



The London Gazette.

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SATURDAY, NOVEMBER 13, 1847.

At the Court at *Windsor*, the 30th day of
October 1847,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS a Treaty has been concluded between Her Majesty and His Majesty the King of Hanover, whereby due protection has been secured within the dominions of Hanover 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 Hanover do now or may hereafter give their respective subjects the privilege of copyright, and for the lawful representatives or assigns of any 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 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 kingdom of Hanover, after the twenty-eighth day of October one thousand eight hundred and forty-seven, 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 said kingdom:

And it is hereby further ordered, that the authors of dramatic pieces and musical compositions which shall, after the said twenty-eighth day of October one thousand eight hundred and forty-seven, be first publicly represented or performed within the said kingdom, 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 said kingdom :

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

C. C. Greville.

AT the Court at *Windsor*, the 30th day of
October 1847,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act, passed in the session of Parliament holden in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to amend an Act of the seventh and eighth years of Her present Majesty, for reducing, under certain circumstances, the duties payable upon books and engravings," it is enacted, that whenever Her Majesty has, by virtue of the authority vested in Her for that purpose, declared, that the authors, inventors, designers, engravers, or makers of any books, prints, or other works of art, first published in any foreign country or countries, shall have the privilege of copyright therein, it shall be lawful for Her Majesty, if she think fit, from time to time, by an Order in Council, to declare that, from and after a day to be named in such Order, in lieu of the duties of Customs from time to time payable on the importation into the United Kingdom of books, prints, and drawings, there shall be payable only such duties of Customs as are mentioned in the said Act :

And whereas Her Majesty hath this day, by virtue of the authority vested in Her for that purpose, declared that the authors, inventors, designers, engravers, and makers of books, prints, and certain other works of art, first published within the dominions of Hanover, shall have the privilege of copyright therein :

Now, therefore, Her Majesty, by and with the advice and consent of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that, from and after the day of the date of this Order, in lieu of the duties of Customs now payable upon books, prints, and drawings, published at any place within the said kingdom, there shall be payable only the duties of Customs following (that is to say) :

On books originally produced in the United Kingdom, and republished at any place within the said kingdom, a duty of two pounds ten shillings per hundred weight.

On books published or republished at any place within the said kingdom, and not being books originally produced in the United Kingdom, a duty of fifteen shillings per hundred weight.

On prints and drawings, plain or coloured, published at any place within the said kingdom,

Single, each, - - - - - 0½d.
Bound or sewn, the dozen, - - - 1½d.

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

C. C. Greville.

Bristol and Exeter Railway.

(Taunton and Castle Cary Branch.)

Notice of Application to Parliament for re-introduction of Bill in the next session.

WHEREAS notices were duly published in the month of November last, in the London Gazette, the Somerset County Gazette, the Bristol Mirror, and Woolmer's Exeter and Plymouth Gazette Newspapers, that application was intended to be made to Parliament in the then next ensuing session, for an Act to enable the Bristol and Exeter Railway Company to make and maintain a branch railway, with all proper works and conveniences connected therewith, to commence by a junction with the line of the Bristol and Exeter Railway, at or near the Northern-bridge, in the Durston Cutting, in the parish of Lyng, in the county of Somerset, passing from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Lyng, East Lyng, West Lyng, Durston, Creech St. Michael, North Curry, North Petherton, Stoke St. Gregory, Rorough-bridge, Curry Load, Othery, Middlezoy, Weston Zoyland, Aller, Greinton otherwise Grenton, Huish Espiscopi, Moorlinch, Shapwick, Ashcot, Piper's Inn, Pedwell, Walton, Street, Lower Leigh, Middle Leigh, the united parishes of St. John the Baptist and St. Benedict Glastonbury, Butleigh, Butleigh Wooton, West Pennard, Baltonsborough otherwise Baltonsbury, Southwood, Tilham, Ham, Street, Barton St. David, West Lydford, East Lydford, Lovington, Hornblotton, Alford, Ditchat, Alhampton, Sutton, Lottisham otherwise Lattisham, Castle Cary, Clanville, Cat Ash, Ansford otherwise Almsford, or some of them, in the said county of Somerset, and terminating by a junction with the Wilts, Somerset, and Weymouth Railway, in the said parish of Ansford otherwise Almsford, at or near to the turnpike road leading from Shepton Mallet to Castle Cary.

And whereas plans, sections, and books of reference were duly deposited at the office of the Clerk of the Peace for the county of Somerset, at Taunton, on or before the thirtieth day of November one thousand eight hundred and forty-six; and so much of the said plans, sections, and books of reference as related to each of the said parishes in or through which such branch railway would pass, or be situate, were duly deposited with the parish clerk of each such parish, on or before the said thirtieth day of November one thousand eight hundred and forty-six.

And whereas application was made to Parliament for a Bill in pursuance of the aforesaid notices; and under the authority of the resolutions of the Right Honourable the House of Lords, and of the Honourable the House of Commons, dated respectively the tenth day of June last, the said Bill was suspended in the Honourable the House of Commons, at the close of the last session.

And whereas such Bill was intituled "A Bill to enable the Bristol and Exeter Railway Company to make a branch railway from the parish of Lyng, near the town of Taunton, to join the Wilts, Somerset, and Weymouth Railway, near Castle Cary, in the county of Somerset;" and the short title thereof was "The Bristol and Exeter Railway (Taunton and Castle Cary Branch)."

Now notice is hereby given, that it is intended, in the next session of Parliament, to apply to Parliament for leave to re-introduce the said Bill, and to pass the same into a law, with such modifications therein as to Parliament may seem meet.—Dated this sixth day of November 1847.

Savery, Clark, and Co., Solicitors, Bristol.

Bristol and Exeter Railway.

(Branch from Bleadon to Wells, Glastonbury, and Street.)

Notice of Application to Parliament for re-introduction of Bill in the next session.

WHEREAS notices were duly published in the month of November last, in the London Gazette, the Somerset County Gazette, the Bristol Mirror, and Besley's Devonshire Chronicle, and Exeter News Newspapers, that application was intended to be made to Parliament in the then next ensuing session, for an Act to enable the Bristol and Exeter Railway Company to make and maintain the branch railway following, or some part or parts thereof, with all proper works and conveniences connected therewith, that is to say; a branch railway to commence by a junction or junctions with the line of the Bristol and Exeter Railway, at or near the Southern-bridge, in the Uphill Cutting, in the parish of Bleadon, in the county of Somerset, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Uphill, Bleadon, Shiplate otherwise Sheplate, Winscombe, Lymsham, East Brent, Loxton, Badgworth, Biddisham otherwise Biddesham, Bittesham, Bitcham or Bitsum, Compton Bishop, Ripley, Dunyate, Cross, Weare, Upper Weare, Lower Weare, Churchland, Axbridge, Cheddar otherwise Cheddar, Draycot, Wedmore, Rodney Stoke otherwise Stoke Rodney, Nyland and Batcombe, Westbury, Windmill-hill, St. Cuthbert Wells, the in-parish of St. Cuthbert Wells, the out-parish of St. Cuthbert Wells, Priddy or Eastwater, Easton, Wookey, Yarley, Wookey Tything, Worth, Oar, Walcombe and Milton, Burcot, Dulcote and Worminster, Coxley, Coxley Pound, the liberty of St. Andrew within the city of Wells, Dinder, Wick, Polsham, Southway, Meare, the united parishes of St. John the Baptist and St. Benedict, Glaston-

bury, North Wootton, Street, Lower Leigh and Middle Leigh, or some of them, all in the said county of Somerset, and terminating in the said parish of Street, at or near the turnpike road leading from Street to Walton, where it is intended to form a junction or junctions with an intended line of branch railway from the Bristol and Exeter Railway, at or near Dürston, near Taunton, to or near to Castle Cary, in the county of Somerset.

And whereas plans, sections, and books of reference were duly deposited at the office of the Clerk of the Peace for the county of Somerset, at Taunton, on or before the thirtieth day of November one thousand eight hundred and forty-six, and so much of the said plans, sections, and books of reference as related to each of the parishes through or into which such branch railway would be made, were duly deposited with the parish clerk of each such parish, on or before the thirtieth day of November one thousand eight hundred and forty-six.

And whereas such application was made to Parliament for a Bill in pursuance of the aforesaid notices, and under the authority of the resolutions of the Right Honourable the House of Lords, and of the Honourable the House of Commons, dated respectively the tenth day of June last, the said Bill was suspended in the Honourable the House of Commons at the close of the last session.

And whereas such Bill was intituled "A Bill to enable the Bristol and Exeter Railway Company to make a branch railway from the Bristol and Exeter Railway, in the parish of Bleadon to the city of Wells, the town of Glastonbury, and the parish of Street, all in the county of Somerset;" and the short title thereof was "The Bristol and Exeter Railway (branch from Bleadon to Wells, Glastonbury, and Street.)"

Now notice is hereby given, that it is intended in the next session of Parliament to apply to Parliament for leave to re-introduce the said Bill, and to pass the same into a law with such modifications therein, as to Parliament may seem meet.—Dated this sixth day of November 1847.

*Savery, Clark, and Co., } Solicitors,
James Gibbs, junr. } Bristol.*

Bristol and Exeter Railway.

(Glastonbury Navigation and Canal Purchase.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Bristol and Exeter Railway Company to purchase, and the Company of Proprietors of the Glastonbury Navigation and Canal to sell to the said Railway Company, all the estates, rights, title, and interests of such Navigation and Canal Company in the navigation and canal called the Glastonbury Navigation and Canal, and in the cuts, canals, feeders, branches, and other works belonging thereto, and lands, tenements, buildings, waters, and premises vested in the said Navigation and Canal Company, upon such terms, as shall have been, or may be, agreed upon between the said respective companies; and to enable the said

railway company to exercise and enjoy; upon the completion of such purchase, all the powers, authorities, and privileges of the said Navigation and Canal Company in the said navigation and canal, or the works connected therewith; and to enable such Navigation and Canal Company to make such sale, and to convey all their estate and interest in the said navigation and canal, works, lands, and waters, and in the rates, tolls, duties, and profits arising upon the said navigation and canal, and works, unto the said railway company, subject to the existing liabilities of the said Navigation and Canal Company, and to dissolve the said Navigation and Canal Company, and wind up its affairs; or, in lieu of such purchase, to enable the said railway company to lease the said navigation and canal and works, and the said Navigation and Canal Company to grant such lease.

And it is intended to alter, amend, and enlarge the powers and provisions of the several Acts relating to the Bristol and Exeter Railway, viz.: an Act, passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from Bristol to Exeter, with branches to the towns of Bridgewater, in the county of Somerset, and Tiverton, in the county of Devon;" and several other Acts passed in the first, in the third, in the fourth and fifth, in the eighth and ninth, and in the ninth and tenth years of the reign of Her present Majesty, relating to the Bristol and Exeter Railway; and to enable the said railway company to apply their corporate funds, or to raise money for the purposes aforesaid.

And it is intended by such Act to alter and amend the powers and provisions of the Act relating to the said navigation and canal, passed in the eighth year of the reign of His Majesty King George the Fourth, intituled "An Act for improving and supporting the navigation of the river Brue, from the mouth thereof, at its junction with the river Parrett, to Cripps's-house; and for making and constructing a canal from thence to the town of Glastonbury, in the county of Somerset."

And it is also intended in the said Act to regulate the tolls, rates, and duties granted by the said Acts relating to the said Glastonbury Navigation and Canal, and the amount to be received by the railway company; and to confer, vary, or extinguish exemptions from rates, tolls, or duties, or other rights or privileges.—Dated this sixth day of November 1847.

Savery, Clark, and Co., Solicitors, Bristol.

Midland Railway, Gloucester and Stonehouse Junction.

(Suspended Bill.)

Notice of renewed application.

WHEREAS, in the month of November 1846, the following notice was published in compliance with the Standing Orders of Parliament then in force, that is to say:

"Midland Railway.

(Gloucester and Stonehouse Junction.)

Proposed branch to unite the Birmingham and Gloucester line of the Midland Railway at Gloucester, with the Bristol and Gloucester line of the Midland Railway, near the Stonehouse Station, and alteration of existing guage.

Notice is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to empower the Midland Railway Company to make and maintain a railway, with proper works, and conveniences connected therewith, and approaches thereto, commencing by a junction with the Birmingham and Gloucester line of the Midland Railway, in the township of Wotton Saint Mary, in the parish of Saint Mary de Lode, in the county of Gloucester, near to the spot where the existing line of the said railway crosses a public highway there, called Asylum-lane, and terminating in the parish of Stonehouse, in the said county of Gloucester, by a junction with the Bristol and Gloucester line of the Midland Railway, near the spot where the same now unites with the Cheltenham and Swindon line of the Great Western Railway, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Saint James, Saint Luke, Pool Meadow, Town Ham, Saint Nicholas, Hamlet of Littleworth, South Hamlet, Barton Saint Michael, Saint Mary de Grace, Saint Michael, Saint Aldate, Saint John the Baptist, Saint Owen, All Hallows, All Saints, Saint Mary de Crypt, North Hamlet, Holy Trinity, Kingsholm Saint Catherine, Kingsholm Saint Mary, College precincts, Barton Saint Mary, Longford Saint Mary, Longford Saint Catherine, Wotton, Vill of Wotton, Wotton Saint Catherine, Wotton Saint Mary, Saint Mary de Lode, Saint Catherine otherwise Saint Oswald, or some of them, in the city of Gloucester and county of the same city; Barnwood, Vill of Wotton, Wotton Saint Mary, North Hamlet, Barton Saint Mary, Barton Saint Michael, Longford Saint Mary, Longford Saint Catherine, Kingsholm Saint Mary, Kingsholm Saint Catherine, South Hamlet, Littleworth, Upton Saint Leonards, Matson, Hempstead, Tuffley otherwise Tuffleigh, Saint Mary de Lode Queedgeley, Whaddon, Brookthorp otherwise Brokthorp, Hardwick, Parkend, Haresfield, Harescomb, Lower Division of Moreton Valence, Upper Division of Moreton Valence, Moreton Valence, Standish, Oxlinck, Putloe, Coldthorp, Wheatenhurst otherwise Whitminster Randwick, Stonehouse, Eastington, Alkerton, Nupend, Westend, Nastend, and Frampton-upon-Severn, or some of them, in the county of Gloucester.

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 it is proposed, in and by the said intended Act, to empower the said Midland Railway Com-

pany to purchase, by compulsion or agreement, all houses and lands required for the completion of the same intended railway and works; 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 tram-roads 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 also 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 of the Acts hereinafter mentioned relating to the Midland Railway Company, or some of them, that is to say; an Act passed in the seventh year of the reign of Her present Majesty Queen Victoria, 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, that is to say, local and personal Acts eighth and ninth Victoria, chapters 49, 56, and 90; local and personal Acts ninth and tenth Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340; and to enable the Midland Railway Company to alter the gauge of their railway between the terminus thereof at Bristol and the part where it unites with the Cheltenham and Swindon line of the Great Western Railway Company, in the parish of Standish, in the county of Gloucester.

And notice is hereby further given, that, on or before the thirtieth day of November instant, maps and plans and sections, describing the line, direction, 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 following Clerks of the Peace respectively, that is to say, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and with the Clerk of the Peace for the city of Gloucester, and county of the same city, at his office in the said city of Gloucester.

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 is proposed to pass, or be made, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this 6th day of November 1846.

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

AND whereas, the plans, sections, and books of reference referred to in such notice were duly deposited at the offices of the several Clerks of the Peace, and with the parish clerks, as therein particularly mentioned.

And whereas, a Bill was introduced into Parliament in the last session for making the said railway and works contemplated in the before-mentioned notice, and in accordance with the plans, sections, and books of reference so deposited as aforesaid.

And whereas, at the close of the last session of Parliament the said Bill, intituled "An Act to enable the Midland Railway Company to construct a railway from Gloucester to Stonehouse, and for other purposes connected with the Bristol and Gloucester line of the Midland Railway," having been passed by the House of Commons, was depending in the House of Lords, and was suspended by notice duly given, in pursuance of the privileges granted under the resolutions of the Houses of Parliament of the tenth day of the month of June 1847.

Now notice is hereby given, that it is the intention of the promoters of the said Bill, in the next session, to deposit a petition for the reintroduction of the Bill so suspended as aforesaid, and to proceed with and prosecute such Bill, in such manner and under such regulations as are provided by the Standing Orders of the two Houses of Parliament, with reference to Bills suspended in the last session.

Dated this 11th day of November 1847.

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

Clarence Railway and Leeds and Thirsk Railway Amalgamation.

Notice of intention to re-introduce the above-named Bill into Parliament.

WHEREAS a Bill was pending in the Honourable the House of Commons, on the termination of the last session of Parliament, intituled "A Bill to enable the amalgamation of the Clarence Railway and the Leeds and Thirsk Railway."

And whereas in compliance with the Standing Orders of Parliament, notices were duly inserted, in the month of November 1846, in the London Gazette, the Durham Advertiser, and Yorkshire Gazette, that application was intended to be made to Parliament in the then 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 that it was further intended 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 Leeds and Thirsk Railway Company, and to enable the said Leeds and Thirsk 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 might 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 Leeds and Thirsk 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 might be mutually agreed upon between them; and that for the purposes aforesaid it was 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 Leeds and Thirsk Railway Company, or to the railways and works of such company, or to any part thereof respectively.

And that it was 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 that it was also intended by the said intended Act to take powers to alter the existing tolls, rates, and duties leviable by the said Leeds and Thirsk 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 Leeds and Thirsk Railway Company, and to confer other rights and privileges.

And whereas such application to Parliament was made in pursuance of the aforesaid notice, and the aforesaid Bill was reported from the Committee, and the report was further considered by the House of Commons, and on the consideration of the report, notice was given in the Private Bill Office of the House of Commons of the intention of the promoters to suspend further proceedings on the said Bill during the session of 1847, by virtue of the resolutions of the Honourable House of Commons of the tenth day of June last, and further proceedings were thereupon suspended.

Now, notice is hereby given, that it is intended in the next session of Parliament to present a petition to the House of Commons, for leave to re-introduce the said Bill so suspended as aforesaid, and to proceed to pass the same into a law, with such modifications therein as to Parliament may seem meet.—Dated this 9th day of November 1847.

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

Manchester, Sheffield, and Lincolnshire Railway.
Junction with the Midland Railway, via Barnsley, and Branches therefrom.

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for enabling the Manchester, Sheffield, and Lincolnshire Railway Company to make a railway, by way of Barnsley, to join the Midland Railway, with branches therefrom, all in the West Riding of the county of York."

And whereas the said Bill was passed by the Honourable the House of Commons, and was read a second time in the Right Honourable the House of Lords, under the name or title of "An Act for enabling the Manchester, Sheffield, and Lincolnshire Railway Company to make a railway to Barnsley, with branches therefrom, all in the West Riding of the county of York."

