

Leeds and Thirsk Railway.

(Eaglescliff and Stillington Extension.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining the railway hereinafter mentioned, or some part or parts thereof, with proper works and conveniences connected therewith, and approaches thereto, to commence by a junction with the Hartlepool Extension of the Leeds and Thirsk Railway, in the township of Eaglescliff, in the parish of Eaglescliff, in the county of Durham, in a field in the township of Eaglescliff in the parish of Eaglescliff aforesaid, numbered 27 upon the plans referred to in the Leeds and Hartlepool Railway Act, 1846, and thence to pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Newsham, Aisleby otherwise Aislaby, Eaglescliff, Stockton, Stockton-on-Tees, Preston, Preston-on-Tees, Long-Newton, Coatham-Stub otherwise Coatham-Conyers, Burnhope, Elton, Bishopton, Stainton, Great Stainton, Little Stainton, Hartburn, East and West Newbiggin, Redmarshall, Carleton, Stillington, Whitton and Elstob, all in the said county of Durham, and to terminate by a junction with the Clarence Railway at or near to the Stillington station of the said Clarence Railway, in the township of Stillington, in the parish of Redmarshall, aforesaid.

And it is also proposed to take powers by the said intended Act, to divert, alter, or stop up, within the several parishes, townships, townlands, and extra-parochial or other places aforesaid, all railways, highways, turnpike-roads, canals, and navigable and other rivers, which it may be necessary or expedient to divert, alter, or stop up in the construction of the said intended works.

And it is also proposed to take powers, by the said intended Act, to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845, the Leeds and Hartlepool Railway Act, 1846, the Leeds and Thirsk (St. Helen's Branch Deviation) Railway Act, 1846, and the Leeds and Thirsk Railway (Knaresbro' Extension) Act, 1846; and, to enable the Leeds and Thirsk Railway Company to carry into effect the objects aforesaid, with powers to purchase lands and houses, by compulsion or agreement, for the purposes thereof, and to vary or extinguish all existing rights and privileges connected with such lands or houses, or which impede or interfere with the execution of the purposes aforesaid, and to levy tolls, rates, and duties in respect of the use of the said intended railway, and works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is also proposed, by the said intended Act, to empower the said Leeds and Thirsk Railway Company to raise further capital for all or any of the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and forty-six, maps, plans, and sections describing the direction, line, and levels

of the said intended new works, and describing also the lands proposed to be taken for the purposes of the said railway, with books of reference to such plans respectively, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace of the said county of Durham, at his office, in the city of Durham; 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 in or through which the said new works are intended to pass or be made, will be deposited with the parish clerk of each of such parishes, at his place of abode.—Dated the second day of November one thousand eight hundred and forty-six.

Payne, Eddison, and Ford, Solicitors, Leeds.

Leeds and Thirsk Railway.

(Deviation of Main Line in Crimble Valley, Alteration of Junction with York and Newcastle Railway at Carlton Miniott, and Alteration of Leeds, Wortley, and Stanningley Turnpike Road.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining an alteration or deviation in the main line of the Leeds and Thirsk Railway, as at present authorized, with proper works and conveniences connected therewith, and approaches thereto, such deviation or alteration in the main line of the said Leeds and Thirsk Railway (being the line firstly described in the Leeds and Thirsk Railway Act, 1845) to commence from and out of the said main line of railway, in a field numbered 46 on the plans of the said railway referred to in the said Act, in the township of Follifoot, and parish of Spofforth, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Follifoot, Spefforth, Pannal, Bilton, Harrogate, Bilton-with-Harrogate, Scriven, Scriven-with-Tentergate, and Knaresborough, or some or one of them, and to terminate by a junction with the said main line at or near a field, numbered 17 on the said plans, in the township of Bilton-with-Harrogate, in the parish of Knaresborough, all in the west riding of the county of York; and to abandon so much of the said main line, as at present authorized, as will be rendered unnecessary by reason of the construction of the said deviation or alteration.

And it is also proposed to take powers by the said intended Act to abandon the present branch line of railway to join the York and Newcastle Railway, at or near Carlton Miniott, in the north riding of the said county of York (being the line sixthly described in the said Leeds and Thirsk Railway Act, 1845), and to make another branch in lieu thereof, to commence by a junction with the said main line of the Leeds and Thirsk Railway, at or near a field, No. 65, in the township and parish of Carlton Miniott, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of