



The London Gazette.

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WEDNESDAY, NOVEMBER 24, 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, - - - - - $0\frac{1}{4}d.$
Bound or sewn, the dozen, - $1\frac{1}{2}d.$

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, Lymphsham, East Brent, Loxton, Badgworth, Biddisham otherwise Biddesham, Bittesham, Bitsham 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 Durston, 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.*

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 gauge.

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, Quedgeley, Whaddon, Brookthrop otherwise Brokthrop, Hardwick, Parkend, Haresfield, Harescomb, Lower Division of Moreton Valence, Upper Division of Moreton Valence, Moreton Valence, Standish, Oxlinch, Putloe, Coldthrop, 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 Company 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, thereafter 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, Steward, 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.

*Parker 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.

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, }
Henry Newton, } York,
Solicitors.

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.

Salisbury and Yeovil Railway.

WHEREAS a Bill was depending in the Honourable the House of Commons at the close of the last session of Parliament, intituled "A Bill to enable the London and South Western Railway Company to make a railway from Salisbury to Yeovil, with branches to Shaftesbury and Wincanton, and to join the Exeter, Yeovil, and Dorchester, and Wilts, Somerset, and Weymouth Railways, near Yeovil, and to purchase or lease the said Exeter, Yeovil, and Dorchester Railway," the Parliamentary notices whereof were headed by the following short title, that is to say, "Salisbury and Yeovil Railway; lines from the London and South Western Railway at Salisbury to Yeovil, with branches to Shaftesbury and Wincanton, and to join the Wilts, Somerset, and Weymouth Railway at Yeovil, and the proposed Exeter, Yeovil, and Dorchester Railway, at Berwick, in the county of Somerset, with powers for the London and South Western Railway Company to make or subscribe towards, purchase, or lease the same."

Now, notice is hereby given, that it is the intention of the promoters of the said Bill, to present a Petition to the Honourable the House of Commons, for the re-introduction of such Bill in the session of 1848, and to proceed with the same as authorized by the resolutions and standing orders of Parliament with respect to Bills, the proceedings upon which were suspended by or in pursuance of the resolutions of the two Houses of Parliament of the tenth day of June last.—Dated this 1st day of November 1847.

Bircham, Dabrymple, and Drake, London;
Hoddings, Townsend, and Lee, Salisbury,
Solicitors for the Bill.

Exeter, Yeovil, and Dorchester Railway and
Branches.

(Notice of Application to Parliament for Re-introduction of Bill suspended in Session 1847.)

WHEREAS a Bill was depending in the Honourable the House of Commons at the close of the last session of Parliament, intituled "A Bill for making a railway from Exeter to Yeovil, with branches and extensions therefrom, to be called 'The Exeter, Yeovil, and Dorchester Railway,'" the Parliamentary notices whereof were headed by the following short title, that is to say, "Exeter, Yeovil, and Dorchester Railway and Branches (lines from Exeter to Yeovil, with branches or extensions to the Bristol and Exeter Railway, Sidmouth, Chard, Ilminster, Bridport-harbour, Boarden-bridge, Charmouth, and the Wilts, Somerset, and Weymouth Railway at Yeovil, with power to amalgamate with the London and South Western Railway Company, or to enable such company to subscribe towards, or to purchase or take a lease of the undertaking)."

Now, notice is hereby given, that it is the intention of the promoters of the said Bill to apply to Parliament for the re-introduction of such Bill in the session of 1848, and to proceed with the same as authorized by the resolutions and standing orders of Parliament with respect to Bills, the proceedings upon which were suspended by virtue or in pursuance of the resolutions of the two Houses of Parliament of the tenth day of June last.—Dated this 1st day of November 1847.

Bircham, Dalrymple, and Drake, London;
Ellicombes and Daw, Exeter, Solicitors
for the Bill.

Manchester, Sheffield, and Lincolnshire Railways.

(Sheffield 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 Sheffield Canal," 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 vesting in the Manchester, Sheffield, and Lincolnshire Railway Company the Sheffield Canal;" 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 reintroduce 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.

Bramley and Gainsford,
Smith and Hinde,
W. and B. Wake.

