, a railway or branch railway, in extension of the Haddington Branch of the said North British Railway, from a point on the said branch near to Saint Lawrence House, in the parish of Haddington, and county of Haddington, passing in, into, or through the said parish, and terminating at or near to Poldrate-street, in the town of Haddington; and in the said parish and county; third, a railway or branch railway, in extension of the Kelso Branch of the said North British Railway, commencing at a point in the parish of Kelso, and county of Roxburgh, near to where the said branch crosses the boundaries of the parishes of Sprouston and Kelso, and passing in, into, or through the said parish of Kelso, and terminating at the town of Kelso, at the south side of the road leading from Kelso by Ednam to Dunse, near the east end of the street called the Horse Market, in the said parish of Kelso, and county of Roxburgh.

And it is also intended by the said Act, to authorize an alteration of the present line of the said Hawick Branch Railway from a certain field thereon in the parish of Stow, and county of Edinburgh, numbered 152 on the plans referred to in the Act thirdly hereinbefore recited, to another field thereon near Catha, in the said parish of Stow, and county of Edinburgh, numbered 172 on the said plans lastly referred to, and to authorize the formation of a new line of railway in substitution thereof, within the points above described, and within the said parish of Stow, and county of Edinburgh: Also an alteration of the present line of the said Hawick Branch Railway from a plantation thereon, near to Stand Hill, in the said parish of Ancrum, and county of Roxburgh, numbered 51 on the plans lastly referred to, to a field thereon, also near to Stand Hill, in the said parish of Ancrum, and county of Roxburgh, numbered 62 on the plans lastly referred to, and to authorize the formation of a new line of railway in substitution thereof, within the points above described, passing in, into, or through the parishes of Ancrum and Lilliesleaf, in said county of Roxburgh: Also an alteration in the present line of the said Kelso branch of the North British Railway, from a field on the said Kelso Branch, near Whitehill, in the parish of Saint Boswell's, and county of Roxburgh, numbered 13 on the plans of the said Kelso branch in the Act fourthly hereinbefore recited, to its proposed junction with the said Hawick Branch Railway, in a field also near to Whitehill, in the said parish and county, numbered 1 on the said last-mentioned plans; and to authorize the construction of a new line of railway in substitution thereof, from the first-mentioned point, near Whitehill, in the said parish of Saint Boswell's, to another point of junction with said Hawick Branch Railway; also near Whitehill, in the parish of Melrose, and said county of Roxburgh, at a field numbered 340 on the plans referred to in the Act thirdly hereinbefore recited, and passing in, through, or into the said parishes of Melrose and Saint Boswell's, and county of Roxburgh.

And it is further proposed by the said Act, to

take power to the North British Railway Company to acquire by agreement or compulsion additional property in the parishes of Trinity College, High Church, and Saint Andrew, in the city of Edinburgh, and Canongate and South Leith, or some of them, in the county of Edinburgh, or county of the city of Edinburgh, adjoining the terminus of the North British Railway, and to make, construct, and maintain a railway or branch railway, diverging from and out of the line of the North British Railway, at or near where the said railway crosses Gilmore-street, in the said parish of Canongate, and county of Edinburgh, passing in, into, or through the said parish of Canongate, and the parish of Trinity College, in the county of the city or county of Edinburgh, and terminating at or near to the lane or close called Chalmers'-Close, in the said parish of Trinity College; and another railway or branch railway, also diverging from the line of the said North British Railway, at or near where the said railway crosses Gilmore-street aforesaid, in the said parish of Canongate, and passing in, into, or through the said parishes of Canongate and Trinity College, and terminating at or near Trinity College Church, in the said parish of Trinity College, in the county of the city or county of Edinburgh, and to alter, improve, and enlarge so much of the line of the Leith branch of the Edinburgh and Dalkeith Railway as lies between a certain point thereon, near to Seafield toll-house, in the parish of South Leith, and county of Edinburgh, and is situate within the said parish of South Leith, in the county of Edinburgh, and the present termination thereof, at the pier and harbour of Leith, in the said parish of South Leith, and to adapt the same to the passage of locomotive engines thereon; and to alter or repeal some of the provisions of the Acts relating thereto, passed respectively in the 7th and 10th years of the reign of His Majesty William the Fourth, especially in so far as the same restrict the use of such locomotive engines on the said Edinburgh and Dalkeith Railway, or the said Leith branch thereof, or confer or relate to any rights of way-leave, or other rights or privileges affecting the same; and also to acquire, by agreement or compulsion, additional property adjoining the line of the said Leith branch of the said Edinburgh and Dalkeith Railway, within the said parish of South Leith and county of Edinburgh: And it is further intended by the said Act, to obtain powers to stop up, alter, vary, or divert, whether temporarily or permanently, all such roads, highways, streets, tramroads, railways, rivers, streams, ponds, canals, watercourses, piers, landing-places, and other works situated within the parishes, townships, and places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes, or during the construction of the said proposed works: and it is also intended to take power in the said Act for the compulsory purchase of lands, houses, and other heritages, and for the levying of tolls, rates, and duties, and for the increase of the capital of the said North British Railway Company, for the purposes aforesaid, and for laying the Haddington and Hawick branches