And whereas, pursuant to the resolutions of the House of Lords, passed on the tenth day of June last, further proceedings upon the said Bill were suspended on the second reading thereof in that house. Now notice is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to re-introduce the said Bill, with all such clauses, provisions, matters, and things therein as were contained in the said Bill at the time of the second reading thereof in the House of Lords, during the last session, as before mentioned.—Dated the first day of November 1847.

Parher and Smith,
Bagshaw, Stevenson, and Lycett, } Solicitors.

Manchester, Sheffield, and Lincolnshire Railway.
Ashton Canal Purchase.

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for vesting in the Manchester, Sheffield, and Lincolnshire Railway Company, the Canal Navigation from Manchester to or near Ashton-under-Lyne and Oldham." And whereas further proceedings upon the said Bill were (pursuant to the resolutions of the House of Commons, passed on the tenth day of June last) suspended upon the report from the Committee of the House of Commons, to whom the said Bill was referred, being taken into consideration, and agreed to by the said House of Commons. Now notice is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to re-introduce the said Bill, with all such clauses, provisions, matters, and things therein as were contained in the said Bill at the time that the same was suspended during the last session of Parliament, as before mentioned.—Dated the first day of November 1847.

Parker and Smith,
Bagshaw, Stevenson, and Lycett, } Solicitors.

Manchester, Sheffield, and Lincolnshire Railway.
Station Approach in Manchester.

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for enabling the Manchester, Sheffield, and Lincolnshire Railway Company to make improved communications to their station in Manchester."

And whereas the said Bill was passed by the Honourable the House of Commons, with sundry alterations and amendments therein, and was read a second time in the Right Honourable the House of Lords, under the name or title of "An Act for enabling the Manchester, Sheffield, and Lincolnshire Railway Company to make improved communications to their station in Manchester." And whereas further proceedings upon the said Bill were (pursuant to the resolutions of the House of Lords, passed on the tenth day of June last), suspended upon the second reading thereof in that House. Now notice is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to re-introduce the said Bill, with all such clauses, provisions, matters, and things therein as were contained in the said Bill at the time of the second reading thereof in the House of Lords, during the last session of Parliament, as before mentioned.—Dated the first day of November 1847.

Parker and Smith,
Bagshaw, Stevenson, and Lycett, } Solicitors.

Eastern Counties Railway.
Cambridge, Royston, and Ware Line, and Branch to the Royston and Hitchin Railway.

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill to enable the Eastern Counties Railway Company to make a railway from the Eastern Counties Railway, near Cambridge, to the Hertford and Ware branch of the Northern and Eastern Railway, with a branch;" and whereas such Bill was passed by the House of Commons, and proceeded

to a second reading in the House of Lords; when further proceedings thereon were suspended, pursuant to the resolutions of the House of Lords, passed on the 10th day of June last; now notice is hereby given, that application is intended to be made to Parliament in the next session, for leave to re-introduce the said Bill, with all such clauses, provisions, matters, and things therein as were contained in the said Bill at the time of its suspension.

Dated this sixth day of November 1847.

John Duncan, Solicitor,
7, New Palace-yard, Westminster.

Eastern Counties Railway.
Ilford to Tilbury Fort and Southend, with a Branch from Vange to Battle Bridge.

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill to enable the Eastern Counties Railway Company to make a railway from the Eastern Counties Railway, at or near the Forest-gate Station, to Southend, with branches;" and whereas the said Bill proceeded through the various stages in the House of Commons, until the report of the Committee thereon had been considered by the House; and then further proceedings thereon were suspended, pursuant to the resolutions of the said House, passed on the 10th day of June last; now notice is hereby given, that application is intended to be made to Parliament in the next session, for leave to re-introduce the said Bill, with all such clauses, provisions, matters, and things as were contained in the said Bill at the time of its suspension.

Dated this sixth day of November 1847:

John Duncan, Solicitor,
7, New Palace-yard, Westminster.

Great Western Railway (Extension of the Berks and Hants Railway from Hungerford to Westbury, with a Branch to Devizes).

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for making a railway from the Berks and Hants Railway, at Hungerford, to join the line of the Wilts, Somerset, and Weymouth Railway at Westbury and Devizes."

And whereas further proceedings upon the said Bill were (pursuant to the resolutions of the House of Commons passed on the tenth day of June last) suspended, upon the report from the Committee of the House of Commons, to whom the said Bill was referred, being considered and agreed to by the House of Commons.

Now notice is hereby given, that application is intended to be made to Parliament in the next session, for leave to re-introduce the said Bill, with all such clauses, provisions, matters, and things therein as were contained in the said Bill at the time of its suspension in the House of Commons during the last session of Parliament, as before mentioned.—Dated 8th November 1847:

W. O. and W. Hunt,
10, Whitehall.
Osborne, Ward, and Co.
Bristol.

York, Newcastle, and Berwick (late York and Newcastle) Railway.

(Main Line Improvement, Bishop Auckland and other Branches, and Abandonment of Part of the Bishop Auckland Branch.)

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for enabling the York and Newcastle Railway Company to improve their Main Line of Railway, and to make certain Branches in the county of Durham, and for other purposes;" and whereas further proceedings upon the said Bill were (pursuant to the resolutions of the House of Commons, passed on the tenth day of June last) suspended upon the report from the Committee of the House of Commons to whom the said Bill was referred, being considered and agreed to by the House of Commons.

Now notice is hereby given, that application is intended to be made to Parliament in the next session, for leave to re-introduce the said Bill, with all such clauses, provisions, matters, and things therein as were contained in the said Bill at the time that it was suspended in the House of Commons during the last session of Parliament, as before mentioned.

Dated the 1st day of November 1847.

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

Leicestershire Lunatic Asylum.

(To effect an agreement between the Visitors of the Lunatic Asylum for the county of Leicester, and the Corporation of the borough of Leicester, for the admission of Lunatic Paupers from the said borough into the said Asylum).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the Trustees and Visitors of the Lunatic Asylum for the county of Leicester, situate in the parish of St. Mary, in the borough of Leicester, or other the parties interested therein, or in union therewith; and by or on behalf of the Mayor, Aldermen, and Burgesses of the said borough of Leicester, and the Council of the same borough, for an Act to enable the said Trustees and Visitors, or other parties, and the said Mayor, Aldermen, and Burgesses and Council, to make provision and agree for the accommodation, maintenance, and care of the pauper lunatics of the borough of Leicester, in the said Asylum, on certain terms and conditions, and for such considerations as shall be expressed and contained in the said Act. And also that it is intended to obtain powers by the said Act for the compulsory purchase by the said Trustees and Visitors, of certain lands required for the purposes of the said Act. And to take powers in the said Act for the enlargement of the said Asylum, and the erection of additional buildings, with

airing yards, and for furnishing the same for the accommodation of the pauper lunatics of the said borough at the request and expence of the said Council, and for levying certain rates or assessments upon the owners or occupiers of property within the said borough and county respectively, for the purposes of the said Act, and for subjecting and charging the borough fund of the said borough, and also the county rates of the said county, to and with the payment of the costs and expences of obtaining the said Act, and of carrying the same into execution, and for enabling the said Council to borrow and raise on the credit of any rates to be made within the said borough, as and for borough rates, or by mortgage of any lands or other property of the said Mayor, Aldermen, and Burgesses, any capital or money required by the said Council for the purposes of the said Act. And also that it is intended by the said Act to except and exempt the said borough of Leicester from such of the provisions of an Act, passed in a session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act to amend the laws for the provision and regulation of lunatic asylums for counties and boroughs, and for the maintenance and care of pauper lunatics in England," as require the said borough to erect or provide an asylum for pauper lunatics within three years from the passing of such Act, and from such other provisions contained in the said Act, or any Act amending the same, as are inconsistent with the said intended Act. And that it is proposed by the said intended Act to vary in certain other respects the provisions of the before-mentioned Acts, or any of them, so far as relates to the borough and county of Leicester. And that it is intended to obtain all such other powers as may be necessary for the conveyance, maintenance, and care of the pauper lunatics of the said borough, and for carrying out the purposes of the said intended Act. And also that it is intended by the said Act to authorize the Mayor and Justices of the Peace for the said borough to visit the said Asylum, for the purposes of seeing the pauper lunatics of the said borough confined therein, and to render the Mayor of the said borough, being a subscriber to the said Asylum, an ex-officio visitor thereof. And also that it is intended to take powers by the said Act for enabling the Trustees and Visitors of the said Asylum for the time being, and the Council of the said borough, with such approval or concurrence as shall be therein mentioned, to determine, vary, or alter the terms and agreements to be sanctioned by the said Act, and to enter into any other terms or agreements respecting the maintenance, accommodation, and care of the pauper lunatics of the said borough. And also that it is intended by the said Act to confer all such exemptions, rights, and privileges as may be necessary to carry out the said Act, and to vary or extinguish any exemptions, rights, or privileges which may interfere with the execution of the purposes thereof.—Dated the 30th day of October 1847.

William Freer, Samuel Stone, Solicitors
for the Bill.

**PAYNE'S PATENTS FOR PRESERVING
TIMBER AND OTHER VEGETABLE
SUBSTANCES.**

**AMENDMENT OF "THE TIMBER PRE-
SERVING COMPANY'S ACT, 1847,"
WITH POWERS FOR THE SAID COM-
PANY TO PURCHASE PAYNE'S PA-
TENTS FOR SCOTLAND AND IRE-
LAND, AND CONFIRMING THE SAID
PATENTS.**

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 the powers and provisions of an Act, passed in the last session of Parliament, called "The Timber Preserving Company's Act, 1847," or some of such provisions, and to confer additional powers with respect to the appointment of directors and the general management of the said company, and to enable the said company, incorporated by the said Act, to become the purchasers of the following letters patent, that is to say, letters patent, bearing date on or about the 13th day of March 1843, granting unto Charles Payne the sole use of his invention of "improvements in preserving vegetable matters when metallic and earthy solutions are employed," within that part of the United Kingdom of Great Britain and Ireland called Scotland, during the term of fourteen years thence next ensuing, and of which invention the following is a distinct description, that is to say, the wood or other vegetable matter, according to this invention, is first impregnated with a solution of metallic or earthy matter in the ordinary manner by exhaustion and pressure, and then by well known solutions caused to penetrate the wood or other vegetable matter the matters of the first solution are rendered insoluble, thus preserving the vegetable substance, and the patentee claims to preserve wood and other vegetable matters by causing them to be impregnated with a solution of metallic or earthy matter, and then by chemical decomposition to obtain the matter employed in an insoluble state in the substance of the vegetable matter, when such effects are obtained by the combined processes of exhaustion, pressure, and decomposition; and also to enable the said company to become the purchasers of certain other letters patent, bearing date on or about the 12th day of August 1843, granting unto the said Charles Payne the sole use of his said invention so described as aforesaid, within that part of the United Kingdom of Great Britain and Ireland called Ireland, during the term of fourteen years thence next ensuing; and also certain other letters patent, bearing date on or about the 30th day of December 1846, granting unto the said Charles Payne the sole use of his invention of "improvements in preserving vegetable matters," within Scotland aforesaid, during the term of fourteen years thence next ensuing, and of which invention the following is a distinct description, that is to say, the wood or other vegetable matters are to be impregnated with sulphur in such combination that it is insoluble

in water, and having impregnated the vegetable substance by any ordinary means, the solution containing sulphur is then decomposed by ordinary means, thus leaving the sulphur in an insoluble state within the wood or vegetable matters, thereby preserving such vegetable matters; and the patentee claims the mode of impregnating wood and other vegetable matters with sulphur in a state of combination so as to be soluble in water, and then decomposing such combination so that the sulphur may be set free or recombine, so as to form an insoluble sulphuret, and so remain insoluble within the fibres, fabric, or substance of the wood and other vegetable matters; and also certain other letters patent, bearing date on or about the 27th day of February 1847, granting unto the said Charles Payne the sole use of his said last-mentioned invention so described as last aforesaid, within Ireland aforesaid, during the term of fourteen years thence next ensuing, and to enable the said Charles Payne, his executors, administrators, and assigns, to sell and assign the said letters patent to the said company; and also to enable all persons in whom any partial or other interest or interests, license or licenses, in or under the said several letters patent, or any or either of them, are, is, or shall be vested, to sell and assign the same unto the said company; and to enable the said company to purchase and hold the same, and also to confirm the said several letters patent; and to empower the said company to make, use, exercise, and vend such inventions and improvements, and to grant licenses to vend such inventions as aforesaid; and also to enable the said company to sell or otherwise dispose of the privileges granted by such letters patent as aforesaid, or any of them, or any part thereof or interest therein respectively.

And it is also intended by the said Bill to vary or extinguish all rights and privileges which the said Charles Payne, his executors, administrators, or assigns, or any other person or persons now hath or have in, under, or in reference to the said letters patent, and to confer the same or similar rights and privileges upon the said company; and also to confer, vary, and extinguish other rights and privileges.

And it is also intended to insert in the said Bill such powers and provisions as are usually inserted in Bills of a similar nature, and such other powers and provisions as may be deemed necessary or expedient.

Dated this eighth day of November 1847.

Goodwin, Partridge, Williams, and Edwards,
Walbrook-house, Walbrook, London, So-
licitors for the Bill.

Rape of Hastings New Gaol.

To build a Gaol or House of Correction, to abolish the Judicial Powers of certain Corporate Towns, and to alter the County Rates.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for better enabling

The Justices of the Peace for the county of Sussex, in conjunction with the Mayor and Corporation or Justices of the borough of Hastings, to build, provide, and maintain a new gaol or house of correction, either within the precincts of the borough of Hastings or in that part of the said county called or known by the name of the rape of Hastings; and it is also proposed by the said intended Act, that the county rates and expenditure of and for and relating to the said rape of Hastings, and to all parishes and places locally situated within the said rape of Hastings, be kept distinct and separate from the other parts of the eastern division of the said county of Sussex; and also to enable the Justices of the Peace for the said county to hold general and quarter sessions of the peace in and for the said rape of Hastings, and generally to exercise all such powers, and perform all such acts, matters, and things for or relating to the said rape of Hastings as the Justices of the Peace for the said county of Sussex can or may exercise or perform within the said county; and it is also intended by the said proposed Act (if considered expedient) to abolish the judicial powers of the towns of Winchelsea, Hastings, and Rye, within the said rape of Hastings, all or either of them, and to empower the Justices of the said county to assess such towns to the county rate; and it is also proposed by the said intended Act to procure the attendance of jurors at such proposed divisional, general, or quarter sessions from every parish within such proposed division and borough that may join the same, without reference to any exemptions now claimed by virtue of any statute, charter, or usage; and notice is hereby further given, that it is intended to levy certain rates or assessments, or to alter the existing rates or assessments authorized to be taken, and to borrow money on the credit of the rates or assessments; and it is also intended to vary or extinguish all rights and privileges now exercised or enjoyed, so far as the same would be inconsistent with the objects of the said proposed Act, and to confer other rights and privileges, with all other sufficient and necessary powers for carrying the said Act into execution.

Dated this eleventh day of November 1847.

By order,

Jones and Walmisley, Parliamentary Agents.

Southampton Consumers' Gas Light and Coke Company.

Incorporation of Company for manufacturing Gas, and for supplying the same at a limited price to the town and inhabitants of Southampton.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for more effectually lighting with gas the town and county of the town of Southampton, and the liberties and precincts thereof, and places adjacent thereto, comprising the several parishes, townships,

tithings, extra-parochial and other places following, that is to say, Saint Mary, Holy Rood otherwise Holy Rhood, Saint Michael, Saint John, Saint Lawrence, All Saints Infra, All Saints Extra, South Stoneham, Portswood, the Common, the Marsh, Northam, the Shore and Mudlands, in the town and county of the town of Southampton; and Millbrook otherwise Milbrook, Freemantle Hill, and Sidford, Redbridge, Shirley, the Shore and Mudlands within high water mark, the Shore and Mudlands of the Southampton Water in Millbrook otherwise Milbrook, Portswood, and Saint Mary Extra, Bitterne, West-end, and South Stoneham, in the county of Southampton, or some of them; and for supplying the said town and county of the town of Southampton, and the liberties and precincts thereof, and places adjacent thereto, and the inhabitants thereof, with gas at a limited price, and for incorporating certain persons into a company for the manufacture and sale of gas and coke, by the name of the "Southampton Consumers' Gas Light and Coke Company;" and for empowering such company to lay pipes and mains in all or any of the several streets, roads, lanes, alleys, passages, and places within the said town and county of the town of Southampton, and the liberties and precincts thereof, and places adjacent thereto; and for granting to such company all proper and necessary powers for those and other purposes relating thereto.

And notice is hereby further given, that it is intended to obtain power for the compulsory purchase of lands and houses, and also for enabling the said company to levy and take certain rates or rents for the use of the gas to be supplied by the said company.

And it is also intended to confer, vary, or extinguish all existing rights and privileges which may impede or interfere with the execution of the purposes aforesaid, and to confer other rights and privileges; and particularly to alter, amend, extend, enlarge, or repeal, so far as may be necessary, such of the clauses, powers, and provisions of a certain Act of Parliament, passed in the eighth year of the reign of Her present Majesty Queen Victoria, intituled "An Act for paving, lighting, draining, cleansing, and otherwise improving the town of Southampton, and for removing and preventing nuisances and annoyances therein," as ratify or confirm any contract or agreement made and entered into by the Commissioners for executing the purposes of the said recited Act, containing conditions, powers, provisions, or restrictions, which destroy or interfere with, or tend directly or indirectly to destroy or interfere with, the rights and privileges of the town and county of the town of Southampton, and the inhabitants thereof, in the purchase and sale of and free competition in gas.—Dated this 3d day of November 1847.

John R. L. Walmisley, 12, North-street
Westminster, Solicitor for the Bill.

Nantwich and Wheelock Turnpike Road.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to extend the term, and alter and enlarge the powers and provisions, of an Act, passed in the fifty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a turnpike road from the town of Nantwich to Wheelock-wharf, in the township of Sandbach, in the county palatine of Chester;" or to repeal the said Act, and to grant further and other powers and provisions in lieu thereof: by which Bill it is intended to take powers to make and maintain, as turnpike roads, the new lines of road hereinafter mentioned, that is to say: a new line of road commencing by a junction with the Newcastle-under-Lyme, and Nantwich turnpike road, at or near Gorsty-hill, in the township of Weston, in the parish of Wybunbury, and terminating at or near the Crewe station of the London and North Western Railway, in the township of Crewe, in the parish of Barthomley, all in the county of Chester; and which proposed new line of road is intended to be made in, or pass from, through, or into the several parishes and townships of Weston, Wybunbury, Crewe, and Barthomley, all in the county of Chester; and it is also intended in making the said new line of road, to widen, render turnpike road, and maintain, as part thereof, so much of a certain highway leading from the Newcastle-under-Lyme and Nantwich turnpike road, at Weston-hall, through the village of Weston to Stowford, within the township of Weston aforesaid, as lies between the guide-post standing in the said township of Weston, at the junction between the said last mentioned highway and the highway leading therefrom, to the village of Barthomley, in the parish of Barthomley aforesaid, and Stowford aforesaid; and also to take powers to make and maintain, as turnpike road, a new line of road commencing at Stowford aforesaid, and terminating at or near the Crewe station of the London and North Western Railway, in the township of Crewe, in the parish of Barthomley aforesaid; and which proposed new line of road is intended to be made in, or pass from, through, or into the several townships of Weston, in the parish of Wybunbury, and Crewe, in the parish of Barthomley aforesaid; and it is intended, in connection with the new line of road last mentioned, to widen, render turnpike road, and maintain as part thereof, so much of the highway leading from the Newcastle-under-Lyme and Nantwich turnpike road aforesaid, at Weston-hall aforesaid, through the village of Weston aforesaid, to Stowford, within the township of Weston aforesaid, as lies between Weston-hall aforesaid and Stowford aforesaid; and also to take powers for stopping up a certain foot-path, bridle-road, or highway commencing at Stowford aforesaid, through Crewe-park, by Crewe-hall, in the township of Crewe, and terminating at the Nantwich and Wheelock turnpike road, in the said township of Crewe, near to the Crewe station of the London

and North Western Railway, in the township of Crewe aforesaid.