Manchester, Sheffield, and Lincolnshire Railways.

(Station at Sheffield and Branch to the Sheffield Canal.)

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill to enable the Manchester, Sheffield, and Lincolnshire Railway Company to construct an additional or enlarged station at Sheffield, and to make a branch railway to the Sheffield Canal."

And whereas further proceedings upon the said Bill were (pursuant to the resolutions of the Honourable 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 reintroduce 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.

Bramley and Gainsford,
Smith and Hinde.

Southampton and Dorchester Railway (Blandford Branch) Bill.

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for making a branch railway from the Southampton and Dorchester Railway to Blandford, and for other purposes," the Parliamentary notices whereof were headed by the following short title, that is to say, "Southampton and Dorchester Railway (Blandford Branch), with power to transfer same to the London and South Western Railway Company."

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 this first day of November 1847.

Bircham, Dalrymple, and Drake, London;
Charles Castleman, Ringwood, Solicitors
to the Bill.

Great Northern Railway (Isle of Axholme Extension).

NOTICE is hereby given, that it is the intention of the Great Northern Railway Company to reintroduce into Parliament in the next session thereof, a Bill "to enable the Great Northern Railway Company to make an extension of their railway from the parish of Saundby, in Nottinghamshire, to the Askern branch of the Wakefield, Pontefract, and Goole Railway, in the parish of Owston, in the west riding of Yorkshire, with a branch to rejoin the Great Northern Railway in the parish of Snaith, in the said west riding," which Bill was suspended in the House of Commons in the last session of Parliament, after the report of the committee, to whom the same Bill had been referred, had been considered by the House.

Dated this fourth day of November 1847.

Baxter, Rose, and Norton, 3, Park-street, Westminster; *Johnston, Farquhar, and Leech*, Moorgate-street, London; *John Collinson*, Doncaster; Solicitors for the Bill.

Brighton Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill and to obtain an Act for establishing and incorporating a Company for the purpose of better supplying with water, and more efficiently protecting from fire, the inhabitants of the town of Brighthelmston, and also such parts of the adjoining parish of Hove and such other parishes as are adjacent or near to the aforesaid town; and for making and maintaining, erecting, placing, constructing, and completing reservoirs, mains, pipes, shafts, drains, sluices, channels, and other necessary works and conveniences, for the purposes aforesaid, within the several parishes, townships, hamlets, or places of Poyning, Newtimber, Saddlescombe, Fulking, Edburton, Henfield, Beeding, Shoreham, Kingston, Southwick, Portslade, Hangleton, West Blatchington, Aldrington, Patcham, Preston, Hove, and Brighthelmston, all in the county of Sussex.

And it is intended, by the said Act, to obtain powers, for the purposes aforesaid, to take and use the waters of certain springs and streams, called the Poyning Spring and Fulking Spring, and situate in the parishes of Newtimber, Poyning, and Edburton.

And it is also intended to take power, by the said Act, to purchase and take certain land and property, and to construct steam or other engines, with all other necessary and sufficient powers and provisions for carrying the said intended Act into full and complete execution.

And it is further intended to empower the said Company to levy certain rates, and to charge and take rents or sums of money for the supplying with water the town and parishes adjoining.

And notice is hereby further given, that plans and sections, describing the situation and levels of the intended reservoirs, watercourses, and other

works connected therewith, and the lands to be taken, or which it is proposed to obtain a power of taking, for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, respectively, will be deposited, for public inspection, with the Clerk of the Peace for the county of Sussex, at his office at the Town-hall, Lewes, on or before the thirtieth day of November instant; and that a copy of so much of the said plans, sections, and books of reference as relates to each parish in which such reservoirs, watercourses, and other works connected therewith are proposed to be made, will be deposited, for public inspection, with the parish clerk of each such parish, on or before the thirty-first day of December next.

And notice is hereby further given, that, on or before the said thirty-first day of December next, duplicates of the said map or plan and section, and books of reference thereto, will be deposited in the office of the Clerk of the Parliaments, and in the Private Bill Office of the House of Commons.—Dated this sixth day of November 1847.