of the said railway, with a double line of rails, and for other the purposes of the said undertaking: and it is further intended by the said Act, 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 notice is hereby also given, that maps, plans, and sections, describing the direction, lines, and levels of the intended railways, or branch railways, and works, 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 proposed to be taken for the purposes aforesaid, will be deposited, for public inspection, on or before the thirtieth of November 1846, in the offices of the principal sheriff-clerks in the city of Edinburgh, for the county of Edinburgh, and for the county of the city of Edinburgh; in the office of the principal sheriff-clerk in Haddington, for the county of Haddington; in the office of the principal sheriff-clerk in Jedburgh, for the county of Roxburgh; and that there will also be deposited, on or before the thirtieth day of November 1846, with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the parishes in Scotland through which the said branch railways and alterations are intended to be made respectively, at their respective residences, also with the town clerks of the Royal Burghs of Edinburgh and Canongate respectively, at their respective offices, a copy of so much of the said plans and sections as relates to each of the said several parishes and Burghs, together with the books of reference thereto respectively. — Edinburgh, November, 1846.

*David Smith and J. G. Wood.*

#### Midland Railway.

(Extension from near Leicester, *via* Bedford, to Hitchin, and to Northampton and Huntingdon, and Enlargement of the Leicester Station.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to authorize the construction and maintenance by the Midland Railway Company of the several railways hereinafter described, or some of them, with all proper works approaches, and conveniences connected therewith respectively; that is to say, a railway commencing by a junction with the line of the Midland Railway, near Leicester, at or near a certain road leading from Wigston to Aylestone, and in the parish of Wigston Magna otherwise Great Wigston, in the county of Leicester, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wigston Magna otherwise Great Wigston, Newton Harcourt, Wistow, Glen Magna otherwise Great Glen, Burton Overy, Kibworth Beauchamp, Kibworth Harcourt, Church Langton, Tur Langton, East Langton, West Langton, Thorpe Langton, Bowden Magna otherwise Great Bowden, Foxton, Market Harborough, and Saint Mary in Arden, or some of them, in the county of Leicester; Saint Mary in Arden, Little Bow-