And notice is further given, that, on or before the thirtieth day of November one thousand eight hundred and forty-seven, duplicate plans and sections of the said new lines of road, and of the portions of the said highways so to be widened and rendered turnpike as aforesaid, with books of reference thereto, will be deposited with the Clerk of the Peace for the county of Chester, at his office at Chester; 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 relate to each of the parishes in or through which the said works are intended to be made and maintained, will be deposited with the parish clerk of each such parish, at his place of abode; and that a copy of the notice for the said Bill published in the London Gazette will accompany each of such deposits respectively.

And notice is also hereby given, that it is intended by the said Bill to take powers for the compulsory purchase of lands and houses, to levy tolls upon, or in respect of, the new roads intended to be made and maintained as aforesaid, and to alter the existing tolls authorized by the said Act passed the fifty-sixth year of the reign of His late Majesty King George the Third, to be collected upon, or in respect of, the roads therein comprized, and to confer, vary, or extinguish exemptions from payment of tolls, and other rights and privileges granted and contained by and in the said Act.—Dated this first day of November 1847.

Edleston and Edleston, Solicitors for the Bill.

Nantwich, October 28th, 1847.

Birkenhead Improvement Commissioners (to amend existing Acts, and confer additional powers for raising Money, levying Rates, and other purposes, and to regulate the Election of Commissioners) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to repeal, wholly or in part, or to consolidate, alter, amend, extend, and enlarge the powers and provisions of the several Acts following, that is to say, an Act, passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act, passed in the first year of the reign of Her present Majesty, intituled "An Act to amend an Act, passed in the third year of the reign of His late Majesty King William the Fourth, intituled 'An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a

market within the said township;" another Act, passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to authorize the purchase of a certain ferry, called 'Woodside Ferry,' by the Commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester, and for amending the improvement Acts for the said township;" another Act, passed in the sixth year of the reign of Her present Majesty, intituled "An Act for extending the powers of the Commissioners of the township of Birkenhead, in the county of Chester, and for including the township of Claughton-cum-Grange, and part of the township of Oxton, in the same county, within their jurisdiction;" another Act, passed in the same year, intituled "An Act for establishing a cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the county of Chester;" another Act, passed in the session of Parliament held in the seventh year of the reign of Her present Majesty, intituled "An Act to authorize the purchase of 'Monk's Ferry' by the Commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester, and for amending the Acts relating to the said Commissioners;" and another Act, passed in the ninth year of the reign of Her present Majesty, intituled "An Act for altering, amending, and enlarging the several Acts relating to the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester;" and to grant further and additional powers to the Commissioners acting in execution of the said Acts, for altering, widening, enlarging, and improving the streets, roads, lanes, and other public and private ways and places within the limits of the said recited Acts, and for paving, cleansing, and lighting the same; and for establishing, maintaining, and enforcing a good and efficient system of drainage and sewerage within the said district; and for regulating the mode of constructing houses, warehouses, manufactories, and other buildings, privies, ash-pits, and cesspools within the said district; and for establishing and enforcing other sanitary regulations, and for maintaining and regulating a police force within the said district, and for making bye-laws and inflicting penalties, and for preventing nuisances, and removing obstructions and projections within the said district; and for making, maintaining, and regulating markets and market-places and slaughter-houses within the said district; and for establishing and maintaining baths, wash-houses, and other conveniences, and parks and other places of recreation; and for maintaining and regulating cemeteries or burial-grounds, and for preventing interments within the said district, or some portion thereof; and for maintaining and regulating ferries and landing-places, with all necessary works, vessels, and other conveniences, and for regulating hackney coaches, cars, drivers, porters, and others, and for preventing fires.

And it is further proposed, in and by the said intended Act or Acts, to alter and amend the number and qualification of the said Commissioners,

and the mode of their election and appointment, and their duties, powers, and proceedings; and also to alter and amend the qualification of parties entitled to vote in the election of such Commissioners, and the mode of voting; and to alter, vary, or extinguish the powers of the said Commissioners, and to confer their powers, properties, rights, privileges, and duties upon Commissioners or other persons to be appointed, elected, or constituted in manner to be therein mentioned; and to authorize the levying of tolls, rates, and assessments, and to vary, alter, or extinguish existing tolls, rates, and assessments, and to confer exemptions from payment of tolls, rates, and assessments; and to authorize the Commissioners or other persons acting in execution of the said recited Acts, and of the said intended Act or Acts, to purchase or take by compulsion or by agreement with the owners, lessees, and occupiers thereof, lands, houses, buildings, and other properties for the several purposes proposed to be carried into effect by the said intended Act or Acts; and to enable parties under any disability to grant and convey lands, houses, buildings, and other properties for such purposes; and to enable the said Commissioners to pay and apply the moneys, funds, and other properties for the time being vested in or belonging to them or any part thereof, in or towards the erection of a townhall, courthouse, police court, sessions house, constables' house, police station, lock up, post-office, and all necessary buildings and offices connected therewith; and for erecting and maintaining an infirmary, night asylum, collegiate institution, mechanics' institution, schools, and for the carrying out of educational, charitable, sanitary, or other public objects, and in the purchase, lease, or erection of buildings or land for such purposes; and to enable the said Commissioners or other persons acting in execution of the said recited Acts, and of the said intended Act or Acts, to raise sums of money in addition to the sums of money, debts, and obligations now chargeable upon the tolls, rates, and assessments, property, and effects vested in the said Commissioners; and to charge such tolls, rates, assessments, property, and other effects with further and additional sums of money; and to sell or lease all or any part of the lands, properties, or effects now or at any time hereafter vested in the said Commissioners, for all or any of the purposes of the said recited Acts, or of the said intended Act or Acts; and to confer other rights and privileges, and to alter, vary, and extinguish existing rights and privileges.

Dated this 5th day of November 1847.

Macdougall and Newall, 44, Parliament-street, Westminster.

Curacy of Bishops Hull Exchange Confirmation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for the year one thousand eight hundred and forty-eight, for an Act to remove any doubts as to and to confirm and render valid a certain exchange whereby three several closes

of land, situate in the parish of Staplegrave, in the county of Somerset, commonly called or known as Langlands, part of Long Six Acres and Raghill, with their appurtenances, were conveyed and assured to the use of the Reverend Henry William Rawlins, as Curate for the time being of the curacy of Bishops Hull, in the county of Somerset, and in the diocese of Bath and Wells, and his successors, Curates of the same curacy, for ever, in exchange for three other closes of land, situate in the parish of Wilton, in the said county of Somerset, commonly called Upper Field or Haines's Five Acres Middle Field otherwise Little Field or Haines's Five Acres and Lower Field or Haines's Six Acres, with their appurtenances, which were then vested in the said Reverend Henry William Rawlins, as such Curate as aforesaid, for the augmentation of the said curacy of Bishops Hull, and which, on such exchange, were conveyed and assured, with the consent of the said Henry William Rawlins, as such Curate as aforesaid, and also as patron of the said curacy, and of the Bishop of Bath and Wells, and the Governors of the Bounty of Queen Anne, to the use and for the benefit of the said Henry William Rawlins, his appointees, heirs, and assigns.

Also (so far as it may be necessary) to confirm and render effectual for carrying such exchange into effect certain deeds, that is to say, an indenture of release and the lease or leases for a year upon which the same was grounded, which indenture of release bears date the sixth day of September one thousand eight hundred and thirty, and is made or expressed to be made between the said Henry William Rawlins, therein described as of Bishops Hull aforesaid, and Curate of the curacy of Bishops Hull aforesaid, of the first part; the Governors of the Bounty of Queen Anne for the augmentation of the maintenance of the poor clergy, of the second part; the said Henry William Rawlins, therein described as patron of the curacy of Bishops Hull aforesaid, of the third part; William Courtenay, Esq., of the fourth part; John Liddon, Surgeon, of the fifth part; and the Hon. and Right Reverend Father in God George Henry, by divine permission, Lord Bishop of Bath and Wells, of the sixth part; and effectually to vest the several hereditaments and premises comprised in the said indentures in the respective parties, their successors, heirs, and assigns, and in such manner as the same are expressed to be conveyed, limited, and assured by the said indentures; also to ratify and confirm all and singular acts, deeds, conveyances, assurances, dealings, and transactions relating to the said hereditaments and premises, cotemporaneous with or subsequent to the date and execution of the said indentures, to the same extent and in such manner as if the said exchange had been fully and effectually carried into complete effect by the said indentures of lease and release hereinbefore mentioned. And power will also be applied for in the said Act (if necessary) to enable all parties to enter into any agreements and arrangements, and to execute all such deeds

and other instruments as may be requisite or expedient to carry into effect the objects aforesaid.

Dated the sixth day of November 1847.

Beadons and Sweet, H. and F. Trenchard,
Taunton.

York, Newcastle, and Berwick Railway, Great North of England, Clarence, and Hartlepool Junction Railway, and Hartlepool Dock and Railway.

(Lease and Amalgamation Bill.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, enlarge, repeal, and consolidate the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the York, Newcastle, and Berwick Railway Company (lately called the York and Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company), passed respectively in the fifth, sixth, seventh, ninth, tenth, and eleventh years of the reign of Her present Majesty Queen Victoria; and the several Acts relating to the lately dissolved company, called the Newcastle and Berwick Railway Company, passed respectively in the ninth, tenth, and eleventh years of the reign of Her said Majesty, so far as such last-mentioned Acts are still unrepealed and now in force (which dissolved company is now united and consolidated with the York, Newcastle, and Berwick Railway Company); and the several Acts relating to the Great North of England, Clarence, and Hartlepool Junction Railway Company, passed in the first, fifth, sixth, seventh, eighth, and ninth years of the reign of Her said present Majesty; and the several Acts relating to the Hartlepool Dock and Railway Company, passed in the second and fourth years of the reign of His late Majesty King William the Fourth, and in the third and fourth years of the reign of Her said present Majesty.

And it is intended by the said Act so to be applied for to authorize and empower the Hartlepool Dock and Railway Company, and the Great North of England, Clarence, and Hartlepool Junction Railway Company respectively, or one of them, to lease to the York, Newcastle, and Berwick Railway Company the railways belonging to them, the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company respectively, and all and singular the branches thereof, and all the estate, right, title, and interest, works, conveniences, and things in, about, or appertaining thereto or connected therewith respectively, and the messuages, tenements, lands, hereditaments, and premises of and belonging to the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, or either of them, and all and singular the docks, tidal basins, quays, wharfs, shipping places, railways, waggon ways, or other ways, approaches, entrances, warehouses, walls, jetties, and other

Works of the said Hartlepool Dock and Railway Company, and all the estate, right, title, and interest, conveniences, and things in, about, or appertaining thereto or connected therewith, and the lands in or upon which the same are respectively made, erected, and being, and all other their property and effects, and all the powers and privileges now vested in them, the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, or either of them, and to enable the said York, Newcastle, and Berwick Railway Company to take the same, and accept and complete such lease, and to exercise all the powers and privileges now vested in them, the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, and to enable the said York, Newcastle, and Berwick Railway Company to levy and receive the tolls, rates, and duties now payable or authorized to be taken for or in respect of the said docks, railways, and works respectively, belonging to the said Hartlepool Dock and Railway Company, and Great North of England, Clarence, and Hartlepool Junction Railway Company, and to alter, vary, and increase such tolls, rates, and duties, and to levy other and additional tolls, rates, and duties, and to amalgamate and unite the said docks, railways, and works of the said Hartlepool Dock and Railway Company, and the Great North of England, Clarence, and Hartlepool Junction Railway Company respectively, with the railways and works belonging to the said York, Newcastle, and Berwick Railway Company, and, if need be, to dissolve the said Hartlepool Dock and Railway Company, and the said Great North of England, Clarence, and Hartlepool Junction Railway Company, or one of them.

Dated the first day of November 1847.

<i>Richardson and</i>	} York,	} Solicitors.
<i>Gutch,</i>		
<i>Henry Newton,</i>		
<i>John Burrell, Durham,</i>		
<i>Thomas Belk, Hartlepool,</i>		

Birkenhead Improvement Commissioners (to raise additional Money, to mortgage Rates, and levy new Rates, and Amendment of Acts) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the Commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester, to raise a further sum of money on the credit of the rates, tolls, assessments, and property now or hereafter belonging to or vested in them, and to charge the said rates, tolls, assessments, and property with the payment of further and additional sums of money, and to enable the said Commissioners to levy additional rates or assessments upon the owners, lessees, and occupiers of property within such district, and to vary, alter, or extinguish existing rates or assessments, and to grant exemptions from payment of rates and assessments, and for other purposes.

And it is proposed in and by such intended Act or Acts to repeal wholly or in part, or to alter, amend, extend, or enlarge the powers and provisions of the several Acts following, that is to say, an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapeiry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act passed in the first year of the reign of Her present Majesty, intituled "An Act to amend an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled 'An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;'" another Act passed in the fifth year of Her present Majesty Queen Victoria, intituled "An Act to authorize the purchase of a certain ferry, called Woodside Ferry, by the Commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester, and for amending the improvement Acts for the said township;" another Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act for extending the powers of the Commissioners of the township of Birkenhead, in the county of Chester, and for including the township of Claughton-cum-Grange, and part of the township of Oxton, in the same county, within their jurisdiction;" another Act passed in the same year, intituled "An Act for establishing a cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the county of Chester;" another Act passed in the session of Parliament held in the seventh year of the reign of Her present Majesty, intituled "An Act to authorize the purchase of 'Monks Ferry' by the Commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester, and for amending the Acts relating to the said Commissioners;" and another Act passed in the ninth year of the reign of Her present Majesty, intituled "An Act for altering, amending, and enlarging the several Acts relating to the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester."—Dated this fifth day of November 1847.

Macdougall and Newall, 44, Parliament-street, Westminster.

Birkenhead Dock Commissioners (levying additional Rates, and Alteration of Birkenhead Dock Rates and Liverpool Dock Rates, and Amendment of Acts) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to enable the Commissioners of the Birkenhead Docks, or the Commissioners, Trustees, or other persons for the

time being acting in execution of the several Acts of Parliament relating to the Birkenhead Commissioners' Docks, to levy tolls, rates, and duties upon goods or vessels, or both, or otherwise for or in respect of the use of the docks, basins, wharfs, and other works and conveniences, now or hereafter vested in or belonging to the said Commissioners of the Birkenhead Docks, or to such Commissioners, Trustees, or other persons as aforesaid, and to alter, vary, or extinguish the tolls, rates, or duties now payable for or in respect of the use of the said docks, basins, wharfs, works, and conveniences, and to confer exemptions from the payment of tolls, rates, and duties.

And it is further proposed by the said intended Act or Acts to alter, vary, or extinguish the existing tolls, rates, dues, or duties, or some of them, now payable to the Trustees of the Liverpool Docks, or to the Corporation of Liverpool, in respect of cargoes or vessels, or both, entering, using, or landed at the docks, basins, works, and other conveniences belonging to the Trustees of the Liverpool Docks, or the docks, basins, works, wharfs, and other conveniences now or hereafter belonging to the said Commissioners of the Birkenhead Docks, or such Commissioners, Trustees, or other persons as aforesaid, and to exempt vessels and goods, or both, leaving and taken from the docks, basins, works, wharfs, and other conveniences now or hereafter belonging to the said Commissioners of the Birkenhead Docks, or to such Commissioners, Trustees, or other persons as aforesaid, and entering, using, or taken to the docks, basins, works, and other conveniences belonging to the said Trustees of the Liverpool Docks from the payment of such tolls, rates, dues, or duties, or some of them, and to confer in respect of such vessels or goods, or both, the same exemptions, rights, privileges, and immunities as are now enjoyed in respect of vessels or goods, or both, from the nearest home port, entering or using the said docks, basins, works, and other conveniences belonging to the said Trustees of the Liverpool Docks. And it is proposed in and by the said intended Act or Acts to repeal wholly or in part, or to alter, amend, explain, extend, and enlarge some of the powers and provisions of the several Acts relating to the Birkenhead Commissioners' Docks, that is to say, Acts passed respectively in the sessions of Parliament held in the seventh and eighth, and in the eighth years of the reign of Her present Majesty, and two several Acts passed in the session of Parliament held in the tenth and eleventh years of the reign of Her present Majesty.

And also to repeal wholly or in part, or to alter, amend, explain, extend, or enlarge some of the powers and provisions contained in the Acts relating to the Docks and Harbour of Liverpool, or some of them, that is to say, Acts passed respectively in the eighth year of the reign of Queen Anne; in the third year of the reign of King George the First; in the eleventh year of the reign of King George the Second; in the second, twenty-fifth, thirty-ninth, fifty-first, fifty-third, and fifty-ninth years of the reign of King

George the Third respectively; in the sixth year, and two several Acts passed in the ninth year of the reign of King George the Fourth; and Acts passed respectively in the session held in the eleventh year of the said last-mentioned reign; and in the first year of the reign of King William the Fourth; and in the fourth, and in the sixth and seventh, and in the seventh and eighth, and in the eighth, and in the ninth and tenth years of the reign of Her present Majesty.—Dated this fifth day of November 1847.

Macdougall and Newall, 44, Parliament-street, Westminster.

Birkenhead Dock Commissioners (transfer of Powers to new Commissioners, effecting arrangements with the Crown, and Amendment of Acts) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts which shall transfer, or shall authorize the transfer, of all the powers, properties, privileges, and duties of the Commissioners of the Birkenhead Docks to certain commissioners, trustees, or persons to be nominated or appointed in and by the said intended Act or Acts, or to be elected or constituted in the manner to be therein defined.

And it is proposed, by the said intended Act or Acts, to confer upon and vest in the said commissioners, trustees, or persons so to be nominated or appointed, elected, or constituted, the said powers, properties, privileges, and duties aforesaid, and such other rights and privileges as may be necessary or expedient.

And it is proposed, by the said intended Act or Acts, to alter, vary, or extinguish the rights, powers, and privileges of the said Commissioners of the Birkenhead Docks.

