

Railway Company's Basingstoke and Salisbury Extension Act, 1846;" "The London and South Western Railway Farnham and Alton Branch Act, 1846;" "The London and South Western Railway Company's London Bridge Extensions Act, 1846."

Dated the 2nd day of November 1846.

Bircham, Dalrymple, and Drake, Bedford-row, London,

Charles Castleman, Ringwood,

Solicitors for the proposed Bill or Bills.

Birmingham, Wolverhampton and Stour Valley Railway, No. 1.

Smethwick Deviation.

Proposed Alteration of the Line of the Birmingham, Wolverhampton, and Stour Valley Railway, with Powers of Subscription by the London and North Western Railway Company, the Birmingham Canal Company, and the Shrewsbury and Birmingham Railway Company, and of Amalgamation with the London and North Western Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter and enlarge some of the powers and provisions of "The Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, Birmingham, Wolverhampton, and Dudley Lines," and to enable the Birmingham, Wolverhampton, and Stour Valley Railway Company, incorporated by the said Act, to abandon the formation of so much of the line of the said railway, as authorised to be made by the said Act, as situate between the points hereinafter named, and to make and maintain a new line of railway, with proper works, conveniences, and approaches thereto, in substitution thereof, between the same points, that is to say, from a point on the said line of railway, near a bridge over the Birmingham Canal, commonly called or known as "Lee Bridge," in the parish of All Saints, Birmingham, in the county of Warwick, and at or about the twelfth mile, fifth furlong, and sixth chain, as marked on the maps or plans of the said railway, referred to in the said Act, to a certain other point on the said line of railway, as at present authorised to be made, situate near the Branch Canal belonging to the Birmingham Canal Company, known as the Dunkirk Branch, in the parish of Westbromwich, in the county of Stafford, and at or about the seventh mile, seventh furlong, and seventh chain of the said railway, as marked on the said plans; which intended new or substituted line of railway will pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Birmingham, the borough of Birmingham, All Saints Birmingham, and Nineveh, all or some of them, in the said county of Warwick; and Handsworth, Saint Mary Handsworth, Saint James Handsworth, Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Holy Trinity Smethwick, Saint Peter Harborne, Westbromwich, Christchurch and Holy Trinity Westbromwich, Spon Lane, Bromford, Saint James Westbromwich, All Saints Westbromwich, Rowley, and

Rowley Regis, all or some of them, in the county of Stafford; and Halesowen, Oldbury, and Saint Nicholas Oldbury, all or some of them, in the county of Worcester.

And it is also intended, by the said Act, to authorise the said Company to abandon the formation of so much of the branch railway to Dudley, authorised by the same Act, as lies between the intended junction thereof with the main line of the said railway, as at present authorised to be made, and the point where the said intended new or substituted line of railway will intersect the line of the said branch, that is to say, at or about the third furlong and fifth chain of the first mile of the said branch, as marked on the said plans, at or near which last-mentioned point it is intended that the said branch railway should form a junction with the said new or substituted line.

And it is further intended, by the said Act, to authorise the said Company to stop up, alter or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, pipes, sewers, 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 new or substituted railway and works, or any of them.

And it is also intended, by such Act, to confer on the said Company powers for the compulsory purchase of lands and houses for the purpose of the said new or substituted railway and works, and to levy tolls, rates and duties in respect of the use thereof, and to grant exemptions from such tolls, rates and duties.

And it is further intended, by such Act, to vary, repeal, or extinguish all existing rights or 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 thereof, and to confer other rights and privileges.

And it is further proposed, by such Act, to authorise the union or amalgamation of the said Birmingham, Wolverhampton, and Stour Valley Railway Company with the London and North Western Railway Company, upon such terms and conditions as may be mutually agreed upon between the said two Companies, or to empower the said first-named Company to sell and transfer, or let on lease, their undertaking, and all or any of their powers in connexion therewith, or in relation thereto, to the said London and North Western Railway Company, and to enable the last mentioned Company to purchase or rent, and to use, exercise, and work the same, and raise such further sums of money as may be requisite for that purpose.

And it is also proposed, by the said Act, to enable the London and North Western Railway Company, the Company of Proprietors of the Birmingham Canal Navigations, and the Shrewsbury and Birmingham Railway Company respectively, to raise additional capital for, and to subscribe or contribute towards, the formation of the said in-