H. Deacon.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session thereof, for leave to bring in a Bill, and to obtain an Act for better establishing, enlarging, improving, and regulating the market-place and markets at and within the liberty, township, hamlet, or vill of Lane End, or Longton, commonly called Lane End Market, in the parish of Stoke-upon-Trent, in the county of Stafford, and for enabling the proprietors of the said market to improve, enlarge, extend, and alter such market and market-place, and the approaches to, and to the neighbourhood of the same; and also to increase, alter, or decrease the existing markets, tolls, rents, stallage, or duties, and to levy the same, or other tolls, rents, stallage, or duties, and for defraying the costs and expences of obtaining and passing the said Act; and for borrowing money on the credit or security of the market duties, tolls, rents, stallage, hereditaments, and premises; and it is further intended by such Act to empower the said proprietors to purchase all such lands, houses, and buildings, by compulsion or agreement, as may be deemed requisite or desirable to be taken for the purposes aforesaid.—Dated this eighth day of November 1847.

W. and E. Clarke,
Wm. Tooke, 39, Bedford-row, } Solicitors.

Leeds and Thirsk Railway.

(Harrogate and Pateley Branch, &c.)

WHEREAS a Bill was introduced into Parliament in the last session, intitled "A Bill for enabling the Leeds and Thirsk Railway Company to make a railway by Harrogate to Pateley, 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 first day of November 1847.

*Payne, Eddison and Ford, Solicitors,
Leeds.*

Leeds and Thirsk Railway.

(Branch from Melmerby to Northallerton, and Junction with York and Newcastle Railway).

WHEREAS a Bill was introduced into Parliament in the last session, intituled "A Bill for enabling the Leeds and Thirsk Railway Company to make a railway from Melmerby to Northallerton, and to form a junction with the York and Newcastle Railway." 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 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 it was suspended in the House of Commons during the last session of Parliament as before mentioned.—Dated this first day of November 1847.

*Payne, Eddison and Ford, Solicitors,
Leeds.*

The Great London Drainage Company.

The objects proposed to be accomplished by this Company are, to afford means for effectually draining the Metropolis; to preserve the Thames from the Impurities at present passing into it, by diverting them into a Subterranean Main Channel Sewer; and to collect all the produce of the Sewers for application to agricultural purposes.

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in one or more Bills to incorporate a company, with powers to make, construct, and maintain lines of sewers, drains, and culverts, and other works on the north and also on the south sides of the River Thames, for intercepting and collecting the sewage from all existing sewers and drains which are now emptied into the River Thames, and from all drains and sewers hereafter to be constructed within the limit of the said Bill or Bills, and for conveying the same sewage into

receptacles and depositories to be constructed for that purpose; and it is intended that the lines of sewers and drains to be constructed for the said works on the north side of the said River Thames shall commence at or near Charing-cross, in the parish of Saint Martins-in-the-Fields, and shall be made in, under, and through the lands, streets, roads, ways, passages, and other places in the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Saint Martin-in-the-Fields, Saint Paul Covent Garden, Saint Mary-le-Strand, the precincts of the Savoy, Saint Clement Danes, in the county of Middlesex; Saint Dunstan in the West, Trinity Church, Gough-square, Saint Bridget or Saint Bride, Whitefriars, Bridewell precinct, Saint Martin Ludgate, Saint Mary Magdalen Old 'Change, and Saint Gregory by Saint Paul's, Saint Augustin or Saint Austin Old 'Change, and Saint Faith under Saint Paul's, the precincts of Saint Paul's, Allhallows Bread-street, and Saint John the Evangelist, Saint Mary Aldermary, Saint Anthony or Antholin, and Saint John the Baptist, Saint Mary Abchurch, and Saint Laurence Pountney, Saint Swithin London Stone, and Saint Mary Bothaw, Saint Clement Eastcheap, and Saint Martin Orgars, and Saint Leonard Eastcheap, and Saint Michael Crooked-lane, Saint Mary-hill, and Saint Andrew Hubbard, Saint Margaret Pattens, and Saint Gabriel Fenchurch-street, Saint Dunstan in the East, Allhallows Barking, Saint Botolph within Aldgate, Saint Botolph without Aldgate, and the Tower liberties and precincts, all in the city of London; Saint Botolph without Aldgate, the Tower liberties and precincts, Saint Mary Matfelon otherwise Whitechapel, Saint Katherine near the Tower, Saint John Wapping, Saint George in the East, Saint George Ratcliff, Saint James Ratcliff, Saint Paul Shadwell, Saint Dunstan Stebonheath otherwise Stepney, Saint Anne otherwise Saint Anne Limehouse, Saint Dunstan Mile-end New Town, Saint Dunstan Poplar and Blackwall, All Saints Poplar, and Saint Leonard's Bromley, in the county of Middlesex; Westham, Eastham, Plaistow, and Barking, in the county of Essex; and North Woolwich, in the counties of Kent and Essex, or one of them, and shall terminate in certain marsh lands, in the parishes of Barking and Woolwich, or one of them, at or near the junction of Barking-creek with the River Thames, bounded on the south by the River Thames, and on the east by Barking-creek, where it is proposed that certain receptacles, depositories, and other works shall be made and constructed for the reception of the said sewage; and powers will also be applied for in the said Bill or Bills to erect and construct on the lands to be taken for such works all such houses, buildings, machinery, engines, apparatus, and works as may be necessary for the purposes of the undertaking, and to lay out, make, and maintain depôts, yards, wharfs, quays, embankments, landing-places, and other works and conveniences.