And it is proposed, by the said intended Act or Acts, to enable the said commissioners, trustees, or other persons so to be nominated or appointed, elected, or constituted, to levy tolls, rates, and duties for or in respect of the use of the docks, basins, and other works and conveniences now or hereafter vested in or belonging to the said Commissioners of the Birkenhead Docks, or such commissioners, trustees, or other persons as aforesaid, and to alter, vary, or extinguish the tolls, rates, or duties now payable for or in respect of the use of the said docks, basins, works, and conveniences, and to confer exemptions from the payment of tolls, rates, and duties, and to enable the said commissioners, trustees, or other persons so to be nominated or appointed, elected, or constituted, to borrow or raise sums of money, or further or additional sums of money, upon the security of the said docks, basins, and other works and conveniences, and the tolls, rates, or duties now or hereafter payable in respect of the use thereof.

And it is further proposed, in and by the said intended Act or Acts, to authorize and empower the said Commissioners of the Birkenhead Docks, or the commissioners, trustees, or other persons so

to be nominated or appointed, elected, or constituted as aforesaid, to grant, abandon, or relinquish part of the lands or properties claimed by, belonging to, or vested in, the said Commissioners of the Birkenhead Docks to, or in favour of, Her Majesty, Her heirs, and successors, in right of Her Crown, upon such terms, and subject to such conditions, as have been or shall be agreed upon between the said Commissioners of the Birkenhead Docks, or the commissioners, trustees, or other persons aforesaid, and the Commissioners for the time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings.

And it is further proposed, by the said intended Act or Acts, to empower the Commissioners for the time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, with the consent of the Commissioners for the time being of Her Majesty's Treasury, to raise monies out of, or on the credit of, the land revenues of the Crown, and to pay and apply such monies, or any part thereof, by way of loan or otherwise, as such last-named commissioners may, with such consent as aforesaid, deem expedient, in or towards the construction, execution, and completion of all or any the river and wharf walls, docks, basins, works, and other conveniences now or at any time hereafter belonging to, or vested in, or to be constructed or executed by, the said Commissioners of the Birkenhead Docks, or such commissioners, trustees, or other persons as may be nominated or appointed, elected, or constituted in manner aforesaid, or to be vested in, constructed, or executed by Her Majesty, Her heirs, and successors; and to grant to Her Majesty, Her heirs, and successors, in right of Her Crown, priority of charge in respect of all loans to be made for the purposes aforesaid, over all other debts, bonds, mortgages, or other incumbrances charged upon or in anywise affecting the docks, basins, works, and other property, tolls, rates, and duties now or hereafter belonging or payable to the said Commissioners of the Birkenhead Docks, or to the said commissioners, trustees, or other persons as aforesaid.

And it is proposed, in and by the said intended Act or Acts, to repeal, wholly or in part, or to alter, amend, explain, extend, and enlarge some of the powers and provisions of the several Acts following, that is to say; an Act, passed in the seventh and eight years of the reign of Her present Majesty Queen Victoria, intituled "An Act for constructing tidal basins, a dock, and other works, at Birkenhead, in the county of Chester, and for other purposes;" another Act, passed in the eighth year of the reign of Her present Majesty, intituled "An Act for the construction of a dock, wharf walls, and other works by the Birkenhead Dock Commissioners at Birkenhead, in the county of Chester;" another Act, passed in the tenth and eleventh years of the reign of Her present Majesty, intituled "An Act to authorise the Birkenhead Dock Commissioners to construct an additional dock, and other works, at Birkenhead, in the county of Chester, and for other purposes;" and another Act, passed in the said tenth and eleventh years of the reign of Her said Majesty, intituled "An Act to alter and amend the Acts relating to

the Birkenhead Commissioners' Docks, and to make further provision with respect to the construction of the sea or wharf walls along Wallasey Pool, and for other purposes."

And also to repeal, wholly or in part, or to alter, amend, explain, extend, and enlarge some of the powers and provisions of the several Acts following, that is to say; an Act, passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act, passed in the first year of the reign of Her present Majesty, intituled "An Act to amend an Act, passed in the third year of the reign of His late Majesty King William the Fourth, intituled 'An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;'" and another Act, passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to authorise the purchase of a certain ferry, called 'Woodside Ferry,' by the Commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester, and for amending the Improvement Acts for the said township;" another Act, passed in the sixth year of the reign of Her present Majesty, intituled "An Act for extending the powers of the Commissioners of the township of Birkenhead, in the county of Chester, and for including the township of Claughton-cum-Grange, and part of the township of Oxton, in the same county, within their jurisdiction;" another Act, passed in the same year, intituled "An Act for establishing a cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the county of Chester;" another Act, passed in the session of Parliament held in the seventh year of the reign of Her present Majesty, intituled "An Act to authorise the purchase of 'Monks' Ferry,' by the Commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester, and for amending the Acts relating to the said Commissioners;" and another Act, passed in the ninth year of the reign of Her present Majesty, intituled "An Act for altering, amending, and enlarging the several Acts relating to the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester."

And also to repeal, wholly or in part, or to alter, amend, explain, extend, and enlarge the powers and provisions contained in an Act, passed in the eighth year of the reign of Her present Majesty, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the parish of Wallasey, in the county of Chester, and for establishing a police, and also a market within the said parish, and for other purposes."—Dated this fifth day of November 1847.

MacDougall and Newall, 44, Parliament-street, Westminster.

Manchester, South Junction, and Altrincham Railway.

(Enlargement of Stations in Manchester, Improvement of Road Approaches, and Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, that is to say; the several Acts relating to the Manchester, South Junction, and Altrincham Railway, passed respectively in the sessions of Parliament, held in the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty, and in the last session of Parliament; of an Act, passed in the session of Parliament held in the ninth and tenth years of the reign of Her present Majesty, intitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies; and the several Acts relating to those Companies, and to the London and North Western Railway Company, passed in the session of Parliament held in the ninth and tenth years of the reign of Her present Majesty, and in the last session of Parliament; of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, passed respectively in the sessions of Parliament held in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, the seventh and eighth, and the ninth and tenth years of the reign of Her present Majesty; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the sessions of Parliament held in the eighth and ninth, and the ninth and tenth years of the reign of Her said present Majesty; of the Act relating to the Grimsby Docks, passed in the said session held in the eighth and ninth years of the reign of Her said present Majesty; of the Act passed in the said session held in the ninth and tenth years of the reign of Her said present Majesty, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in seventh year of the reign of King George the Fourth; of the Act passed in the said session held in the ninth and tenth years of the reign of Her said present Majesty, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company the said Peak Forest and Macclesfield Canals; of the Act passed in the same session, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield

Junction Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company; of the Act passed in the eleventh year of the reign of King George the Third, relating to the Canal Navigation from Chesterfield to the river of Trent; of the Acts passed in the sessions of Parliament held respectively in the ninth and tenth years of the reign of Her said present Majesty, and in the last session of Parliament, relating to the Manchester and Lincoln Union Railway, and Chesterfield and Gainsborough Canal; of the Act passed in the last session of Parliament, incorporating the Manchester and Lincoln Union Railway, and Chesterfield and Gainsborough Canal Company with the said Manchester, Sheffield, and Lincolnshire Railway Company; and of the several Acts passed in the last session of Parliament relating to the said Manchester, Sheffield, and Lincolnshire Railway Company.

And it is proposed by the said intended Act to enable the said Manchester, South Junction, and Altrincham Railway Company to provide additional station accommodation at or near Oxford-street, and also at or near a street called Deans-gate, both in the township and parish of Manchester, in the county of Lancaster, at or nearly adjoining to the places whereat the said Railway, according to "the Manchester, South Junction, and Altrincham Railway Act, 1845," is authorized to cross those streets respectively.

And also to enable the said Manchester, South Junction, and Altrincham Railway Company, for purposes in connection with, and for the advantage of, the said railway, to take down and rebuild or alter several bridges hereinafter specified, now erected over the Duke of Bridgewater's Canal, and adjoining the line of the said railway; and also to widen and to alter or divert, at and near such bridges, the line and levels of certain roads hereinafter specified, which, by means of such bridges, are now conveyed across the said Canal, and which, by means of other adjoining bridges, are, under the provisions of the Manchester, South Junction, and Altrincham Railway Act, 1845, authorized and intended to be conveyed across the said railway, or some or one of such bridges and roads respectively, that is to say a bridge, known as Edge-lane-bridge, with the public road, known as Edge-lane, leading over the same, in the township of Stretford, in the parish of Manchester, in the county of Lancaster; a bridge known as Doctor White's-bridge, with the public road, known as Dean-lane, leading over the same, in the township of Sale, in the parish of Ashton-upon-Mersey, in the county of Chester; a bridge known as Sale-moor-bridge, with the public road from Cross-street to Northern, leading over the same, in the said township of Sale, and parish of Ashton-upon-Mersey, in the said county of Chester; a bridge known as Marsland's-bridge, with the public road, known as Yew-lane, leading over the same, in the said township of Sale and parish of Ashton-upon-Mersey, in the said county of Chester; and a bridge known as Timperley-bridge, with the

public road to the Four-lane-ends, in Timperley, leading over the same, in the township of Timperley, in the parish of Bowden, in the said county of Chester.

And it is proposed by the said intended Act to take power to stop up, alter, divert, or interfere with, whether temporarily or permanently, the said roads, or some of them, and all such other roads, streets, highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to stop up, alter, divert, or interfere with, in the execution of the several works hereinbefore mentioned, or some of them.

And it is also proposed by the said intended Act to enable the said Manchester, South Junction, and Altrincham Railway Company to purchase houses and lands, by compulsion or agreement, for the purposes of the said station accommodation, bridges, roads, and works, and to levy tolls, rates, and duties in respect thereof, and to grant exemptions from the payment of tolls, rates, and duties; and to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said intended Act, or which would in any manner impede or interfere with the execution thereof, and to confer other rights and privileges.

And it is also intended by such Act to enable the said Manchester, South Junction and Altrincham Railway Company to increase their capital for the general purposes of the said company, and also for the purpose of executing the before mentioned works.

And it is also intended by the said Act to extend the time granted by the said recited Acts relating to the said Manchester, South Junction, and Altrincham Railway, passed respectively in the sessions of Parliament held in the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty, and in the last session of Parliament, or some of them, for the compulsory purchase of the lands and houses authorized to be taken by the said Manchester, South Junction, and Altrincham Railway Company, under the provisions of such Act or Acts, within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Manchester, Salford, Hulme, Chorlton-upon-Medlock, and Stretford, in the county of Lancaster; and Ashton-upon-Mersey, Bowden, Sale, Timperley, and Altrincham, in the county of Chester.

And notice is hereby further given, that maps and plans, and sections of the said intended stations and works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and describing such lands and houses respectively, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace of the

county of Lancaster, at his office in Preston, and with the Clerk of the Peace of the county of Chester, at his office in Chester; and that a copy of so much of the said plans and sections, and books of reference, as relates to the several parishes aforesaid, together with a copy of the said notice, will be deposited, on or before the said thirtieth day of November, with the parish clerks of such parishes respectively, at their respective residences.—Dated the first day of November 1847.

Slater and Heelis,
Bagshaw, Stevenson, and Lycett, } Solicitors.

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 50 yards or thereabouts north-

wards 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 30th day of November 1847; and, on or before the 30th day of November 1847, 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 fourth day of November 1847.

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

Pemberton, Crawley, and Galdiner,
20, Whitehall-place, Westminster.

York, Newcastle, and Berwick Railway.

(Durham Line, and power to subscribe towards the Construction of the Sunderland Docks.)

NOTICE 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, Newcastle, and Berwick Railway Company (lately called the York and Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company), passed, respectively, in the fifth, sixth, seventh, ninth, tenth, and eleventh years of the reign of Her present Majesty, and to enable the said York, Newcastle, and Berwick Railway Company to make a branch railway, with all necessary works and conveniences connected therewith, and approaches thereto, commencing by a junction with the main line of railway belonging to the York, Newcastle, and Berwick Railway Company, at or near to a point marked A on the plans to be deposited as hereinafter mentioned, about three hundred and fifty yards north of the place where the Thinford-lane passes under the said main line of railway, in the township of Cassop, in the parish of Kelloe, in the county of Durham, thence passing from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them (that is

to say). Bishop Middleham, Cornforth, Kelloe, Quarrington, Cassop, Merrington, Ferryhill, Hett, St. Oswald, Shincliffe, Sunderland-bridge, Elvet Borough, Elvet Barony, Croxdale, Brancepeth, Brandon and Byshottles, Tudhoe, Broom, and Crossgate, and terminating by a junction with the proposed Bishop Auckland Railway, of the said York, Newcastle, and Berwick Railway Company, at or near to a point marked B on the said plans, in the township of Brandon and Byshottles, in the parish of Brancepeth, in the said county of Durham, being at or near to a place where the said proposed Bishop Auckland Branch Railway crosses the turnpike road leading from Durham to Wolsingham.

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

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

And it is also intended by the said Act so to be applied for to authorize the said York, Newcastle, and Berwick Railway Company to raise a further sum of money for the purposes of the said intended railway and works, and for the general purposes of the said undertaking.

And notice is hereby further given, that maps, plans, and sections of the said intended railway and other works, together with books of reference to such plans, and a copy of this notice, as published in the London and Edinburgh Gazettes, will be deposited, for public inspection, with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, on or before the thirtieth day of November in this present year; and that, on or before the same day, a copy of so much of the said plans and sections (with a book of reference thereto), as relates to each parish in or through which the said intended railway and works are proposed to be made, and also a copy of this notice, as published in the London and Edinburgh Gazettes, 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 Act so to be applied for

to empower the said York, Newcastle, and Berwick Railway Company to subscribe towards the construction, maintenance, and use of the docks authorized to be constructed by the Sunderland Dock Act, 1846, and to hold shares in that undertaking, and (so far as may be necessary for that purpose) to alter, amend, extend, and enlarge some of the powers and provisions of the Sunderland Dock Act.

. Dated this first day of November 1847.

Richardson and Gutch, and H. Newton,
York, Solicitors.

City of London Sewers

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to provide for the sanitary improvement of the city of London and the liberties thereof; and for the better sewerage, paving, and lighting the same; and by such Act it is intended to repeal, alter, vary, amend, extend, or enlarge the powers and provisions contained in an Act, passed in the eleventh year of the reign of His Majesty King George the Third, intituled "An Act for consolidating, extending, and rendering more effectual the powers granted by several Acts of Parliament for making, enlarging, amending, and cleansing the vaults, drains, and sewers within the city of London and liberties thereof; and for paving, cleansing, and lighting the streets, lanes, squares, yards, courts, alleys, passages, and places, and preventing and removing obstructions and annoyances within the same;" and also in an Act, passed in the thirty-third year of the reign of His Majesty King George the Third, intituled "An Act to explain, amend, and render more effectual an Act, passed in the eleventh year of His present Majesty's reign, intituled "An Act for consolidating, extending, and rendering more effectual the powers granted by several Acts of Parliament for making, enlarging, amending, and cleansing the vaults, drains, and sewers within the city of London and liberties thereof; and for paving, cleansing, and lighting the streets, lanes, squares, yards, courts, alleys, passages, and places; and preventing and removing obstructions and annoyances with the same;" and also in an Act, passed in the fourth year of the reign of His Majesty King George the Fourth, intituled "An Act for altering and amending two Acts, passed in the eleventh and thirty-third years of His late Majesty King George the Third, for consolidating, extending, and rendering more effectual the powers granted by several Acts of Parliament for making, enlarging, amending, and cleansing the vaults, drains, and sewers within the city of London and liberties thereof; and for paving, cleansing, and lighting the streets, lanes, squares, yards, courts, alleys, passages, and places; and preventing and removing obstructions and annoyances within the same." And to give to the Commissioners of Sewers for the city of London further and additional powers for the better and more effectually sewerage, draining, cleansing, paving, lighting

watering, regulating, and improving the city of London and the liberties thereof; and for preventing and removing obstructions, projections, encroachments, nuisances, and annoyances therein; and for preserving and improving the health and comfort of the inhabitants thereof. And it is also proposed by the said intended Act to provide that sewers and drains shall be made from all houses and property, within the city and the liberties thereof, into the public sewers or drains, at the costs and expence, either wholly or partially, of the respective owners, lessees, or occupiers of such houses or property. And it is also intended by the said Act to authorize the cleansing of drains, sewers, cesspools, and privies; and the removal and sale of the soil therein; and the filling up and removal of all unnecessary or superfluous cesspools and privies; and to compel the owners of houses to provide proper and sufficient privies and ash-pits; and also cisterns, with a full supply of water therein, for the use of the inmates and occupiers of such houses; and also to authorize the removal and sale of dust, dirt, cinders, and ashes. And it is also intended by the said Act to empower the Commissioners to grant licences for the erection of hoards, fences, and scaffolds; and to receive fees for the granting of such licences; and to make compensation to the persons hitherto entitled to receive such fees; and to prevent and regulate interference with the sewers, drains, and pavements, in laying down pipes or mains. And it is also intended by the said Act to enable the said Commissioners to appoint officers of health and inspectors of nuisances, with all necessary authorities and powers for the proper and useful exercise of their respective functions and duties. And it is also intended by the said Act, to make provision for the registering, licensing, cleansing, and regulating of all slaughter-houses and knackers'-yards; and for the registering of all houses used as lodging-houses for the poor; and to enable the Commissioners to limit the number of lodgers to be received into any such houses; and to make regulations regarding the cleanliness and ventilation thereof. And it is also intended by the said Act to regulate interments in burial grounds and vaults; and to authorize the Commissioners to provide rooms or other proper places to which the bodies of the poor may be removed after death, and until interment. And it is intended by the said Act to provide that the fire-places or furnaces in all buildings used for the purposes of trade or manufacture shall be constructed so as to consume the smoke arising from such fire-places or furnaces. And it is also intended by the said Act to authorize the Commissioners to purchase, take, and enter upon land, houses, and buildings, and also private sewers, with consent, but not by compulsion, for all or any of the purposes thereof; and to enforce the payment of fines and amerciaments, without the presentment of a jury. And it is also intended by the said Act to alter and vary the rates, duties, or assessments granted by the said recited Acts, or any of them; and to take power to levy new rates, duties, or assessments upon the owners or occupiers of property,

within the city and liberties, for the several purposes of this Act; and for making improvements, and to take fees for granting licences; and for the registration of lodging-houses, slaughter-houses, and knackers'-yards; and to raise money by mortgaging all or any of such rates or assessments, and all or any property belonging or which may belong to the Commissioners. And it is also intended to confer certain exemptions from the payment of the rates, duties, or assessments to be granted by the said intended Act; and also to vary or extinguish certain exemptions from the payment of the rates, duties, or assessments; and other rights and privileges granted by the said recited Acts, or any of them, or otherwise, as far as may be found expedient, for the more effectual execution of the said intended Act. And it is intended to extend the powers and provisions of the said Acts to all such precincts, liberties, and places, within the city of London or the liberties thereof or adjoining thereto as are not included within the limits of the Metropolitan Police district. And it is further proposed to vary or extinguish all existing rights and privileges (if any) which would in any manner impede or interfere with the objects aforesaid, or any of them; and to confer other rights and privileges.—Dated the 6th day of November 1847.