den, Dingley, Brampton otherwise Brampton Ash otherwise Brampton by Dingley, Braybrook, Desborough, Rushton, Rushton All Saints, Rushton Saint Peter, Barford, Glendon, Geddington, Rowell otherwise Rothwell, Weekley, Newton, Kettering, Barton Seagrave, Broughton, Pytchley, Burton Latimer, Isham, Finedon otherwise Thingdon, Little Harrowden, Great Harrowden, Wellingborough, Irthlingborough otherwise Irleborough, Chester, Knuston, and Irchester, or some of them, in the county of Northampton; Farndish, Wymington otherwise Wimmington, Poddington otherwise Puddington; Souldrop, Sharnbrook, Bletsoe, Radwell, Felmersham, Milton-Ernest, Pavenham, Oakley, Clapham, Bromham, Biddenham, Saint Paul Bedford, Saint Mary Bedford, Saint John Bedford, Elstow, Cardington, Eastcotts, Harrowden, Wilshamstead, Hawnes, Old Warden, Southill, Campton, Shefford, Chicksands, Shefford Hardwick, Clifton, Henlow, Arlsey, Cadwell, Holwell otherwise Holywell, or some of them, in the county of Bedford; and Ickleford, Walsworth, and Hitchin, or some of them, in the county of Hertford, and terminating by a junction with the line of the Great Northern Railway, as at present authorized to be made, and by a junction with a certain proposed extension of the line of the Eastern Counties Railway from Hertford to Hitchin, at or near a certain road leading from Hitchin to Baldock, and in the parish of Hitchin, and county of Hertford, aforesaid. Also a railway diverging from and out of the said first-mentioned intended railway near a certain road leading from Great Bowden to Braybrook, and in the parish of Little Bowden, aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Little Bowden, Little Oxenden, Great Oxenden, otherwise Oxenden Magna, Clipston, Arthingworth, Harrington, Kelmarsh, Draughton, Maidwell, Lamport, Hanging Houghton, Cottesbrook, Brixworth, Great Creaton, Little Creaton, Spratton, Pitsford, Church Brampton, Chapel Brampton, Boughton, Kingsthorpe, Saint James's End, Dallington, Duston, Cotton End, Far Cotton, Hardingstone, Upton, All Saints, Northampton, Saint Giles, Northampton, Saint Peter, Northampton, Saint Sepulchre, Northampton, Borough of Northampton, Priory of St. Andrew, St. Andrew's Mill, and certain extra-parochial lands and places adjoining to the parishes of All Saints, Northampton, Saint Giles, Northampton, Saint Peter, Northampton, and Saint Sepulchre, Northampton, aforesaid, or some of them, in the county of Northampton, and terminating by a junction with the line of the Northampton and Peterborough branch of the London and North Western Railway, at or near the Northampton station thereof, and in the parish of Hardingstone and county of Northampton, aforesaid; and also by a junction with the line of the Northampton and Peterborough branch, aforesaid, near Hunsbury Hill Farm, in the parish of Hardingstone and county of Northampton, aforesaid.

Also a branch railway, diverging from and out of the said first-mentioned intended railway, near

a certain road leading from Wellingborough to Little Mill, and in the said parish of Wellingborough, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wellingborough, Chester, and Irchester, aforesaid, or one of them, and terminating by a junction with the line of the said Northampton and Peterborough branch, at or near the Wellingborough station thereof, and in the said parish of Irchester; together with a branch to connect the said last-mentioned intended branch railway with the said first-mentioned intended railway, and situate wholly within the parish of Wellingborough, aforesaid.

And also a railway diverging from and out of the said first-mentioned intended line of railway, near to a road leading from Burton Latimer to Isham, and in the said parish of Isham, in the said county of Northampton, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Isham, Burton Latimer, Finedon, otherwise Thingdon, Great Addington, Little Addington, Irthlingborough, otherwise Irleborough; Woodford, Stanwick, Ringstead, Raunds, Denford, and Great Catworth, or some of them, in the said county of Northampton; Keyston, Bythorn, Molesworth, Brington, Great Catworth, Little Catworth, Long Stow otherwise Stow, Leighton otherwise Leighton Bromswold, Spaldwick otherwise Spaldwick with Upton, Easton, Barham Woolley, Ellington, Weybridge, Alconbury, Brampton, Little Stukeley, Great Stukeley, Hinchinbrook, Saint John the Baptist Huntingdon, All Saints Huntingdon, Saint Benedict Huntingdon, Saint Mary Huntingdon, and Godmanchester, or some of them, in the county of Huntingdon, and terminating at or near the town of Huntingdon, in the parish of Godmanchester and county of Huntingdon aforesaid, by a junction with the line of the Ely and Huntingdon Railway as at present authorized to be made near to the turnpike road leading from Huntingdon to Godmanchester.

Also a Branch Railway diverging from and out of the line of the said last-mentioned intended railway, near a certain road leading from Ringstead to Stanwick, and in the said parish of Raunds, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Raunds, Stanwick, Irthlingborough otherwise Irleborough, and Little Addington, or some of them, in the county of Northampton, and terminating by a junction with the line of the said Northampton and Peterborough Branch near Stanwick Mill in the said parish of Irthlingborough otherwise Irleborough.

And it is further intended by such Act to enable the said Midland Railway Company to make a road or approach to an intended station on the said first-mentioned intended railway, commencing near the Town-hall in the town of Market Harborough aforesaid, passing through the several parishes, townships and extra-parochial or other places of Bowden Magna otherwise Great Bowden, Market Harborough, and Saint Mary in Arden, or some or one of them, and terminating near the

church yard or burying ground of St. Mary in Arden, in the parish of Bowden Magna, otherwise Great Bowden aforesaid.