And it is intended that the line of sewers and drains, on the south side of the river Thames, shall commence at or near the Earles Sluice Sewer,

Victualling Office-row, at Plough-lane, in the parish of Saint Mary Rotherhithe, in the county of Surrey, and shall be made in, under, and through the lands, streets, roads, passages, ways, and other places in the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Saint Mary Rotherhithe, in the county of Surrey; Saint Paul Deptford, Saint Nicholas, Saint Alphage Greenwich, in the county of Kent; Saint John Horselydown, Saint Mary Magdalen Bermondsey, Saint Olave Southwark, Saint Thomas in Southwark, Saint Saviour Southwark, Saint George the Martyr Southwark, Christchurch in Surrey, Saint Mary Lambeth, and Saint Mary Battersea, in the county of Surrey, or some of them, and shall terminate at or near some marsh land bordering on the river Thames, in the said parish of Saint Alphage Greenwich, and lying between the said river Thames and the end of a lane known as the North Horn-lane, where it is proposed that certain receptacles, depositories, and other works shall be made and constructed for the reception of the said sewage; and powers will also be applied for in the said Bill or Bills to erect and construct on the lands to be taken, all such houses, buildings, machinery, engines, apparatus, and works, as may be necessary for the purposes of the undertaking, and to lay out, make, and maintain depots, yards, wharfs, quays, embankments, landing-places, and other works and conveniences to be used in connection with the said works.

And powers will also be applied for to enable the company to be incorporated by the Bill or Bills to enter upon the several lands, buildings, roads, streets, ways, passages, and places through and under which the said intended works are to be made and carried, and to break up and open the same for the constructing, making, and maintaining the sewers, shafts, and drains; also powers for the purchase of lands and houses by compulsion and otherwise, and to vary and extinguish all rights and privileges connected with said lands; and powers will also be applied for to make lateral deviations from the lines of the proposed works to the extent and within the limits defined upon the plans hereinafter mentioned.

And notice is also given, that duplicate plans and sections describing the lines and levels of the said intended works, together with books of reference thereto, will be deposited for public inspection, on or before the thirtieth day of November 1847, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, in the said county; with the Clerk of the Peace for the city of Westminster, at his office in Carlisle-street, Soho-square; with the Town Clerk of the city of London, at his office at the Guildhall of the city of London, in the said city; with the Clerk of the Peace for the city of London, at his office at the Sessions-house, Old Bailey, in the said city; with the Clerk of the Tower liberty at his office in Welclose-square, within the Tower liberties and precincts of the said city; with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county; with the

Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, in the said county; and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that, on or before the thirtieth day of November next, a copy of so much of the said plans and sections as relates to each parish in or through which any of the said works are intended to be made or carried, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.—Dated the fifteenth day of November 1847,
J. J. Morewood.