Edward Tyrrell, City Remembrancer.

Manchester, Sheffield, and Lincolnshire Railway-
(Humber Ferries Improvement, at Hull and New
Holland; Junction Line near Habrough; and
Grimsby Pilotage.)

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 enable the Manchester, Sheffield, and Lincolnshire Railway Company to improve their steam communication across the river Humber, from New Holland to Kingston-upon-Hull, and, for such purpose, to alter and improve the works that are at present authorized to construct at New Holland, in the parish of Barrow-upon-Humber, in the parts of Lindsey, in the county of Lincoln; and to construct additional piers and wharfs, and also a basin, in and adjoining to New Holland Creek, in the said parish; and to use, with the consent of the Commissioners of Her Majesty's Woods and Forests, a part of the foreshore of the river Humber, adjoining or near the said creek; and also to construct a pier or jetty, piers or jetties, basins, and other works, at or near to a certain place, called Lime Kiln Creek, on the west side of the entrance to the docks, at Kingston-upon-Hull aforesaid, and in the parish of the Holy Trinity, in the town and county of the town of Kingston-upon-Hull, for the convenient landing of passengers and goods, carried or conveyed across the said river Humber; and also to enable the said company to form a depôt or station near to the said intended pier, and other works, with proper approaches, works, and conveniences connected therewith, all in the said parish of the Holy Trinity.

And also to authorize the said company to make and maintain a connecting line, commencing from and out of the railway authorized to be constructed by "The Great Grimsby and Sheffield Junction Railway Act, 1845," at or near to the village of Habrough, in the parish of Habrough, in the parts of Lindsey, in the county of Lincoln, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Habrough, Killingholme, Killingholme South, South Killingholme, Newsham, and Ulceby, all in the said parts of Lindsey, and county of Lincoln, and terminating in the said parish of Killingholme, otherwise Killingholme South, otherwise South Killingholme, by a junction with the New Holland branch authorized to be constructed by the said last mentioned Act.

And notice is hereby further given, that it is proposed to take powers of levying rates, tolls, or duties for the aforesaid works, or any of them, and to alter the existing rates, and for the compulsory purchase of lands and property to be described upon the plans after mentioned, and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

And it is also intended to alter and amend an Act, passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act for establishing a steam communication across the River Humber in connexion with the Great Grimsby and Sheffield Junction Railway," and to repeal any such provisions as prevent the construction of works, or taking of foreshore on the eastern side of New Holland Creek, and any other clauses which may interfere with the construction of the works before mentioned, either at New Holland or Kingston-upon-Hull; and also to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed respectively in the sessions of Parliament held in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, the seventh and eighth, and the ninth and tenth years of the reign of Her present Majesty; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the sessions of Parliament held in the eighth and ninth, and the ninth and tenth years of the reign of Her said present Majesty; of the Act relating to the Grimsby Docks, passed in the session held in the said eighth and ninth years of the reign of Her said present Majesty; of the Act passed in the session of Parliament held in the ninth and tenth years of the reign of Her said present Majesty, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth, and the fortieth, and forty-fifth years of the reign of King George the Third; of the Act relating to the Company of

Proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; of the Act passed in the said session held in the ninth and tenth years of the reign of Her said present Majesty, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; of the Act passed in the same session for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Railway Companies, and the said Grimsby Dock Company; of the Act passed in the eleventh year of the reign of King George the Third, relating to the canal navigation from Chesterfield to the river of Trent; of the Acts passed in the session of Parliament held respectively in the ninth and tenth years of the reign of Her said present Majesty, and in the last session, relating to the Manchester and Lincoln Union Railway and Chesterfield and Gainsborough Canal; of the Act passed in the last session of Parliament, incorporating the Manchester and Lincoln Union Railway and Chesterfield and Gainsborough Canal Company, with the said Manchester, Sheffield, and Lincolnshire Railway Company; and of the several Acts passed in the last session of Parliament, relating to the said Manchester, Sheffield, and Lincolnshire Railway Company.

And in the said Bill provision will be made for the appointment of pilots, to be stationed at Great Grimsby, in the county of Lincoln, for conducting vessels into and out of the port of Great Grimsby, in the county of Lincoln, and the Great Grimsby Docks, and so far out at sea as to bring the North Ness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said North Ness of Dimlington, and to the Southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook; and to authorize and require the guild or brotherhood of masters and pilots, seamen of the Trinity-house, in Kingston-upon-Hull, commonly called the Corporation of the Trinity-house of Kingston-upon-Hull, to grant licenses to such persons as they shall, after due examination, approve of and think properly qualified to be pilots.

And it is also intended to appoint Commissioners or Sub-Commissioners of pilotage at Great Grimsby aforesaid, and to confer upon them certain powers, rights, and privileges, and to regulate the rates of pilotage. And it is further intended to alter and amend the powers and provisions of an Act, passed in the second and third years of the reign of His Majesty King William the Fourth, intituled "An Act for better regulating the pilotage of the port of Kingston-upon-Hull, and of the river Humber, and for other purposes relating thereto;" and also to repeal so much of "The Grimsby Docks Act, 1845," as relates to

the appointment of pilots at Great Grimsby; and also to alter and amend an Act, passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for the amendment of the law respecting pilots and pilotage, and also for the better preservation of floating lights, buoys, and beacons.

And notice is hereby further given, that duplicate copies of the plans, sections, and books of reference of the before mentioned improvements, alterations, line of railway, and new works, with a copy of the notice of application for the said Bill, as published in the London Gazette, and also a published map or maps, shewing the position of the said piers, jetties, basins, line of railway, and works, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln at his office, at Spilsby, in the said county; and with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office, at Kingston-upon-Hull; and with the Clerk of the Peace for the east riding of the county of York at his office, at Beverley; and, on or before the said thirtieth day of November instant, copies of the said plans, sections, and books of reference, so far as relate to the parishes aforesaid, in which the works may be intended to be made, with a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish, at his residence.—Dated this eighth day of November 1847.

Smith and Hinde,
Bramley and Gainsford, } Joint Solicitors.

Grimsby Pilotage.

NOTICE 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 appointment of pilots to be stationed at Great Grimsby, in the county of Lincoln, for conducting vessels into and out of the port of Great Grimsby, in the county of Lincoln, and the Great Grimsby Docks, and so far out at sea as to bring the North Ness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal, called the New Sand, and also so far along the coast to the northward thereof as the said North Ness of Dimlington, and to the southward thereof as a certain point or headland, on the coast of Lincolnshire, commonly called or known by the name of Donna Nook; and to authorize and require the guild or brotherhood of masters and pilots, seamen of the Trinity-house in Kingston-upon-Hull, commonly called the Corporation of the Trinity-house of Kingston-upon-Hull, to grant licenses to such persons as they shall, after due examination, approve of, and think properly qualified to be pilots.

And it is also intended to appoint Commissioners or Sub-Commissioners of pilotage at Great Grimsby, and to confer upon them certain powers, rights, and privileges, and to regulate the rates of

pilotage. And it is further intended to alter and amend the powers and provisions of an Act, passed in the second and third years of the reign of His Majesty King William the Fourth, intituled "An Act for better regulating the pilotage of the port of Kingston-upon-Hull, and of the river Humber, and for other purposes relating thereto;" and also to repeal so much of "The Grimsby Docks Act, 1845," as relates to the appointment of pilots at Great Grimsby; and also to alter and amend an Act, passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for the amendment of the law respecting pilots and pilotage; and also for the better preservation of floating lights, buoys, and beacons."—Dated this eighth day of November 1847.

Smith and Hinde,
Bramley and Gainsford, } Joint Solicitors.

Tadcaster and Halton Dial Turnpike Road.

Intended Act for making a Diversion, &c., of the Road in the Parish of Tadcaster.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Trustees for executing an Act, passed in the third year of the reign of Her present Majesty, intituled "An Act for repairing and maintaining the road from Tadcaster to Halton Dial, and for making and maintaining a new road from Seacroft, to and into the highway leading from Scholes to Barwick-in-Elmet, all in the west riding of the county of York," to divert or alter the line of the said Tadcaster and Halton Dial turnpike road, by making a new piece of turnpike road, commencing at or near a certain lane, called Garnett-lane, in the parish of Tadcaster, in the west riding of the said county of York, and leading from thence in a south easterly direction across lands in the same parish, into the present parish road or highway leading from Tadcaster to Stutton, and terminating at or near the Church Fenton and Harrogate Branch Railway Bridge, crossing the said parish road or highway; and to put under the care and management of the Trustees of the said Tadcaster and Halton Dial turnpike road so much and such part of the said parish road or highway as extends from the said termination of the said intended new piece of turnpike road (and passing under the said bridge), to and into the Doncaster and Tadcaster turnpike road, at the southerly end of the town of Tadcaster, in the said west riding, to be by them improved, repaired, and maintained as turnpike road, with powers to widen the same on the south or south eastern side thereof, not exceeding the width hereinafter mentioned; and all which intended new piece of road, and the said part of the said parish road or highway, lie in the said parish of Tadcaster; and that it is also intended to provide that the said Trustees of the said Tadcaster and Halton Dial turnpike road shall be discharged from the care and management of, and from liability to repair, so much of the present Tadcaster and Halton Dial turnpike road as

extends from the place where the said intended diversion or new piece of road will commence, near Garnett-lane aforesaid, to a certain dwelling-house, late and now in the occupation of William Swinden, situate at the west end of the town of Tadcaster aforesaid, and to discontinue or abandon the use thereof as a turnpike road, and which said part of the said turnpike road, so to be abandoned, lies in the said parish of Tadcaster.

And it is also intended to apply for and obtain powers by such intended Act for the compulsory purchase and taking of lands, to an extent not exceeding fifty feet in width, along the line of the said intended new piece of road, and to such extent on the south or south eastern side of the said part of the said parish road or highway, so intended to be made turnpike, as shall suffice to make the road of a width not exceeding fifty feet, and to vary or extinguish all rights and privileges connected with the lands proposed to be purchased or taken, and to extend the several powers and provisions of the said Act of the third year of the reign of Her present Majesty, to the said two new pieces or lines of turnpike road.

And notice is also hereby given, that duplicate plans and sections of the said intended diversion or new piece of road, and of the part of the said parish road or highway so intended to be made turnpike, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all lands and property intended to be compulsory taken, and copies of the Gazette notice, will be deposited for public inspection at the office of the Clerk of the Peace for the west riding of the said county of York, at Wakefield, on or before the thirtieth day of November instant; and that, on or before the same thirtieth day of November, another copy of the same plan and sections, and book of reference, and Gazette notice, will be deposited with the parish clerk of Tadcaster aforesaid, at Tadcaster, for the inspection of all persons concerned; which said Tadcaster and Halton Dial turnpike road lies in or passes from, in, through, or into the several townships or places of Tadcaster, Hazlewood, Aberford, Potterton, Barwick-in-Elmet, Morwick, Barnbow, Scholes, Thorner, Seacroft, Potternewton, and Leeds, in the several parishes of Tadcaster, Aberford, Barwick-in-Elmet, Thorner, Whitkirk otherwise Whitchurch, and Leeds, all in the west riding of the said county of York.—Dated this fifth day of November 1847.

M. Bloome, Solicitor, Leeds.

Tower Hamlets Sewers, and Sewers' Rates Alteration and Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for leave to bring in a Bill and to obtain an Act for altering, amending, and enlarging the powers of the Commissioners of Sewers for the Tower hamlets (excluding St. Katherine's and Blackwall-marsh), in the county of Middlesex, contained in the several Acts relating to sewers generally, or to the dis-

trict above mentioned, passed respectively in the twenty-third year of the reign of King Henry the Eighth, the third and fourth years of the reign of King Edward the Sixth, the thirteenth year of the reign of Queen Elizabeth, the third year of the reign of King James the First, the second year of the reign of their Majesties William and Mary, and the seventh year of the reign of Queen Anne, for enabling the said Commissioners to alter and amend the present sewers, drains, and other works and conveniences within the jurisdiction of the said Commissioners, for altering the mode of raising money by way of rates, for increasing and giving more summary powers to the said Commissioners to remove nuisances and encroachments upon the sewers, and for enabling them to compound for rates with certain landowners and others, and to raise money on the credit of the said rates, and for otherwise altering and amending the laws relating to sewers within the jurisdiction of the said Commissioners, and for other purposes relating thereto.—Dated this fifth day of November 1847.

By order of the said Commissioners,

John William Unwin, Clerk and Solicitor to the said Commissioners, Office of Sewers, Great Alie-street, Goodman's-fields.

Brentford Gas Light Acts Amendment. (To alter and amend the two present Acts, to hold a greater quantity of land, and to raise a further sum of money).

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, enlarge, and extend the powers, provisions, and regulations, or some of them, of two several Acts, one passed in the second year of the reign of His Majesty King George the Fourth, intituled "An Act for supplying the towns of Old and New Brentford, and the villages of Turnham-green, Hammersmith, and Kensington, in the county of Middlesex, with Gas," and the other, passed in the fifth year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend and enlarge the powers of an Act, passed in the second year of the reign of His Majesty King George the Fourth, for supplying the towns of Old and New Brentford, in the county of Middlesex, and other places therein mentioned, with Gas, and to raise a further sum of money for carrying on the said undertaking." And it is also intended to obtain power by the said intended Act for the Brentford Gas Light Company to purchase and hold a greater quantity of land than is authorized by the first mentioned Act; and also to raise a further sum of money, and to increase the capital of the said Brentford Gas Light Company, by the creation of new shares, or by loan or mortgage, or other means.

Dated this 11th day of November 1847.

*F. N. Devey, Solicitor.
Jones and Walmisley, Parliamentary Agents.*

THE PATENT GALVANIZED IRON
COMPANY.

INCORPORATION OF COMPANY, WITH
POWERS TO HOLD LANDS, TO RAISE
MONEY BY LOAN, AND TO PURCHASE
LETTERS PATENT.

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, by the name of the "Patent Galvanized Iron Company," for carrying into effect the purchase and taking on lease and the working of opened and unopened mines, yielding iron, ironstone, or other metals; coal, culm, or other minerals or mineral produce, and the smelting, manufacture, and sale thereof, and for coating, covering, or galvanizing iron with zinc or other metals, and for the general purchase and sale of iron and coal, coke, and other produce; and to enable the Company so to be incorporated to purchase by agreement, and to take and hold lands, tenements, and hereditaments, and all rights and interests therein, for the purposes of their undertaking, and to resell, lease, or otherwise dispose of such lands, tenements, and hereditaments, or such part or parts thereof as may become necessary for the purposes of the said undertaking.

And also to enable the said Company to raise money by shares, loan, or mortgage; and also to enable the said Company to become the purchasers of the following letters patent (that is to say), certain letters patent, dated the 29th day of April 1837, granting unto Henry William Craufurd, his executors, administrators, and assigns, the sole use of an invention of "an improvement in coating or covering iron and copper for the prevention of oxydation," within England, Wales, and the town of Berwick-upon-Tweed, and also in all His Majesty's colonies and plantations abroad; and certain other letters patent, dated the 5th day of May 1838, granting unto Pierre Armand Lecomte de Fontainemoreau, his executors, administrators, and assigns, the sole use of an invention of "an improved method of preventing the oxydation of metals" within England, Wales, and the town of Berwick-upon-Tweed, and also in all Her Majesty's colonies and plantations abroad; and to enable the said patentees, and each of them, or the person or persons in whom the said several letters patent shall be respectively vested, to sell and assign the same to the said Company; and also to enable the said Company to become the purchasers of any other letters patent for the sole use of any invention in coating or covering iron and copper for the prevention of oxydation, or of any other invention or inventions relating thereto; and to enable the patentees of any such invention or inventions, or the person or persons in whom the same shall be vested, to sell and assign the same to the said Company; and also to empower the said Company to purchase and take an assignment or assignments of any partial or other interest or interests, licence or licences, in or

under the said letters patent; and also to enable the said Company to grant licences, make use of, exercise, and vend such inventions and improvements; and also to enable the said Company to sell or otherwise dispose of the privileges granted by such letters patent as aforesaid, or any part thereof, or interest therein respectively; and in which said Bill will also be inserted the powers and provisions usually inserted in Bills of a similar description, and such other powers, rights, and privileges as may be deemed necessary for carrying into effect the purposes aforesaid.—Dated the fourth day of November 1847.

*Goodwin, Partridge, Williams, and
Edwards, Walbrook-house, Wal-
brook, London, Solicitors for the Bill.*

Manchester, Sheffield, and Lincolnshire Railway.
(Crossing of Sheffield-street, in Manchester,
Enlargement of Manchester Station, Approaches
to Stalybridge Station, and Amendment of
Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed respectively in the sessions of Parliament held in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, the seventh and eighth, and the ninth and tenth years of the reign of Her present Majesty; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the sessions of Parliament held in the eighth and ninth, and the ninth and tenth years of the reign of Her said present Majesty; of the Act relating to the Grimsby Docks, passed in the said session held in the eighth and ninth years of the reign of Her said present Majesty; of the Act, passed in the said session held in the ninth and tenth years of the reign of Her said present Majesty, authorising the construction of the Sheffield and Lincolnshire Junction Railway; of the Act, passed in the same session, authorising the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; of the Act passed in the said session, held in the ninth and tenth years of the reign of Her said present Majesty, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; of the Act, passed in the same session, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junc-

tion Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company; of the Act, passed in the eleventh year of the reign of King George the Third, relating to the canal navigation from Chesterfield to the river of Trent; of the Acts, passed in the session of Parliament held respectively in the ninth and tenth years of the reign of Her present Majesty, and in the last session, relating to the Manchester and Lincoln Union Railway and Chesterfield and Gainsborough Canal; of the Act, passed in the last session of Parliament, incorporating the Manchester and Lincoln Union Railway, and Chesterfield and Gainsborough Canal Company, with the said Manchester, Sheffield, and Lincolnshire Railway Company; and of the several Acts, passed in the last session of Parliament, relating to the said Manchester, Sheffield, and Lincolnshire Railway Company.

And it is proposed by the said intended Act to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to make a railway communication, with proper works, approaches, and conveniences connected therewith, from the joint station of the said company, and the London and North Western Railway Company, adjoining to and on the westerly side of Sheffield-street, in the township and parish of Manchester, in the county of Lancaster, to certain warehouses and lands belonging to the said Manchester, Sheffield, and Lincolnshire Railway Company, on the easterly side of and adjoining to Sheffield-street aforesaid, by means of a viaduct across the same street, and to lay rails and make a railway over and upon the said viaduct, and over and upon the said joint station, all of which works will be in the said township and parish of Manchester, in the said county of Lancaster.

And also to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to provide increased station accommodation at or near Ducie-street, in the said township and parish of Manchester.