And it is further intended by such Act to enable the said Midland Railway Company to alter, extend, and enlarge the present station of the Midland Railway at Leicester, and to construct and maintain such additional works as may be necessary for the purpose within the parish of Saint Margaret Leicester, in the county of Leicester.

And it is also intended by such Act 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 to enable the Midland Railway Company to raise a further sum of money for the purposes aforesaid, and to purchase lands by compulsion or agreement for the purposes thereof, and to levy 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 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 railways and works, or any of them, and to confer other rights and privileges; and it is intended to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the Act, incorporating the Midland Railway Company, passed in the 7th and 8th years of the reign of Her present Majesty, and intituled, "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and also the several Acts relating to the Midland Railway Company, that is to say, local and personal Acts, 8th and 9th Victoria, Chapters 49, 56, 90, and local and personal Acts, 9th and 10th Victoria, Chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326 and 341.

And notice is hereby lastly given, that maps, plans, and sections describing the direction, lines, and levels, of the said intended railways and works and enlargement of 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 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 Leicester, at his office in Leicester; 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 Huntingdon, at his office in Saint Ives; with the Clerk of the Peace for the county of Bedford, at his office in Bedford; and with the Clerk of the

Peace for the county of Hertford, at his office in Saint Albans; 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 and enlargement of station respectively are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of such parishes respectively, at their respective respective residences.—Dated this second day of November 1846.

*Parker, Hages, Barnwell and Twisden,*  
1, Lincoln's-inn-fields, London; *Ber-*  
*ridge and Macaulay,* Leicester; *Samuel*  
*Carter,* Birmingham, Solicitors.

Dean and Chapter of Westminster's Estate.

(Sale and purchase of Property, in the parishes of Paddington and Saint George's, Hanover-square.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts, to enable the Dean and Chapter of the Collegiate Church of Saint Peter, Westminster, to sell, dispose of, any convey, or to exchange, or to demise or lease, upon lives or for terms of years, three several pieces of land or ground, situate in the parish of Paddington, in the county of Middlesex, together with all houses, tenements, and buildings erected thereon, and all rights, privileges, members, and appurtenances belonging thereto, the first of such pieces of land containing about four acres, one rood, and fifteen perches, and being bounded on the east by a lane known as Elms-lane, on the west by a lane known as Craven-hill, on the south by the high road leading from Oxford-street to Acton, and on the north by certain lands belonging to the parish of Paddington, known by the name of the Bread and Cheese Lands; the second of such pieces of land, containing about five acres, one rood, and five perches, and being bounded on the east by Elms-lane aforesaid, on the west by land forming part of the Paddington estate, belonging to the Bishop of London, and land, belonging to Earl Craven, on the south by the said lands called the Bread and Cheese Lands, and on the north by lands of the said Earl of Craven; and the third of such pieces of land, being known by the name of Knight's Field, in the parish of Paddington, and containing about eight acres, three roods, and twenty-three perches, and being bounded on the east and north by a lane, there called the Green Lane; also to enable the said Dean and Chapter to sell, dispose of, and convey or exchange, or demise, or lease, upon lives or for years, a certain mansion house, called or known by the name of Dorchester House, and the yards, gardens, offices, and other the premises and appurtenances thereunto belonging, situate in Park-lane, in the parish of Saint George, Hanover-square, in the county of Middlesex, also to enable the said Dean and Chapter, to enter into, and carry into effect, all arrangements and agreements, and to execute all convey-

ances, exchanges, deeds, and other instruments which may be necessary or expedient for carrying into effect all or any of the objects aforesaid; also enable the said Dean and Chapter to purchase, stand seized of, and take, or receive in exchange, the said hereinbefore-mentioned lands, called the Bread and Cheese Lands, belonging to the said parish of Paddington, which said lands lie between the first and second pieces of land hereinbefore described, and are bounded on east by Elms-lane aforesaid; on the west by Craven-hill aforesaid; on the north, partly by the piece of land secondly hereinbefore described, and on other part by land belonging to the Paddington estate, belonging to the Bishop of London, and on the south by the piece of land firstly hereinbefore described; and to enable all persons in whom the said last-mentioned lands may be vested in trust for the said parish of Paddington, or otherwise to sell, convey, or exchange, or demise and lease the same, and all rights and interests therein; and in the event of the said property being purchased or taken by the said Dean and Chapter to enable the said Dean and Chapter to resell and dispose of and convey such property, and to demise and lease the same, upon lives or for years.—Dated this tenth day of November 1846.