British and Foreign Cattle Market, Abattoir, and Deposit on Sales Company.

NOTICE is hereby given, that application is intended to be made in the ensuing session of Parliament, for leave to bring in a Bill to enable the British and Foreign Cattle Market, Abattoir, and Deposit on Sales Company to regulate their legal proceedings to sue and be sued in the name of their manager or other officer; to govern and regulate their market-place or market-places, slaughter-house or slaughter-houses, stores and buildings; and to appoint fit and proper officers and servants; and to levy, receive, and take certain tolls, rents, rates, and duties for the use of the said market-place or places, abattoir or slaughtering-house or houses, stores or buildings; and to contain further powers and privileges to be mentioned in the said Bill.—Dated this 12th day of November 1847.

Armstrong and Westbrook.

Bowling Iron Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for incorporating the Owners or Proprietors of the Iron-works, commonly called the Bowling Iron-works, now and heretofore carried on at Bowling, in the parish of Bradford, in the county of York, into a Company, by the name of the Bowling Iron Company, or by such other name as Parliament may think fit, or for enabling the said Company to sue and be sued in the name of the Manager, Secretary, or Clerk, or other Officer of the Company, or of any one of the Directors or Shareholders, for the time being, of the Company; and for granting other usual or necessary powers and privileges to the said Company.—Dated this 8th day of November 1847.

W. Malton.

Nelson and Wynn.

Walton, Essex, Improvements.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, vary, amend, extend, enlarge, and continue certain of the powers and provisions of the Act made and passed in the fourth and fifth years of the reign

of Her present Majesty, intituled "An Act to authorise and provide for certain improvements in the town and parish of Walton-le-Soken, otherwise Walton-on-the-Naze, in the county of Essex;" and especially to extend the period and to enlarge the powers of the Commissioners for the compulsory purchase and taking of lands and premises required for the purposes of that Act, to repeal the clause providing that arable, meadow, and pasture land shall not be rated for the purposes of the said Act, and to enact and provide that such land shall be rated according to a scale to be stated and inserted in the Act; and otherwise to alter, vary, amend, repeal, extend, and enlarge certain of the other powers and provisions of the said Act.—Dated this first day of November, one thousand eight hundred and forty-seven.

George Dacre, Stratford, Essex.

Whitehaven and Furness Junction Railway.

(Branches to Whitehaven Harbour, and power to Lease or Purchase Pile Pier and the Furness Railway, or either of them; and to Lease or Sell the Company's Railways and Works, or any of them, to the Lancashire and Yorkshire Railway Company, the Preston and Wyre Railway Harbour and Dock Company, the Whitehaven Junction Railway Company, the North-Western Railway Company, or to the Furness Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, extend, enlarge, and render more effectual, or to repeal some of the powers and provisions of the following Acts, or some of them, that is to say; an Act, passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from Whitehaven, in the county of Cumberland, to a point of junction with the Furness Railway, in the parish of Dalton, in the county palatine of Lancaster, to be called 'The Whitehaven and Furness Junction Railway;'" and of another Act, passed in the ninth and tenth years of the reign of Her said Majesty, intituled "An Act to enable the Whitehaven and Furness Junction Railway Company to make a railway in deviation from their line of railway, and to construct an extension thereof to a point of junction with the Whitehaven Junction Railway;" and of another Act, passed in the sixth and seventh years of the reign of Her said Majesty, intituled "An Act for erecting and maintaining a pier in Pile Harbour, in the parish of Dalton in Furness, in the county palatine of Lancaster;" and of another Act, passed in the tenth and eleventh years of the reign of Her said Majesty, intituled "An Act for extending and enlarging a certain pier in Pile Harbour, in the parish of Dalton in Furness, in the county palatine of Lancaster, and to alter the Act relating thereto;" and of another Act, passed in the seventh year of the reign of Her said Majesty, intituled "An Act for making a railway from Rampside and Barrow to Dalton, Lindale, and Kirkby Ireleth, in the county

palatine of Lancaster, to be called 'The Furness Railway;'" and of another Act, passed in the ninth and tenth years of the reign of Her said Majesty, intituled "An Act to enable the Furness Railway Company to extend their line to Broughton and to Ulverstone, and to make certain branches therefrom, and to extend the Act relating thereto."