And also to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to provide increased station accommodation, with proper works, approaches, and conveniences to or connected therewith, at or near the town of Stalybridge, one of such approaches to be by means of a branch railway, commencing from and out of the Ashton-under-Lyne and Stalybridge Branch of the said Manchester, Sheffield, and Lincolnshire Railway, at or near a wood in the Ashton town division of the parish of Ashton-under-Lyne, in the county of Lancaster, numbered 156 in the plan of the said branch, referred to in the herein-before-recited Act of the seventh and eighth years of the reign of Her said present Majesty, authorising the construction of the said branch, and terminating at a piece of land purchased by the said company for a goods' station, on the southerly side of and nearly adjoining to the terminus at Stalybridge aforesaid, of the said Ashton-under-Lyne and Stalybridge Branch; and another of such approaches to be by means of a new road,

commencing at or near Hulley-street, in Stalybridge aforesaid, and terminating at the said land purchased by the said company for a goods' station; all of which increased station accommodation, works, approaches, and conveniences last mentioned will be in the several parishes, townships, divisions, and extra-parochial or other places following, or some of them, that is to say, Ashton-under-Lyne, Ashton-Town, Ashton, Hartshead, and Stalybridge, all in the county of Lancaster.

And it is proposed by the said intended Act to take power to stop up, alter, divert, or interfere with, whether temporarily or permanently, all turnpike and other roads, streets, highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, divisions, and places which it may be necessary to stop up, alter, or divert by reason of the construction of the said works, or any of them.

And it is also proposed by the said intended Act to vary or extinguish all rights or privileges in any manner connected with the lands and houses 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 to grant to the said Manchester, Sheffield, and Lincolnshire Railway Company power to purchase lands and houses by compulsion or agreement for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said intended works, and to grant certain exemptions from the payment of tolls, rates, or duties.

And it is further proposed by the said intended Act to authorise the appointment and maintenance of a competent police force, to act upon, within, and near the railway and stations, works, and property of the said company; and also to raise a further sum of money for all or any of the purposes aforesaid; and also to enable the said company from time to time to raise, by the creation of new shares or by mortgage, such sum or sums of money as may be necessary for paying off any sum or sums now or from time to time to be due and owing on the credit of the Macclesfield Canal and the Peak Forest Canal, or either of them, either by way of mortgage or otherwise, or which at the time of the purchase of the said canals by the said Manchester, Sheffield, and Lincolnshire Railway Company were due and owing by the proprietors of the said canals respectively, and from time to time to pay off the monies which may be borrowed for such purposes, and to re-borrow the same, or any part thereof, as to the said company shall seem meet.

And notice is hereby further given, that maps, plans, and sections of the said intended new works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and describing such lands and houses respectively, and also a copy of this notice, as published in the London Gazette, will be de-

posited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that a copy of so much of the said plans, sections, and book of reference, as relates to the several parishes aforesaid, will, together with a copy of the said notice, be deposited, on or before the said thirtieth day of November, with the parish clerk of each of such parishes, at their respective residences.—Dated this 1st day of November 1847.

Parker and Smith,
Bagshaw, Stevenson, and Lycett, } Solicitors.

Midland Railway.

Alteration of the Line and Branches near Wellingborough, and approach to the Wellingborough Station.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the Midland Railway Company to abandon the formation of so much of the line of railway from near Leicester to Hitchin authorized to be constructed by the "Midland Railways Extension to Hitchin, Northampton, and Huntingdon Railway Act, 1847," as is situate between a certain point in a field numbered 22, on the plans of the said Railway, referred to in the said Act, in the parish of Isham, in the county of Northampton, and a certain other point in a field numbered 22, on the said plans, in the parish of Irthlingborough otherwise Irtleborough, in the said county of Northampton; and instead of such abandoned line to make and maintain a railway, with all proper works, approaches, and conveniences connected therewith, commencing from and out of the said line of railway, authorized as aforesaid, in the said field numbered 22, on the said plans, in the parish of Isham aforesaid, 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); Isham, Little Harrowden, Great Harrowden, Finedon otherwise Thingdon, Wellingborough, Irthlingborough otherwise Irtleborough, Chester, Knuston, and Irchester, all in the county of Northampton, and terminating by a junction with the said line of railway as at present authorized, in the said field numbered 22, on the said plans, in the parish of Irthlingborough otherwise Irtleborough aforesaid; and also to abandon the formation of the branch railway authorized to be constructed by the said Act, from the said line of railway from near Leicester to Hitchin, in the parish of Wellingborough aforesaid, to the Northampton and Peterborough Branch of the London and North Western Railway, in the parish of Irchester and county of Northampton aforesaid; and also to abandon the formation of the short branch railway also authorized to be constructed by the said Act, to connect the said last-mentioned branch railway with the said line of railway from near Leicester to Hitchin; and instead of such branches to make and maintain the following

branch railways, that is to say, a branch railway commencing from and out of the said intended new or substituted line of railway, in or near a certain field in the said parish of Wellingborough, numbered 28, on the said plans, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wellingborough, Irchester, Chester, and Knuston, or some of them, in the county of Northampton, and terminating by a junction with the line of the said Northampton and Peterborough Branch of the London and North Western Railway, at or near the Wellingborough station thereof, and in the parish of Irchester aforesaid; and also a short branch to connect the said last-mentioned intended branch railway with the said first-mentioned intended new or substituted line of railway, commencing from and out of such new or substituted line of railway in or near a certain field numbered 5, on the said plans, in the parish of Irthlingborough otherwise Irtleborough aforesaid, passing thence from, in, through, or into the several parishes, townships and extra-parochial or other places of Irthlingborough otherwise Irtleborough and Wellingborough aforesaid, and terminating in the said parish of Wellingborough by a junction with the said first-mentioned intended branch railway, in a field adjoining to the south-eastern side of a certain field numbered 54a, in the parish of Wellingborough aforesaid, on the plans according to which the said branch railways so proposed to be abandoned were by the said Act authorized to be constructed; and it is further intended by the said Act to enable the Midland Railway Company to make and maintain a road or approach to an intended station on the said first-mentioned new or substituted line of railway, commencing from and out of a street called Sheep Street, in the town and parish of Wellingborough aforesaid, passing thence through, and terminating in the said parish of Wellingborough in or near a certain field there, numbered 24, on the said first-mentioned plans; and also two short roads or approaches from such last-mentioned intended road or approach, one of such roads commencing at a point on the said first-mentioned intended road or approach, at or near a certain close in the occupation of John Woolston, and terminating at a certain place called East End in the said town of Wellingborough, and near to a certain lane or place called Fisher's Backway, and the other of such roads commencing at a point on the said first-mentioned intended road or approach at or near a yard belonging to Benjamin Bevan, and terminating at a certain lane called Cheese Lane, near the Cheese Lane Meeting-house, in the town of Wellingborough aforesaid, and all which said roads or approaches will be wholly situate within the parish of Wellingborough aforesaid.

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 and

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 railway, branch railways, approaches, and other works, or any of them.

And notice is hereby further given, that it is proposed in and by the said intended Act, to empower the Midland Railway Company, to execute the said intended railway, branch railways, approaches, and works, and to levy tolls in respect of the use thereof, and to grant certain exemptions from the payment of such tolls, and to purchase by compulsion or agreement, lands and houses necessary for the completion of the same; and it is further intended by the said Act, to vary and extinguish all existing rights and privileges in any way connected with the lands proposed to be taken for the purposes of the said intended railway, branch railways, approaches, and works, or 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 it is proposed by the said intended Act, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the said Act called "the Midland Railways Extension to Hitchin, Northampton, and Huntingdon Railway Act, 1847," and also the Act incorporating the Midland Railway Company passed in the seventh and eighth 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 of Parliament hereinafter mentioned relating to the Midland Railway, that is to say, local and personal Acts, 8th and 9th Vict. cap. 49, 56, and 90, local and personal Acts 9th and 10th Vict. cap. 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340, and local and personal Acts, 10th and 11th Vict. cap. 122, 150, 191, 214, 215, and 270.

And notice is hereby further given, that maps, plans, and sections describing the direction, lines, and levels of the said intended railway, branch railways, approaches, and works, and of the lands proposed to be taken for the purposes thereof respectively, together with a book of reference to such plans containing the names of the reputed owners, lessees, and occupiers of such lands, and a copy of this notice as published in the London Gazette, 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 Northampton, at his office in Northampton, 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 railways, approaches, and works, are intended to be made, or altered, together with a copy of this notice as published in the London Gazette, 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 the fifth day of November, 1847.

Parker, Hayes, Barnwell
and *Twisden*, 1, Lincoln's-
inn-fields, London ;
Berridge and *Macaulay*,
Leicester ;
Samuel Carter, Birmingham ;

Solicitors.

York, Newcastle, and Berwick Railway.

(Deviation and Abandonment of part of the Thirsk and Malton Branch.)

NOTICE 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, Newcastle, and Berwick Railway Company (lately called the York and Newcastle Railway Company, and originally the Newcastle and Darlington Junction Railway Company), passed respectively in the fifth, sixth, seventh, ninth, tenth, and eleventh years of the reign of Her present Majesty, and to enable the said York, Newcastle, and Berwick Railway Company to deviate or alter part of the York, Newcastle, and Berwick Railway, called the Thirsk and Malton Branch Railway, and to make and maintain the railways, branch railways, and works following, or some of them, with proper works and conveniences connected therewith, that is to say; a railway commencing by a junction with the present authorized line of the said Thirsk and Malton Branch Railway, in or near a field belonging to Charles Gregory Fairfax, Esquire, and in the occupation of Robert Kilvington, at or near to the west side of the turnpike-road leading from York to Helmsley, near the village of Gilling, in the township and parish of Gilling; in the north riding of the county of York, thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Gilling, Grimstone, Cawton, Stonegrave, Yearsley, Oswaldkirk, Ampleforth, Ampleforth Saint Peter, Ampleforth Oswaldkirk or Oswaldkirk-quarter, Ampleforth Birdforth, Thorp-le-Willows, Byland, Byland-cum-Membris, Wass, Oldstead, Kilburn, High Kilburn, Low Kilburn, Newburgh, Coxwold, Angram, Angram Grange, Wildon, Wildon Grange, Thornton-on-the-Hill, Baxby, Thornton with Baxby, Husthwaite, Carlton, Carlton Husthwaite, Thormanby, Birdforth, Sessay, Hutton Sessay, Brafferton, Helperby, Raskelf, and Easingwold, all in the said north riding of the county of York; and terminating by a junction with the railway now or lately called the Great North of England Railway, near to where the road leading from Raskelf to Beroughbridge is carried over the same railway by a bridge, in the township of Raskelf, in the parish of Easingwold, in the said north riding; and which railway now or lately called the Great North of England Railway, now forms part of the main line of the York, Newcastle, and Berwick Railway, and is in the occupation of, and

agreed to be purchased by, the said York, Newcastle, and Berwick Railway Company. And also a railway commencing by a junction with the above mentioned intended railway, at or near a point marked A on the plans thereof, to be deposited as hereinafter mentioned, in the township of Raskelf, in the parish of Easingwold, and terminating by a junction with the said railway, now or lately called the Great North of England Railway, near the fifteenth and a half mile post (measured from York), in the township and parish of Brafferton, and passing from, through, or into the several parishes, townships, and extra-parochial or other places of Easingwold, Raskelf, and Brafferton, all in the said north riding.

And it is also proposed, by the said intended Act, to enable the said York, Newcastle, and Berwick Railway Company to abandon and relinquish the construction of the following portions of the line of their said Thirsk and Malton Branch Railway, viz., so much of the said Thirsk and Malton Branch Railway as is authorized to be made by "The Newcastle and Darlington Junction (Thirsk and Malton Branches) Railway Act, 1846," and lies between a point marked twelve miles two furlongs on the plans relating to the same branch, deposited with the Clerk of the Peace for the north riding of the county of York, in the month of November 1845, in the township of Gilling, in the parish of Gilling, and a point marked A, on the said last-mentioned plans, in the township of Dalton, in the parish of Topcliffe, all in the said north riding of the county of York; and so much of the said Thirsk and Malton Branch Railway as is authorized to be made by "The York and Newcastle (Pelaw and other Branches) Railway Act, 1847," and which last-mentioned part intended to be abandoned is described on the plans relating to the same branch deposited with the Clerk of the Peace for the said north riding, in the month of November 1846, and extends from the township of Wildon Grange, in the parish of Coxwold, to the township of Raskelf, in the parish of Easingwold (including the same parishes and townships), all in the said north riding of the county of York.

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

And it is also intended, by the said Act so to be applied for, to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railways and works, and to confer other rights and privileges, and also to

levy tolls, rates, and duties for or in respect of the use of the said intended railways and works; and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and other works, together with books of reference to such plans, and a copy of this notice, as published in the London and Edinburgh Gazettes, will be deposited, for public inspection, with the Clerk of the Peace for the north riding of the said county of York, at his office at Northallerton, in the same riding, on or before the thirtieth day of November in this present year; and that, on or before the same day, a copy of so much of the said plans and sections (with a book of reference thereto), as relates to each parish in or through which the said intended railways and works are proposed to be made, and also a copy of this notice, as published in the London and Edinburgh Gazettes, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated this first day of November 1847.

Richardson and Gutch,
and
Henry Newton,
Law, Holmes, Anton, and Turnbull,
Fludyer-street, Westminster, Parliamentary Agents.

River Dun Navigation (Extension to Sheffield).

NOTICE is hereby given, that it is intended to apply to Parliament in the next session, for an Act to enable "the Company of Proprietors of the Navigation of the river Dun" to make and maintain a new cut, navigation, or canal, from and out of the river Dun, at or near the Tinsley lock, in the townships of Kimberworth and Tinsley, or one of them, in the parish of Rotherham, which cut is intended to pass from, through, or into Kimberworth, Tinsley, Rotherham, Darnall, Attercliffe, Attercliffe-cum-Darnall, Brightside, Brightside Bierlow, Grimesthorpe, New Hall, Carbrook, Wincobank, Ecclesfield, Sheffield, or some of them, and to terminate at or near Blonk Bridge, in the townships of Sheffield and Brightside Bierlow, or one of them, in the parish of Sheffield, all which places are in the west riding of Yorkshire.

And it is intended by the said Act to enable the said company of proprietors to make three diversions of the said river Dun, in the said township of Brightside Bierlow, and also another diversion of the same river in the said township of Kimberworth; and also to enable them to make and maintain a branch canal, commencing in the intended new navigation cut or canal, in the said township of Sheffield, passing through and into the said townships of Sheffield and Brightside Bierlow, and terminating by a junction with the said river Dun, in the said township of Brightside, in the said parish of Sheffield.

And it is intended to enable the said company

of proprietors to supply the said new navigation cut or canal with water from or out of the river Dun, in the said township of Tinsley, and to construct in the places aforesaid all locks, dams, engines, wharfs, warehouses, towing paths, and works necessary or convenient for the use of the said new cut, navigation, or canal, or for the general purposes of the company.

And it is intended to apply for power to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined; and to alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, aqueducts, canals, navigations, and railways within the places aforesaid, as it may be necessary so to alter, divert, or stop up for the purposes of such new cut, navigation, or canal, and other works; and to levy tolls, rates, or duties, for the use of the said new cut, navigation, or canal, 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 plans hereinafter mentioned; and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to enable the said company of proprietors to raise a further sum of money for the purposes of the intended new works, and to sell or otherwise transfer the said works to the South Yorkshire, Doncaster, and Goole Railway Company, so soon as the last-mentioned company shall be authorised to purchase the river Dun Navigation, under the powers of the Act of the last session, incorporating the same company.

And it is intended by such Bill to alter, amend, and enlarge the powers and provisions of the following Acts relating to the said Company of Proprietors, or to repeal the powers and provisions of the said Acts, and to grant other, further, and more effectual powers in the stead thereof, namely, an Act, passed in the twelfth year of the reign of King George the First, intituled "An Act for making the river Dun, in the west riding of the county of York, navigable from Holmstale, in Doncaster, up to the utmost extent of Tinsley Westward, a township within two miles of Sheffield;" an Act, relating to the said river Dun Navigation, passed in the thirteenth year of the reign of King George the First; an Act, passed in the sixth year of the reign of King George the Second, intituled "An Act to explain and amend two Acts of Parliament, one made in the twelfth, and the other in the thirteenth year of His late Majesty's reign, for making navigable the river Dun, in the county of York, and for the better perfecting and maintaining the said navigation, and for uniting the several proprietors thereof into one company;" An Act passed in the thirteenth year of the reign of King George the Second; an Act passed in the session of Parliament held in the first and second years of the reign of King George the Fourth; and an Act passed in the seventh year of the same reign; and also "The South Yorkshire, Doncaster, and Goole Railway Act, 1847."

An notice is hereby further given, that duplicate

plans and sections, describing the line and levels of the said intended new cut, navigation, or canal, and works, and the lands to be taken for the purposes thereof, and of the diversions of the said river Dun, hereinbefore mentioned, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together also with a copy of this notice, will, on or before the thirtieth of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace for the west riding of the county of York, at Wakefield, in the said riding.

And that, on or before the same thirtieth day of November, a copy of so much of the said plans and sections as relates to each of the parishes aforesaid in or through which the said cut, navigation, or canal, and works, will pass or be situate, together with a book of reference thereto, and also a copy of this notice, will be deposited with the parish clerk of each such parish.

Dated this fourth day of November 1847.

John Watson, of Sheffield, Law Clerk to the River Dun Company.

North Staffordshire Railway.

(Ashbourne Branch, and Approach to Congleton Station).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the North Staffordshire Railway Company to make and maintain a branch line of railway, with all proper works and conveniences connected therewith, commencing by a junction with the Churnet Valley line of the North Staffordshire Railway, at or near to a certain turnpike road numbered 58, in the parish of Rocester, in the county of Stafford, on the plans according to which the said railway is authorized to be constructed; 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); Rocester, Alton otherwise Alveton, Denston, Denston in Rocester, Denston in Alton, Ellaston, Calwich, Norbury, Roston, Snelston, and Mayfield otherwise Mathfield, or some of them, in the county of Stafford; Norbury, Roston, Snelston, Mayfield otherwise Mathfield, Edlaston, Osmaston, Mappleton, Clifton, Offcote, Underwood, Offcote and Underwood, Sturston, and Ashbourne, or some of them, in the county of Derby; and terminating in the parish of Ashbourne aforesaid, in or near a certain close there known by the name of the Vicar's Close: and it is also proposed by the said intended Act to enable the North Staffordshire Railway Company to widen and alter a certain street or way in the township of Congleton, in the parish of Astbury, in the county of Chester, forming the roadway or approach from the town of Congleton, in the county of Chester, to the intended Congleton station of the North Staffordshire Railway; which said intended alteration will be situate at the corner of Lawton-street and Park-hill, in the said town of Congle-

ton, and wholly within the said township of Congleton and parish of Astbury, and county of Chester.