#### Parkgate and Chester and Birkenhead Junction Railway.

(For making a Railway from Parkgate, in the county of Chester, to join the Chester and Birkenhead Railway, in the parish of Bebbington, in the said county of Chester.)

**N**OTICE 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, with all convenient and proper stations, wharfs, erections, works, bridges, communications, approaches, and conveniences connected therewith, to commence in a field, to be numbered 100 on the plan of such intended railway hereinafter mentioned, and situate in the township of Great Neston, in the parish of Great Neston, in the county of Chester, and to terminate by a junction with the Chester and Birkenhead Railway, in a field to be marked number 1 on the said plan, and situate in the township of Lower Bebbington, in the parish of Bebbington, in the said county of Chester; which said railway and works connected therewith will be constructed within or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say, *Bebington otherwise Bebbington, Higher Bebbington, Lower Bebbington, Poolton-cum-Spittle, Thornton otherwise Thornton Hough otherwise Thornton Mayow, Raby, Leighton, Great Neston, Little Neston, and Ness*, all in the county of Chester.

And it is also intended, by the said intended Act, 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 railway and works respectively.

And it is further intended, by the said Act, to incorporate a company to carry into execution the said undertaking, and all the powers to be granted in relation thereto, and 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 railway and works respectively, and to grant certain exemptions from the payment of such tolls, rates, or duties.

And it is further intended, by the said Act, to enable the said company thereby to be incorporated to sell, or let, or transfer the said intended railway and works, or any part thereof, and all or any of the powers of the said company in connection therewith, whether with reference to the levying of tolls, rates, and duties, or otherwise, to the Chester and Birkenhead Railway Company, and to authorize the said last-mentioned railway company to purchase, take, and use the same, and to exercise such powers, or any of them.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said intended railway and works and conveniences, and the lands in or through which they are to be made and maintained, together with books of reference to such plans respectively, 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 instant, with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county; and that, on or before the thirtieth day of November instant, a copy of so much of the said plans and sections, as relates to each of the parishes aforesaid in or through which the railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this tenth day of November 1846.

*Williams and M'Leod*, Temple, Solicitors for the Bill.

Great Indian Peninsula Railway Company, for making a Railway from Bombay to Alleh, with extensions to Mhuse and the Pera River, and branches or extensions to Sholapoor, Hyderabad, Kandeish, Indore, and Hoshungabad, and elsewhere.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate a company by the name of the Great

Indian Peninsula Railway Company, established for the purpose of making, constructing, working, and maintaining one or more railway or railways from Bombay to Alleh, with extensions to Mhuse and the Pera River, and branches or extensions to Sholapoor, Hyderabad, Kandeish, Indore, and Hoshungabad, and elsewhere; and to enable the said company to obtain and acquire all powers, rights, and privileges from the Honourable East India Company, or the supreme or any local government of India, necessary or convenient for the objects of the said undertaking; and also to enable the Honourable East India Company, or the supreme or any local government of India, to have and exercise all powers necessary or convenient for the purpose of authorizing, constructing, maintaining, protecting, and regulating railways and railway works in India, and for acquiring and holding lands, or any right, estate, interest, or profit in or out of lands for any term of years, or in perpetuity for such purpose, and for the exercise of such powers, by the said supreme or any local government, in favour of, and to grant and concede lands, and depute the said powers to the said Great Indian Peninsula Railway Company, or any officer or officers thereof, and to enable the said Great Indian Peninsula Railway Company to make and enter into contracts with the Honourable East India Company, and the supreme or any local government of India, or any other body corporate or person in Great Britain or India, and for such body corporate or person to enter into any such contract or contracts with the said Great Indian Peninsula Railway Company, or any officer or officers thereof, and for the said Great Indian Peninsula Railway Company to do all acts necessary and convenient for the objects aforesaid; and also to enable the said Great Indian Peninsula Railway Company to sue and be sued, either in Great Britain or India, in the name of one or more directors, or some officer of the said company, and to confer such other powers, rights, and privileges on the said company as may be deemed necessary or convenient for the purposes of the said undertaking, including powers to acquire, take, and hold lands, or any right, estate, interest, or profit in or out of lands for any term of years, or in perpetuity in the East Indies and in Great Britain; and also powers and facilities for making, enforcing, and recovering calls, creating and transferring scrip, and other shares, mortgages, debentures, and other like instruments and securities for increasing the capital of the company; and for raising and borrowing money, by mortgage or otherwise; and also for levying tolls, rates, and duties in respect of the use of the said railway or railways, and the extensions or branches thereof, together with such further and other powers as may be deemed advisable for regulating and protecting the rights of the respective shareholders, and the payment or remittance of dividends, or interest in respect of any share or shares, or other interest in the said railway or railways, extensions, and branches to or in Great Britain or India respectively, or elsewhere.—Dated this twelfth day of November 1846.