And notice is hereby also given, that it is intended to apply for powers in the said Act to make and maintain the railways, branch railways, pier, and shipping places hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all proper and necessary works and conveniences connected therewith, that is to say, a railway or railways, with all proper and necessary roads, approaches, stations, wharfs, shipping places, works and conveniences connected therewith, commencing at and by a junction with the said Whitehaven and Furness Junction Railway, in the township of Preston Quarter, and parish of Saint Bees, in the county of Cumberland, at or near to the point where the present line of the said railway crosses a newly erected bridge about twenty chains northwards from the stream called Sneebra Beek, such stream being the boundary between the townships of Hensingham and Preston Quarter, in the said parish of Saint Bees, and terminating at, in, or near to the yard called "The Patent Slip Yard," situate near the Custom-house, and adjoining to the street called East-strand, in the township of Whitehaven, in the said parish of Saint Bees, belonging to the Right Honourable William Earl of Lonsdale, and now in his possession or occupation; and which said intended railway or railways, and the roads, approaches, stations, works and conveniences connected therewith, are respectively intended to be made in and to pass from, through, or into the several parishes, townships, and places of Saint Bees, Hensingham, Preston Quarter, Mount Pleasant, and Whitehaven, or some or one of them, all in the said county of Cumberland.

And also a branch railway or branch railways, diverging from and out of the said last-mentioned intended railway or railways, commencing in the said township of Whitehaven, in the parish of Saint Bees, in the county of Cumberland, at or near the terminus thereof, in or near to the said yard called "The Patent Slip Yard," extending from thence along the quay or harbour of Whitehaven, and terminating at, upon, or near to the north-west end of the quay or pier called "The New Tongue," within the port or harbour of Whitehaven, and situated in the said township of Whitehaven, together with a pier or piers, wharfs, shipping-places, and other necessary works and conveniences in connection therewith; which said intended branch railway or railways, pier or piers, wharfs, and other works connected therewith, respectively, will pass in or through, and be situate entirely within, the said township of Whitehaven, in the said parish of Saint Bees, or on the bed and shores of the sea adjoining thereto.

And notice is hereby further given, that a plan and section or plans and sections, describing the

lines, levels, and situation of the said intended railways, branch railway, and works, and the lands which may be required to be taken for the purposes thereof, and also a duplicate of each such plan and section, together with books of reference to such plans, respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, respectively, and a published map, with the lines of the said intended railways delineated thereon, and also copies of this notice, will be deposited, for public inspection, on or before the thirtieth day of November, instant, with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, in the same county; and that a copy of so much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes from, in, through, or into which the said proposed railways and other works, or any of them, are intended to be made, maintained, extended, and enlarged, together with a book of reference thereto, and a copy of this notice, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the parish clerk of each such parish, at his place of abode.

And further notice is hereby given, that provision will be made in the said intended Act to empower and authorize The Whitehaven and Furness Junction Railway Company to carry the said undertaking into effect, and also for extending to the said proposed new railway or railways, branch railway, or branch railways, wharfs, piers, shipping-places, and other works connected therewith, respectively, the same or similar powers of levying tolls, rates, and duties on and for the use of the same, respectively, and otherwise, and also for levying other tolls, rates, and duties in respect of the use of the said intended railways, branch railway, and works, or any of them; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to take powers for the purchase of lands and houses, and all estates, rights, and interests therein, by compulsion or agreement, for the purposes thereof, as are given by or contained in the said recited Acts, or either of them; and also to obtain powers for extending the time granted by the said recited Acts, respectively, for the execution of the railways and works authorized by such Acts, or either of them; and also to obtain powers for extending the time granted by the said recited Acts for the compulsory purchase of lands and houses, together with all further and other needful powers in relation to the matters aforesaid.