And it is further 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 further intended by such Act to enable the North Staffordshire Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties in respect of the said intended railway and other works, and to grant exemptions from the payment of 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 proposed to be purchased or taken for the purposes of the said branch railway or approach, or 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 plans and sections describing the line or situation and levels of the said branch railway and other works, and of the lands proposed to be taken for the purposes of the same, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, and published maps, with the line of the said branch railway delineated on the same so as to shew its general course or direction, and also a copy of this notice as published in the London Gazette, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the said county of Stafford, at his office at Stafford; with the Clerk of the Peace for the said county of Derby, at his office at Chesterfield; and with the Clerk of the Peace for the county of Chester, at his office at Chester; and that, on or before the same day, so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said proposed works are intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerks of such parishes at their respective residences.

And it is further intended by such Act to alter, repeal, amend, and enlarge the several provisions, or some of them, of the Acts relating to the North Staffordshire Railway, intituled respectively "The North Staffordshire Railway (Pottery Line) Act, 1846," and "The North Staffordshire Railway Act, 1847;" and also of an Act, passed in the first year of the reign of King William the

Fourth, intituled "An Act to consolidate and extend the powers and provisions of the several Acts relating to the Navigation from the Trent to the Mersey."—Dated this fourth day of November 1847. *I. Samuda*, Secretary.

North Staffordshire Railway (Deviation at Willington).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to empower the North Staffordshire Railway Company to alter and abandon the formation of so much of the railway known as the Churnet Valley Line of the North Staffordshire Railway as lies between a certain point in or near to an inclosure in the parish of Marston-on-Dove, in the county of Derby, numbered 99 on the plans of "The North Staffordshire Railway (Churnet Valley Line)," deposited with the Clerk of the Peace for the county of Derby in the year 1845, and a certain other point in a certain inclosure, numbered 129, in the same parish, on the same plans, and also the whole of the new or altered portion of railway, authorised by "The North Staffordshire Railway Act, 1847," to be constructed between the said last-mentioned inclosure and the Birmingham and Derby Line of the Midland Railway, and to make and maintain a new or altered line of railway in lieu of such portions of railway so intended to be abandoned, commencing in or near the said inclosure, numbered 99, in the said parish of Marston-on-Dove, and county of Derby, and terminating by a junction with the said Birmingham and Derby Line of the Midland Railway, at or near a point thereon, situate one mile east of the Willington station of the said last-mentioned railway, which said new or altered railway and works will pass from, in, through, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Hatton, Marston-on-Dove, Hilton, Hargate, Hargate Manor, Egginton, Etwall, Burnaston, Willington, Findern, Mickleover, Stenson, and Twyford, all in the county of Derby.

And it is also intended by such Act to take powers 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 further intended by the said Act to empower the North Staffordshire Railway Company to purchase lands and buildings, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties in respect of the said intended new or altered railway, and to grant exemptions from the payment of 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 proposed to be purchased or taken for the purposes of the said new or altered railway, or 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 plans and sections, describing the line or situation and levels of the said proposed new or substituted railway, and of the lands proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the reputed owners, lessees, or occupiers of such lands, and also a published map with the line of the said proposed new or substituted railway delineated thereon, so as to show its general course or direction, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the said county of Derby, at his office in Chesterfield; and that, on or before the same date, so much of the said plans, sections, and book of reference, as relates to the several parishes in or through which the said proposed works are intended to pass, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerks of such parishes respectively at their respective residences.

And it is further intended by such Act to alter, repeal, amend, and enlarge the several provisions, or some of them, of the Acts relating to the North Staffordshire Railway, intituled respectively, "The North Staffordshire Railway (Pottery Line) Act, 1846," and "The North Staffordshire Railway Act, 1847," and also of an Act, passed in the first year of the reign of King William the Fourth, intituled "An Act to consolidate and extend the powers and provisions of the several Acts relating to the Navigation from the Trent to the Mersey."

Dated this fourth day of November 1847.

I. Samuda, Secretary.

Thames Conservancy.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to provide for the Conservancy of the river Thames, between Yenleete, 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 a board or committee all the rights, title, 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, usage, charter, or under any Act of Parliament, in and over the rivers Thames and Medway, within the limits aforesaid, and the soil and bed thereof, and the several rivers, streams, and watercourses within the flow and reflow of the tide of the said river Thames, and connected therewith; and that it is intended by such Act to apply for powers to make bye-laws for the regulation, management, and improvement of the river Thames; and 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 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 raise and supply ballast from the bed of the river Thames, with all necessary powers for that purpose; and also 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 also intended by the said Act to take powers to erect and regulate 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 said rivers, and the navigation, or with the powers sought to be conferred by the said Act; 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 in the said rivers and the banks thereof, and upon the estates and revenues of the Mayor and Commonalty and Citizens of the city of London, or upon any part 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 6th day of November 1847.

Edward Tyrrell, City Remembrancer.

Bristol Docks Transfer.

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 to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the forty-third year of the reign of His Majesty King George the Third, intituled "An Act for improving and rendering more commodious the Port and Harbour of Bristol;" 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 commodious the Port and Harbour of Bristol, and for extending the powers and provisions of the said Act;” 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;” 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;” 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;” 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 authorised 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 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,” or to repeal the provisions of the said several Acts, or some of them, and to grant other and more effectual powers instead thereof. And in which Bill or Bills provision is intended to be made to enable the Bristol Dock Company to sell, or otherwise transfer, to the Mayor, Aldermen, and Burgesses of the city of Bristol the Bristol Docks, and the land, works, and property belonging to the said Bristol Dock Company, together with the powers, authorities, privileges, rights, and interests vested in the said Bristol Dock Company under or by virtue of the said Acts, or any of them; and also to enable the said Mayor, Aldermen, and Burgesses to purchase or otherwise take a transfer, to them of the said Bristol Docks, and the said land, works, property, powers, authorities, privileges, rights, and interests; and also to enable the said Mayor, Aldermen, and Burgesses to charge upon the borough fund and rate of the said city and county, or to raise by mortgage or other security of the same, 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 objects and purposes of the same, monies to enable them to carry the powers and provisions of the said Bill or Bills into execution. And also to enable the said Mayor, Aldermen, and Burgesses to reduce, alter, or abolish the rates, tolls, and duties, or any of them, by the said recited Acts, or any of them, empowered to be collected, and to levy, raise, and collect other rates, tolls, and duties 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 aforesaid, and to charge upon the said borough fund and rate, or such other rate or fund to be provided as aforesaid, the payment of the principal, interest, and other monies raised and made payable under and by virtue of the said several Acts, or any or either of them, and to be raised and made payable under and by virtue of the said Bill or Bills; and in which said Bill or Bills provision is also intended to be made for the dissolution of the said Bristol Dock Company; and also to confer, vary, or extinguish exemptions from payment of rates, tolls, or duties, and other rights and privileges.

Dated the second day of November 1847.

East Lincolnshire Railway.

(Alteration of Great Grimsby Branch.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of an Act, made and passed in the ninth and tenth years of the reign of Her present Majesty, intituled “the East Lincolnshire Railway Act, 1846;” and also of two Acts, passed in the last session of Parliament, intituled “the East Lincolnshire Railway (Louth Navigation Purchase) Act, 1847;” and “the East Lincolnshire Railway (Branch to Great Grimsby, and Sheffield Junction Railway at Grimsby) Act, 1847;” and in such intended Act powers will be applied for enabling the East Lincolnshire Railway Company to abandon the branch railway authorized to be constructed by the lastly mentioned Act, and instead thereof to make and maintain a branch railway, with proper works and conveniences connected therewith, commencing from and out of the said East Lincolnshire Railway, at or near a field numbered 49, in the parish of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, upon the deposited plans of the East Lincolnshire Railway, referred to in the first mentioned Act; such branch railway being situate solely in the said parish of Great Grimsby, and terminating by a junction or junctions with the main line of the Manchester, Sheffield, and Lincolnshire Railway, heretofore called the Great Grimsby and Sheffield Junction Railway, in the said parish of Great Grimsby, at or near a field numbered 59 on the deposited plans of the said Great Grimsby and Sheffield Junction Railway, referred to in the Act relating to such railway, intituled “the Great Grimsby and Sheffield Junction Railway Act, 1845.”

And it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property which will be defined upon the plans hereinafter mentioned; and also for powers to vary or extinguish all rights or privileges which might impede or otherwise interfere with the object aforesaid, and to confer other rights and privileges.

And it is further intended to apply for powers to levy tolls, rates, and duties for and in respect of the use of such substituted branch railway.

And notice is hereby given, that duplicate plans and sections, describing the line and levels of the proposed substituted branch railway, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and other property which will be required in the construction of such substituted branch railway, and other works and conveniences connected therewith, together with a published map, whereon the general course of such substituted branch railway will be defined, and a copy of the notice of application to Parliament, as published in the London Gazette, 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 said parts of Lindsey, in the county of Lincoln, at Spilsby, in the said county; and that, on or before the said thirtieth day of November, a copy of the said plan, section, and book of reference, together with a copy of the said notice, as published in the London Gazette, will be deposited with the parish clerk of the parish of Great Grimsby, at his residence.—Dated this sixth of November 1847.

*Burchell, Kilgour, and Parson, } Solicitors.
Hollway, Pye, and Daubney, }*

Wigan Improvement Act.

(To take powers for the compulsory purchase of Lands, to levy Rates or Tolls, and to raise money for the purposes of the Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Mayor, Aldermen, and Burgesses of the borough of Wigan, in the county palatine of Lancaster, for an Act or Acts to authorize and empower them to improve the said borough, and the streets, roads, lanes, alleys, and passages therein; and also to lay out, make, open, and complete certain new streets, roads, lanes, alleys, and passages within the said borough, and for ever afterwards to maintain the same; and to authorize and empower the said Mayor, Aldermen, and Burgesses to purchase or lease so much and such part of the tolls, rights, privileges, right of market, market, market tolls, dues, and accustomed payments arising or being within the said borough of Wigan, as belong or are reputed to belong to the Rector of the parish and parish church of Wigan aforesaid for the time being; and to authorize and enable the said Rector of Wigan aforesaid for the time being, and certain other parties in the said Act or Acts to be named, to sell or lease the same; and to authorize and empower the said Mayor, Aldermen, and Burgesses to purchase or to rent or take on lease the lands and houses, buildings, waterworks, pipes, and other works and apparatus held, made, or maintained under the powers and provisions of a certain Act, made and passed in the fourth year of the reign of His late Majesty King George the Third, intituled "An Act for supplying the borough and town of Wigan, in the county of Lancaster, with fresh and wholesome water;" and also to enable the parties thereunto

entitled to sell or lease the same; and for the purposes aforesaid to continue, alter, or amend the provisions of the said last mentioned Act, so that no further work than such as was authorized by the said last mentioned Act be authorized by the said intended Act; and also to authorize and empower the said Mayor, Aldermen, and Burgesses to purchase or to take or rent on lease the lands and houses, buildings, gasometers, gasworks, pipes, and other works and apparatus held, made, or maintained under the powers and provisions of a certain Act, made and passed in the third year of the reign of His late Majesty King George the Fourth, intituled "An Act for lighting with gas the town and borough of Wigan, in the county palatine of Lancaster;" and to enable the parties entitled thereto to sell or lease the same; and for the purposes aforesaid to alter, amend, or repeal the provisions of the said last mentioned Act.

And it is intended by the said Act or Acts to obtain powers for the paving, sewerage, lighting, watching, cleansing, regulating, and improving the said borough of Wigan, and for the erection of a town-hall, and markets, market-houses, and market-places within the said borough, and for improving, repairing, altering, maintaining, and regulating the same; and it is also intended by the said Act or Acts to obtain powers for the compulsory purchase of lands, houses, buildings, and other property required to be taken or purchased for the purposes of the said Act or Acts, or any or either of them, and to confer, vary, or extinguish any rights or privileges in any manner connected with the said lands, houses, buildings, and other property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works for the purposes aforesaid, or any of them, and to confer other rights and privileges, and to levy tolls, market tolls, rates, and duties, and to alter or extinguish any existing tolls, market tolls, rates, and duties, and to confer, vary, or extinguish any exemptions from payment of tolls, market tolls, rates, and duties; and it is proposed by the said Act or Acts, or some or one of them, to take powers for levying and collecting rates, tolls, or duties upon the owners, lessees, or occupiers of lands, tenements, and hereditaments within the borough aforesaid, for all or any of the purposes aforesaid; and also to take powers for establishing and licensing hackney coaches or other carriages or means of conveyance, and for making and enforcing bye-laws for their regulation; and also for the further and better regulation of houses licensed to sell ale, beer, spirituous and other excisable liquors, and houses licensed to sell beer by retail; and it is also proposed by the said Act or Acts, or some or one of them, to take powers for enabling the said Mayor, Aldermen, and Burgesses to establish a good and sufficient night and day police force; and also to take powers for the better regulation and removal of projections and other obstructions, nuisances, and annoyances in the streets, roads, lanes, alleys, paths, ways, courts, passages, and other places within the borough aforesaid; and powers will be taken by the said Act or Acts to

enable the said Mayor, Aldermen, and Burgesses to raise money upon the credit of the various tolls, rates, duties, and property now vested or hereafter to be vested in them; or which they shall be empowered to raise by the said intended Act or Acts, for the purpose of proceeding with or carrying out the several purposes aforesaid.—Dated this second day of November 1847.

John Croudson, Town Clerk, Wigan.

Wigston's Hospital, Leicester.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the Mayor, Aldermen, and Burgesses of the borough of Leicester, in the county of Leicester, and the Council of the same borough, for leave to bring in a Bill for the better government and general regulation of a certain hospital, in the borough of Leicester, in the county of Leicester, and of the estates and revenues belonging thereto, commonly called "William Wigston's Hospital," which said hospital is incorporated by the style or title of "The Chaplains and Poor of the Hospital of William Wyggeston of Leicester," or by some other style or title, and empowered by divers letters patent granted by King Henry the Eighth and Queen Elizabeth.

And it is also intended by the said Bill to repeal so much of a certain Statute, made and passed in the eighteenth year of the reign of Queen Elizabeth, intituled "An Act concerning an hospital at Leicester," and of the several Statutes thereby confirmed, as are inconsistent with the provisions of the said intended Bill; and also to take powers to authorize the appointment of trustees for the said hospital, and for the incorporation of such trustees, and to abolish the power of granting or renewing leases for lives, and of taking fines on the granting or renewal of leases, and to authorize compensation to the present Master and the present lessees of the said estates; and also to regulate the terms and conditions on which leases of any estates belonging to the said hospital shall be granted or renewed, and to fix the salaries of the Master and Confrater of the said hospital.

And it is intended to take powers to authorize the enlargement or re-building of the said hospital, and the increase of the number of poor inmates, and to provide for the distribution of the income and any surplus revenues of the said hospital.

And it is intended to take powers for the making, altering, and repealing of bye-laws for the government of the hospital, and for imposing fines for the non-observance of such bye-laws; and also for authorizing the payment of the expences of obtaining the said Act, out of the revenues of the said hospital or out of the borough fund of the said borough of Leicester; and powers will be contained in the said Bill for empowering the said trustees to raise money by mortgage of part of the estates of the hospital, in certain events and for certain purposes to be therein mentioned; and also all such other powers as may be sufficient

or necessary for the government of the said hospital and the estates belonging thereto, and the receipt and application of the revenues thereof, and for carrying the Act into full and complete execution; and it is intended to vary or extinguish any exemptions, rights, or privileges which may interfere with the execution of the purposes aforesaid.—Dated this second day of November 1847.

Samuel Stone, Solicitor for the Bill.

Shrewsbury Market for Cattle and other Animals.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for the establishment and maintenance of a market or markets for the sale of cattle and other animals, in the borough of Shrewsbury, in the county of Salop, with all proper approaches thereto and conveniences connected therewith, and for the government and regulation of the same.

And by such Act it is intended to take powers for the establishment, erection, and maintenance of a public slaughter-house or slaughter-houses, and all other requisite conveniences for the use of persons attending the said market, and of the inhabitants of the said borough, and to provide for the inspection of the said slaughter-house or houses, and of the meat and other provisions to be offered for sale within the said borough.

And it is also intended by such Act to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said market, and for levying and receiving tolls, rates, or dues for the use of the said market and the conveniences connected therewith, or for standage, or stallage therein, or in the approaches thereto, and also for the use of the said slaughter-house or houses, and to confer certain exemptions from such tolls, rates, or dues.

And it is also intended by such Act to extinguish all exemptions from payment of tolls, rates, and duties, or any other rights or privileges connected with or appurtenant to the several messuages, lands, tenements, or hereditaments so to be taken and used as aforesaid, as may be contrary to or inconsistent with the provisions of the said intended Act; and also to extinguish all exemptions from the payment of stallage rates, tolls, or duties; and also to extinguish all existing rights to standage or stallage or rights of levying market dues within the streets or public passages or roads within the said borough.

And it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all streets and thoroughfares which may interfere with the construction of or impede the use of the said market.

And notice is hereby further given, that it is intended either to empower the Mayor, Aldermen, and Burgesses of the said borough, or the Council of the said borough, for the time being, to carry the provisions of the said intended Act into execution, and to raise capital for the purposes

thereof, wholly or in part, upon the security of the tolls, rates, rents, and dues to be imposed under or by virtue of the said intended Act, or to raise capital for such purposes, wholly or in part, upon the credit of the borough fund of the said borough, and to charge the said borough fund with the payment of interest upon the same, or to appoint Commissioners for the purposes aforesaid, and to authorize such Commissioners to raise capital upon the security of the tolls, rates, rents, and dues to be imposed under or by virtue of the said intended Act.—Dated this fifth day of November 1847.

J. J. Peele, Town Clerk.

Holme Reservoirs.

(Alteration of Rates, Additional Loan, and Amendment Bill).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, enlarge, and extend the powers and provisions of an Act, passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for making and maintaining certain reservoirs in the several townships of Holme, Cartworth, Austonley, Uppertong, Wooldale, and Hepworth, in the several parishes of Kirkburton and Almondbury, in the west riding of the county of York." And it is intended in such Act, so to be applied for, to make further and more effectual provision for carrying into effect the undertaking authorized by the said recited Act, and for the due payment of the sums owing or payable, or which may become owing or payable, to the mortgagees of the rates and assessments leviable under the powers of the said recited Act, or to be leviable under the powers of the Act so to be applied for, to vary or add to the number of the Commissioners of the said undertaking, and to provide that certain of the mortgagees on the said rates and assessments shall be Commissioners of the said undertaking, along with the Commissioners appointed or authorized by the said recited Act, or some of them. And it is also intended by the said Act, so to be applied for, to alter the rates and assessments granted by the said recited Act, and to authorize the taking of other rates and assessments, and to confer, vary, or extinguish exemptions from payment of rates and assessments, and other rights and privileges.

And it is also intended by the said Act, so to be applied for, to authorize and require the Commissioners of the said undertaking to borrow an additional sum of money for the purposes thereof; and to grant unto them such further and other powers, exemptions, rights, and privileges as may be proper and necessary.—Dated this 6th day of November 1847.

Grane and Son, 23, Bedford-row.