*White and Bovertt, 35, Lincoln's-inn-fields.*

Falmouth and Helston Railway, from the Cornwall Railway, at Penryn, to Helston.

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 stations, bridges, piers, wharfs, communications, and works connected therewith, to commence at or near the town and borough of Penryn, in the county of Cornwall, by a junction with the Cornwall Railway, and to terminate at or near to the town of Helston, in the said county, at or near the point where the turnpike-road from Helston to Falmouth crosses the public highway which divides the parish of Wendron from the borough of Helston, which said railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Buddock, borough of Penryn, Gluvias otherwise Saint Gluvius, Mabe, Constantine, Stithians, Mawgan, Wendron, and the borough and town of Helston, in the county of Cornwall.

And it is intended to apply for powers in the said intended Act, 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 such turnpike roads, parish roads, and other highways, streams, canals, creeks, arms or branches of the sea, navigations, aqueducts, sewers and pipes, railways and tram-roads, within the said parishes, townships, and extra-parochial, and other places aforesaid, or any or either 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 given, that it is intended by the said Act, to incorporate a company for the purpose of carrying into effect the proposed railway and works, and to obtain powers for the compulsory purchase of lands and houses, and other hereditaments, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, rivers, streams, or hereditaments proposed to be taken or interfered with for the purposes aforesaid; and also powers to levy tolls, rates, or duties upon, or in respect of the said intended 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 notice is hereby further given, that duplicate plans and sections of the said railway and works, describing the line and levels thereof, together with a book 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 Austle, on or before the thirtieth day of November instant, and, on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the aforesaid parishes respectively, in or through which the said railway and works are intended to be made or varied, together with a boo

of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this thirteenth day of November 1846.

*Thomas Harvey, 2, Winchester-buildings, London; Samuel Bamfield, Falmouth, Solicitors to the Bill.*

#### Thames Conservancy.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to constitute a Board of Conservancy for the river Thames, between Yenlecte, in the county of Kent, and Staines, in the county of Middlesex, and for the river Medway, as far as the jurisdiction of the Corporation of London extends therein, and to vest in such Board all the rights, powers, and privileges which the corporation of the city of London, or the Lord Mayor of the said city, have heretofore possessed at common law, by prescription or under any Act of Parliament, in and over the rivers Thames and Medway, within the limits aforesaid, and the several rivers, streams, and watercourses within the flow and reflow of the tide of the said river Thames, and connected therewith; and for empowering the said Board to make bye-laws for the regulation, management, and improvement of the river Thames; and to authorize the said Board to set out boundaries, and to lay down, make, maintain, and grant and license all necessary embankments, cuts, channels, reservoirs, and other works, and to widen, deepen, straighten, dredge, protect, and otherwise improve the bed, channel, and banks of the said rivers, and of all parts of the waters connected therewith; and to take down and rebuild bridges, and to remove all obstructions to the free navigation of the said rivers, and to impose penalties upon all persons placing or continuing obstructions on the said rivers, and to remove the same; and to authorize the said Board to appoint and remove harbour masters and other officers, and to place buoys, beacons, and mooring chains in the said rivers, and to compel the removal of wrecks therefrom.

And to authorize the said Board to raise and supply ballast from the bed of the river Thames, with all necessary powers for that purpose.

And also to authorize the said Board to make, maintain, grant, and license basins, docks, harbours, piers, jetties, and quays, with all proper conveniences for the navigation and improvement of the said rivers, and for the safety and use of the vessels navigating the same.