And it is also intended by such Act to alter, repeal, vary, or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertakings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, branch railway, and works, or any of them, and to confer other rights and privileges.

And further notice is hereby given, that it is proposed by the said intended Act to empower and authorize lateral deviations from the said in-

tended railways, branch railway, and works, respectively, to the extent or within the limits laid down on the plans to be deposited as hereinbefore mentioned; and also, in and by the said intended Act, to give the said Whitehaven and Furness Junction Railway Company, either separately or in conjunction with any other company or corporation, or any person or persons to be named in the said Act, power to stop up, or to alter and divert, either temporarily or permanently, all such turnpike roads, highways, footpaths, streets, roads, tramroads, railways, paths, passages, rivers, canals, navigations, docks, aqueducts, streams, sewers, waters, and water-courses, within the aforesaid parishes, townships, or places, or any of them, or adjoining thereto, as it may be necessary or expedient so to stop up, alter, or divert for the purpose of making, maintaining, or using the said intended railways, branch railway, and works, or any of them.

And further notice is hereby given, that it is intended by such Act to enable the said Whitehaven and Furness Junction Railway Company, or any other company or companies, person or persons who may be minded and named in the said Act, to raise funds out of their corporate or other funds, either jointly or severally, and either by mortgage or the creation of new shares, or additional capital, or otherwise, or to take shares in and subscribe for or towards the construction, maintenance, and use of the said intended new railways and works, or any of them, or any part thereof; and, for such purpose and other purposes, to alter, amend, extend, and enlarge the powers and provisions of the said recited Acts relating to the said Whitehaven and Furness Junction Railway Company.

And notice is hereby also given, that it is intended by the said Act to enable the said Whitehaven and Furness Junction Railway Company to purchase, lease, or rent, and use the Furness Railway, in the said county palatine of Lancaster, and the extensions and branches thereof; and also the wharf, pier, or quay, called "the Pile Pier," situate in Furness, in the said county palatine, and the works thereof, respectively, or connected therewith, or any of them, or any part thereof, respectively; and with all or any of the powers and privileges of the said Furness Railway Company, and of the proprietor, or company of proprietors, of the said pier in Furness, called "Pile Pier," or any of them in connection therewith, or in relation thereto, respectively; and also to raise or contribute funds for or towards the construction, maintenance, and use of such last-mentioned railway, and the extensions and branches thereof, and of such last-mentioned pier and works, respectively; or to guarantee to the said Furness Railway Company, and to the proprietor, or company of proprietors, of the said last-mentioned pier, such interest or profit on their outlay as may be agreed on; and to enable the said Furness Railway Company, and the proprietor or proprietors of the said last-mentioned pier, or any or either of them, or any other company or companies whose railway or railways and works may be in connection with

the said intended railways, branch railway, and works, respectively, and the said Whitehaven and Furness Junction Railway, to enter into or agree upon, and to carry into effect such arrangements with the proprietors of the said companies, respectively, or any of them, and the said Whitehaven and Furness Junction Railway Company in reference to the sale, transfer, leasing, or the use or working of their said railway and pier, respectively, or any part thereof, or any of the works connected therewith, respectively, or any of the powers and privileges relating thereto, as may be mutually agreed on between them, or which shall be necessary and proper for the purposes before mentioned, or any of them.

And it is also intended by the said Act to enable the said Whitehaven and Furness Junction Railway Company to sell, transfer, let, or lease the said Whitehaven and Furness Junction Railway, and the extensions and works thereof, and also the said intended new railways, branch railways, and works, or any of them, or any part thereof, respectively; and with all or any powers and privileges of such company in connection therewith or in relation thereto, respectively, to the Whitehaven Junction Railway Company, or the Furness Railway Company, the Preston and Wyre Railway, Harbour and Dock Company, the Lancashire and Yorkshire Railway Company, and the North Western Railway Company, or any or either of them; and to enable such last-mentioned companies, or any or either of them, to purchase, lease, or rent the said intended new railway or railways, branch railway, and works, and also the said Whitehaven and Furness Junction Railway, or some or one of them, or some part thereof; and to exercise and enjoy all or any of the powers and privileges in relation thereto; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways, branch railway, and works, or any of them; or to guarantee to the said Whitehaven and Furness Junction Railway Company, such interest or profit on their outlay as may be agreed on, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said Whitehaven and Furness Junction Railway Company and the said Whitehaven Junction Railway Company, the said Furness Railway Company, the said Preston and Wyre Railway Harbour and Dock Company, the said Lancashire and Yorkshire Railway Company, and the said North Western Railway Company, or any or either of them.