Leeds Improvement Act Amendment.

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 sixth year of the reign of Her present Majesty, intituled "An Act for better lighting, cleansing, sewerage, and improving the borough of Leeds, in the county of York," and to give to the Mayor, Aldermen, and Burgesses of the said borough further and more effectual powers for draining and sewerage the said borough, or such part or parts thereof as they shall from time to time think desirable; and for making and maintaining drains and sewers, and altering and improving the existing drains and sewers therein, and making, forming, and regulating the levels thereof, and for paving, amending, repairing, and flagging the streets, roads, lanes, passages, and places therein for the purposes before mentioned, or some or one of them, and for such purposes to take, by compulsion, lands and houses within the said borough of Leeds, and to vary or extinguish all existing rights and privileges connected with the lands and houses so proposed to be taken as aforesaid, which would impede or interfere with the purposes aforesaid, and to grant other rights and privileges.

And it is also intended to apply for powers for the several purposes before mentioned, and, for the general purposes of the said intended Act, to alter the mode of making and levying rates and assessments, within the said borough prescribed by the said Act; and to make and levy further and additional rates upon the owners and occupiers of lands, tenements, and hereditaments, within the said borough, or such part or parts thereof as the said Mayor, Aldermen, and Burgesses shall, from time to time, deem expedient, or to increase, alter, or repeal the existing tolls, rates, duties, or assessments granted by the said recited Act; and to vary, alter, repeal, or extinguish the exemptions from payment of tolls, rates, duties, or assessments, and other rights or privileges granted by the said recited Act, and to confer other exemptions, rights, and privileges, in lieu thereof; and also to raise money by the several means aforesaid, or some of them, or by some other means, for defraying the expences of the said intended Act and of carrying the same into execution.—Dated the eighth day of November 1847.

John Arthur Ikin, Solicitor.

Waterford Wexford Wicklow and Dublin Railway.

Amendment of Former Acts, Alteration of Gauge of the Dublin and Kingstown Railway, and Power to the South Wales Railway Company to Subscribe.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend "The Waterford Wexford Wicklow and Dublin Railway Act, 1846," and also an Act, passed in the last session of Parliament, and intituled "An Act to authorize certain alterations of the line of the Waterford Wexford Wicklow and Dublin Railway, and to amend the Act relating thereto;" and to alter and amend the powers granted by the Acts herein

recited, or some of them, for leasing to the Waterford Wexford Wicklow and Dublin Railway Company, the Dublin and Kingstown Railway, and to confirm an agreement entered into between the Waterford Wexford Wicklow and Dublin Railway Company, and the Dublin and Kingstown Railway Company, dated the second day of October 1847.

And it is further proposed by the said intended Act to authorize the Waterford Wexford Wicklow, and Dublin Railway Company and the Dublin and Kingstown Railway Company or either of such companies, to alter the existing gauge of the Dublin and Kingstown Railway.

And it is further proposed by the said intended Act to authorize the South Wales Railway Company to purchase and hold shares in the undertaking of the Waterford Wexford Wicklow and Dublin Railway Company, and to raise capital for such purpose, and to confer upon the South Wales Railway Company the privilege of appointing a certain number of Directors of the Waterford Wexford Wicklow and Dublin Railway Company.

And for the purposes aforesaid, it is intended, so far as may be necessary, to amend the several Acts of Parliament following, relating to the Dublin and Kingstown Railway Company, that is to say; an Act of the first and second years of the reign of His late Majesty King William the Fourth, cap. 69; an Act of the fourth year of the same reign, cap. 27; and an Act, passed in the ninth and tenth years of the reign of Her present Majesty intituled "An Act for extending the line of the Dublin and Kingstown Railway to the Bridge of Bray, in the county of Dublin;" and the several Acts following, directly or indirectly relating to the South Wales Railway Company, that is to say; "The South Wales Railway Act, 1845;" "The South Wales Railway Amendment Act, 1846;" "The South Wales Railway Amendment Act, 1847;" "The Gloucester and Dean Forest Railway Act, 1846;" "The Gloucester and Dean Forest Dock Act, 1847;" "The Tenby Saundersfoot, and South Wales Railway Act, 1846;" "The Llynvi Valley Railway Act, 1846;" "The Llynvi Valley Railway Extension Act, 1847;" "An Act for the construction of the Duffryn, Llynvi and Porth Cawl Railway Company, passed in the last session of Parliament (1847);" and "The Swansea Valley Railway Act, 1847;" and the several Acts of Parliament following relating to the Great Western Railway Company, that is to say; the 5 and 6 William IV., cap. 107; 6 William IV., cap. 36; 6 William IV., cap. 38; 6 William IV., cap. 77; 6 William IV., cap. 79; 1 Victoria, cap. 91; 1 Victoria, cap. 92; 1 Victoria, cap. 24; 1 Victoria, cap. 26; 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria, session 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, cap. 68; 8 and 9 Victoria, cap. 40; 8 and 9 Victoria, cap. 53; 8 and 9 Victoria, cap. 155; 8 and 9 Victoria, cap. 156; 8 and 9 Victoria, cap. 184; 8 and 9 Victoria, cap. 188; 8 and 9 Victoria, cap. 190; 8 and 9 Victoria, cap. 191; 9 Victoria, cap. 14; 9 and 10 Victoria, cap.

166; 9 and 10 Victoria, cap. 181; 9 and 10 Victoria, cap. 236; 9 and 10 Victoria, cap. 239; 9 and 10 Victoria, cap. 240; 9 and 10 Victoria, cap. 278; 9 and 10 Victoria, cap. 313; 9 and 10 Victoria, cap. 315; 9 and 10 Victoria, cap. 335; 9 and 10 Victoria, cap. 337; 9 and 10 Victoria, cap. 338; 9 and 10 Victoria, cap. 369; 9 and 10 Victoria, cap. 402; 10 and 11 Victoria, cap. 60; 10 and 11 Victoria, cap. 72; 10 and 11 Victoria, cap. 76; 10 and 11 Victoria, cap. 91; 10 and 11 Victoria, cap. 101; 10 and 11 Victoria, cap. 109; 10 and 11 Victoria, cap. 149; 10 and 11 Victoria, cap. 154; 10 and 11 Victoria, cap. 226; 10 and 11 Victoria, cap. 243.

W. O. and W. Hunt, 10, Whitehall, London, Solicitors for the Bill.

Torquay Market.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by Sir Lawrence Vaughan Palk, Baronet, for an Act to establish, maintain, and regulate a market and market-place, or markets and market-places, in the town of Torquay, or elsewhere, in the parish of Tormoham, in the county of Devon.

And it is intended by such Act to take powers to erect within the said town or parish a market-house and market-place, or market-houses and market-places, with all proper roads, approaches, and conveniences; and to make bye-laws and other regulations with respect to such market-house and market-place, or market-houses and market-places, and to make regulations as to the placing and removing of carts, stalls, standings, and other causes of obstruction in the public streets, ways, and passages, caused by the exposure of goods, wares, and merchandize, meat, fish, and other provisions offered for sale within the said town or parish; and to prevent the hawking and vending of such goods, wares, and merchandize, meat, fish, and other provisions, in the said public streets, ways, and passages, or other places than the said market-house and market-place, or market-houses and market-places.

And it is also intended by the said Act to take powers to establish, erect, and maintain proper slaughter-houses and places for slaughtering cattle for the purposes of the said town and parish, and to regulate the same by bye-laws and other regulations, and to regulate and restrict the use of other slaughter-houses or such places within the said town and parish.

And it is also intended to apply for and obtain powers in the said Act to stop up, alter, and divert, whether temporarily or permanently, within the said town and parish aforesaid, all roads, highways, and sewers, drains, and pipes as it may be necessary to stop up, alter, and divert, for the purpose of making, maintaining, and regulating the said market-house and market-place, or market-houses and market-places, and the said slaughter-houses and places for slaughtering cattle.

And it is also intended to take powers by the said Act to levy and receive tolls, rents, rates, dues, and charges, for the use and occupation of the said market-house and market-place, or market-houses and market-places, or for standage, or stallage therein; and also for the use of the said slaughter-houses and places for slaughtering cattle, and to confer exemptions from such tolls, rents, rates, dues, or charges.

And it is also intended to apply for powers for the purchase, by compulsion or by agreement, of lands and houses, and other rights or property in the said town of Torquay, and parish of Tormoham, for the purposes of the said undertaking, and to sell or lease such undertaking, and to raise money by mortgage or otherwise, and to vary or extinguish all exemptions from the payment of tolls, rates, and duties, or any other rights or privileges which would in any manner interfere with or impede or be inconsistent with the objects of the said intended Act; and also to extinguish all exemptions from the payment of standage or stallage, rates, tolls, or duties, and also to extinguish all rights to standage and stallage within the streets, or public passages, or roads of the said town of Torquay, and parish aforesaid, on market and other days.—Dated the sixth day of November 1847,

William and Charles Kitson, of Torquay,
Devon, Solicitors to the said Bill.

Bristol and Clifton Gas Light Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to repeal, alter, amend, and enlarge some of the powers and provisions of an Act, passed in the last session of Parliament, intituled "An Act for granting further powers to the Bristol and Clifton Oil Gas Company," and in which Bill it is intended to repeal so much of the provisions contained in the said recited Act as relate to the giving of notice to the Bristol Gas Light Company, by the Bristol and Clifton Gas Light Company, of the intention of the last-mentioned company to open or break up certain streets, bridges, sewers, drains, and tunnels, under certain penalties; and to alter or extinguish any right or privilege given to or claimed by the Bristol Gas Light Company, under the said Act, in respect to such notice, or to provide that a notice be given by the said Bristol Gas Light Company, and by the said Bristol and Clifton Gas Light Company, respectively, to the other of them, whenever either of such companies intend to open or break up any street, bridge, sewer, drain, or tunnel in which any pipe or work of such other company may be situate, and to make other provisions and regulations respecting the same, and for such purpose to alter and amend an Act, passed in the fifty-ninth year of the reign of His Majesty King George the Third, intituled "An Act for lighting with gas the city of Bristol and certain parishes adjacent thereto;" and also an Act, passed in the session of Parliament held in the first and second years of the reign of His Majesty King

George the Fourth, intituled "An Act to enlarge the powers and provisions of an Act of His late Majesty, for lighting with gas the city of Bristol and certain parishes adjacent thereto, by enabling the Bristol Gas Light Company to raise a further sum of money for carrying the purposes of the said Act into execution."

Dated this ninth day of November 1847.

Waterhouse's Charities, Halifax.

Intended Act for incorporating the Governors and Trustees, and for Enlargement of the Charitable Uses, &c.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate the Governors and Trustees of the united Charities of Nathaniel Waterhouse within the town and parish of Halifax and to enlarge the charitable uses of the said Charities, and to amend extend and enlarge the powers and provisions of an Act passed in the 17th year of the reign of King George the Third, intituled "An Act for uniting and better regulating the Charities of Nathaniel Waterhouse within the town and parish of Halifax, in the west riding of the county of York," or to repeal the said Act, and in lieu thereof to obtain an Act with enlarged and amended powers and provisions for better effecting the purposes thereof and the objects of the Founder of the Charities, and to enlarge the charitable purposes of his will, and the charitable uses thereby prescribed.

And notice is also hereby given, that it is proposed to obtain powers in the intended Act for effecting the several purposes following, that is to say; to incorporate the Governors and Trustees of the said united Charities, and effectually to vest in them the estates and property belonging thereto; to enable them to sell parts of the lands of the estate; and to grant building leases and other leases of other parts of the estate; to demise and lease the mines on the estate; to fell and sell the timber thereon; to make exchanges of parts of the estate for other lands to be annexed to the estate; to purchase additional lands; to repair and enlarge the buildings on the estate, to pull down some of the present buildings and to erect new and enlarged buildings thereon; to approve and confirm sales of lands, parts of the Charities' estate lately made to the Manchester and Leeds Railway Company or Lancashire and Yorkshire Railway Company and the agreements entered into between the Governors and Trustees of the said united Charities and the said railway company relative to the sale and purchase of lands parts of the Charities' estate; and to regulate the application of the produce of such sales and other transfers of the property of the said united Charities and of the whole revenues rents and income of the estate, and for effecting the better management of the Charities and estate, and for other purposes concerning the same.

Alexanders & Hammerton,
Halifax, November 1, 1847.

Salford Corporation Bill for Extending the Boundaries of the Municipal Borough of Salford, and for making certain regulations for the better Government of the same, and for other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to vary and extend the present boundary of the municipal borough of Salford, in the county palatine of Lancaster, and to make the same co-extensive with the boundaries of the Parliamentary borough of Salford, as settled and described in and by an Act of Parliament, made and passed in the session of the second and third years of the reign of His late Majesty King William the Fourth, intituled "An Act to settle and describe the divisions of counties, and the limits of cities and boroughs, in England and Wales, in so far as respects the election of Members to serve in Parliament;" and also to divide the said extended and new part of the municipal borough into wards, and to make provision for the first Burgess Roll, and for the first election of Aldermen, Councillors, and Ward Assessors therein, and to vest in the said Municipal Corporation of the borough of Salford, all such powers of rating, and all other powers within such extended boundary, which the said Corporation now enjoy and exercise within the present and existing boundary; and also for altering, amending, extending, and enlarging the powers and provisions of an Act, passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled "An Act for better cleansing, lighting, watching, regulating, and improving the town of Salford, in the county palatine of Lancaster;" or for repealing certain of the powers and provisions contained in the said Act, and for granting further and more effectual powers, rights, and privileges, and provisions, in lieu thereof.—Dated this second day of November one thousand eight hundred and forty-seven.

Charles Gibson, Town Clerk of Salford.

Brighton Gas Light and Coke Company.

Amendment of existing Acts, with power to increase capital, and to raise a further sum of money.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of an Act, passed in the fifty-eighth year of the reign of His Majesty King George the Third, intituled "An Act for lighting with gas the town of Brighthelmstone, in the county of Sussex;" and of another Act, passed in the fourth year of the reign of His Majesty King George the Fourth, intituled "An Act to amend and explain the powers of an Act of His late Majesty, for lighting with gas the town of Brighthelmstone, and to raise a further sum of money for carrying the purposes of the said Act into execution," or to repeal the powers and provisions of the said Acts, or some of such powers and provisions, and to substitute more

ample and effectual powers and provisions in lieu thereof, and to confer upon the Brighton Gas Light and Coke Company, established and incorporated by the first mentioned Act, further powers with respect to the lighting with gas of the town and parish of Brighton otherwise Brighthelmstone, and the parishes of Preston, Hove, Rottingdean, and Ovingdean, all in the said county of Sussex; and in which Act it is intended to insert powers to enable the said Company to increase their capital stock, and also to raise a further sum of money by the creation of new shares, and by borrowing on mortgages or bonds, and to let meters and fittings for hire, and to recover rents for the use thereof; and it is also intended by the said proposed Act to enable the Company to purchase by agreement or take on lease and hold any lands or rights or interests in lands, for the purposes of their works; and it is also intended to confer other rights and privileges upon the said Company for the purposes aforesaid, and to insert in the said proposed Act such other powers and provisions as are usually inserted in Acts of a similar nature.

Dated this thirtieth day of October 1847.

Birch and Bramah, 6, Great Winchester-street, London, Solicitors for the Bill;
J. Dorington, Ellicombes, and Co.,
Parliamentary Agents.

Hulme and Eccles Road Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to continue the term, and to alter, amend, and enlarge the powers and provisions of an Act, passed in the eighth year of the reign of His Majesty King George the Fourth, intituled "An Act for more effectually repairing and maintaining the road from Hulme, across the river Irwell, through Salford to Eccles, in the county palatine of Lancaster, and a branch of road communicating therewith," or to repeal the said Act, and grant other powers instead thereof.

And it is also proposed to take power to alter or vary the tolls, rates, or duties authorised to be levied by the said Act, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, or other rights or privileges.

Thos. Taylor, Clerk to the Trustees of the said Board, Marsden-street, Manchester, October 26th, 1847.

Kettering Small Tenements Rating.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the rating to the relief of the poor, the repairs of the highways, the watching, lighting, and other parochial and local rates (except the church rates) the landlords, owners, and proprietors of all houses, buildings, lands, tenements, and hereditaments assessable to such rates respectively, within the parish of Kettering, in the county of Northampton, the clear annual value of which, respectively, shall not amount to the sum of ten pounds, in lieu of

the several occupiers of the same; and also to authorize the alteration of the existing rates or assessments in respect of such houses, buildings, lands, tenements, and hereditaments, or the making of compositions with the landlords, owners, and proprietors thereof, in respect thereto.—Dated this ninth day of November 1847.

Wm. Marshall, Wm. Garrard.

The West of England and South Wales Land Draining Company Incorporation.

NOTICE is hereby given, that application is to be made to Parliament in the next session, for leave to bring in a Bill to incorporate the said company by the name of "The West of England and South Wales Land Draining and Inclosure Company," or by such other name as Parliament may see fit, for the purpose of executing and promoting works of drainage, irrigation, and warping of waste and other lands, and for inclosing and improving the same; and to enable the said company to sue and be sued in the name of one or more directors or some officer of the said company, and for limiting the liability of the respective shareholders thereof; and to enable the said company to purchase, hold, and transfer property, real and personal, in the name of the said company, or in the names of some of the directors, or of trustees, managers, or other officers of the company, and to confer other powers, rights, and privileges on the said company, for carrying the purposes aforesaid into effect; and to enable the owners of settled estates to charge the same for the purposes of such drainage, improvement, and inclosure.—Dated this first day of November 1847.

R. T. Head, Solicitor for the said Bill.

The Worcester New Gas Light Company.—Additional Capital and Amendment Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to amend and enlarge some of the powers and provisions of an Act, passed in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act for better supplying with gas the city of Worcester and the suburbs thereof," and to authorize and empower the company called "The Worcester New Gas Light Company," constituted by the said Act, to

increase the capital authorized by the said Act, and to borrow or raise, by new or additional shares, any sum or sums of money, not exceeding in the whole the sum of fifteen thousand pounds, in addition to the capital and loans authorized by the said Act; and otherwise to alter, amend, and enlarge the powers and provisions of the said Act, so far as may be requisite or necessary for carrying into effect the purposes of the said Act.

Dated this 3d day of November 1847.

*John Brampton, Thomas Clutterbuck,
of Worcester, Solicitors; Grane and
Son, 23, Bedford-row, Agents.*

CONTRACTS FOR BARRACK STORES AND NECESSARIES FOR THE ROYAL MARINES.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 6, 1847.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 18th instant, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores, at Deptford, for twelve months certain, and further until the expiration of three months' warning,

Sundry Articles of Barrack Stores and Necessaries for the use of the Royal Marines, consisting of Bedding, Towels, Worsted Gloves, &c.

Patterns of the articles and the conditions of the contracts may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words, "Tender for

" and must also be delivered at Somerset-place, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £25 per cent. on the value, for the due performance of the contracts.

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Saturday, November 13, 1847.

Price Two Shillings and Eight Pence