And it is intended by the said Act, to take powers to erect steam-boat and other piers, and power for the purchase of lands, houses, tenements, and hereditaments, waters, and buildings, for the purposes aforesaid, and for landing-places and piers; and to purchase private moorings, and to levy rents, tolls, rates, and duties, in respect of the navigation of the said rivers and for the said piers; and to vary or extinguish all rights and privileges which may in any manner interfere with

the improvement of the navigation of the said rivers, or with the powers hereby sought to be conferred upon the said Board, and to compound for tolls, and to confer exemptions from tolls, rates, and duties, and to give other rights and privileges.

And it is further intended to repeal all Acts, charters, and customs, which may be inconsistent with the powers aforesaid, and the provisions of the said intended Act.

And it is intended by the said Act, to take power to raise money on the credit of the tolls, rates, and duties to be granted by the said Act, and the other tolls and dues on the said rivers and the banks thereof, for carrying the several purposes of the Act into execution, and all other powers which may be necessary for carrying into effect the purposes aforesaid.—Dated the seventh day of November 1846.

*E. Tyrrell, City Remembrancer.*

#### Pagham (Sussex) Harbour Improvement.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to improve, scour, deepen, and maintain the harbour of Pagham, in the county of Sussex, together with all necessary basins, docks, erections, piers, jetties, breakwaters, embankments, quays, bridges, locks, sluices, drains, cuts, channels, wharfs, warehouses, communications and other works and conveniences connected therewith, which said harbour and other works is situate in or bounded by, or will be made in, or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Pagham, Selsea, or Salsey, Earnley, Siddlesham, Hunston and North Mundham, all in the county of Sussex; and it is also intended to apply for powers to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, drains, sewers, pipes, streams, watercourses, navigations and bridges, within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said harbour and other works.

And notice is hereby further given, that a plan of the said harbour and other works, and also a duplicate of such plan, together with books of reference thereto, and also a section and duplicate thereof, will be deposited, for public inspection, with the Clerk of the Peace for the county of Sussex, at his office at Lewis, in the said county, on or before the thirtieth day of November 1846; and on or before the said thirtieth day of November 1846, a copy of so much of the plan and section as relates to each parish in or through which the said work is 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 in the said Bill, 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 all ships, vessels, and other craft coming into, or using the said harbour and works, or coming within the limits thereof; and upon all goods, wares, merchandize, passengers, animals, commodities, articles, matters, and things exported or imported therein, 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 tenth day of November 1846.

New Street from Long Acre to King Street,  
Covent Garden.

**N**OTICE 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 an Act passed in the fourth year of the reign of Her present Majesty, intituled, "An Act to enable Her Majesty's Commissioners of Woods, to make a new street from Coventry Street, Piccadilly, to Long Acre, and for other improvements in the metropolis;" and to authorize and empower the said commissioners to form and make, in continuation of the street from Coventry Street, Piccadilly, to Long Acre, mentioned in the said Act, a new street from or near to the west end of Long Acre into King Street, Covent Garden; which street is intended to commence at or near to the junction of the west end of Long Acre, with the north end of Saint Martin's Lane, and to run from thence towards the south east to Rose Street, then

crossing Rose Street and running from thence to the west end of King Street, opposite, or nearly opposite to Bedford Street, Covent Garden.

Also, to continue Hart Street, Covent Garden, from the west end thereof in a direct line westward, into the said intended new street.

Also, to divert, alter, widen, and improve the west end of Long Acre, on the south side thereof, and such parts of the present streets, courts, alleys, and ways as will form entrances into the said intended new street, which said new street, and continuation of Hart Street and other improvements, are proposed to be made in, or to pass from, through, or into the several parishes of Saint Martin in the Fields and Saint Paul, Covent Garden, in the county of Middlesex.

And in the said Bill, powers will be contained for the compulsory purchase of all such houses, buildings, lands, and hereditaments, as may be necessary for carrying the several purposes aforesaid into execution.

And in the said Bill, will be contained powers to enable the overseers of the poor of the parish of Saint Paul, Covent Garden, to levy and raise by means of a rate or rates, and as part of the rate for the relief of the poor of the said parish, a certain sum or certain sums of money, to be appropriated towards the expenses of carrying the several purposes aforesaid into execution.—Dated the tenth day of November 1846.

By order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings.

*Pemberton, Crawley, and Gardiner*, 20, Whitehall Place, Westminster.

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