And further notice is hereby given, that it is intended by the said Act to enable the Whitehaven and Furness Junction Railway Company to raise such additional capital as may be necessary for all or any of the purposes aforesaid, and for the purpose of extending and enlarging the railways, stations, and other works of the said company.

Dated this fourth day of November 1847.

Roy and Company, London; Armitstead and Musgrave, Whitehaven.

Furness Railway.

Amendment of existing Acts, and power to raise a further Sum of Money, and to provide or assist in providing a Communication by Steam-boats with Fleetwood.

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 seventh year of the reign of Her present Majesty, intituled "An Act for making a railway from Rampside and Barrow to Dalton, Lindale, and Kirkby Ireleth, in the county palatine of Lancaster, to be called 'the Furness Railway,' and also the powers and provisions of 'the Furness Railway Extensions Act, 1846;'" or to repeal some of the powers and provisions of the said Acts, and to substitute more ample and effectual powers and provisions in lieu thereof: And it is intended by the said Bill to give power to the Furness Railway Company, established and incorporated by the said first-mentioned Act, to raise a further sum of money. And it is also intended by the said Bill to empower the said company to establish and maintain, or to subscribe towards the establishment and maintenance of, a communication by Steam-boats between Barrow Pile Pier and Fleetwood, all in the said county palatine of Lancaster; and to give powers to the said company to levy tolls, rates, and duties for the use of the steam-boats employed in such communication. And to confer all such rights and privileges upon the said company as may be necessary or desirable for the purposes aforesaid. And it is also intended to insert in the said proposed Bill such other powers and provisions as are usually inserted in Acts of a similar description.

Dated this first day of November 1847.

North Wales Railway.

For Dissolution of Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to authorize the dissolution of the North Wales Railway Company, incorporated by the "North Wales Railway Act, 1845," and the abandonment of the line of railway and works, and the whole undertaking contemplated by and authorized to be constructed by the aforesaid Act, and the "North Wales Railway Amendment Act, 1846;" and, upon such dissolution, to pay and discharge all the debts, liabilities, costs, charges, and expences of and incidental to the said company and undertaking; and, after payment and discharge thereof, to divide, pro rata, among the proprietors of shares, the balance of monies in the hands of the directors of the said company; and also to enable the said company to sell and dispose of the interest of the said company in the said line of railway, or any part thereof, to the Chester and Holyhead Railway Company; or to agree with such last-mentioned company for the making, execution, maintenance, use, and working of the said line of

railway, or any part thereof; and also to authorize such last-mentioned company to purchase, make, execute, maintain, use, and work, or to enter into an agreement for the purchasing, making, execution, maintenance, use, and working of the said line of railway and works authorized by the said Acts, the North Wales Railway Act, 1845, and the North Wales Railway Amendment Act, 1846, or any part thereof; and to take tolls, rates, or duties upon or in respect thereof; and generally to enable the said North Wales Railway Company to enter into, and carry into effect, all such agreements and arrangements in reference to the said line of railway, as may be mutually agreed on between them and the said Chester and Holyhead Railway Company, or as hereinbefore mentioned.

Dated this tenth day of November 1847.

Sturmy and Simpson, 8, Wellington-street, Southwark, Solicitors for the said Bill.

Birkenhead Commissioners' Docks.

(Frontagers on Wallasey Pool.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to enable the owners of lands and hereditaments abutting upon Wallasey Pool, in the county of Chester, and the mortgagees and bondholders, or other creditors holding securities in or upon the undertaking called the Birkenhead Docks, to appoint commissioners for the purpose of carrying on and managing the same, either in conjunction with the present commissioners or otherwise, and for such purposes to vest in the commissioners so to be appointed, either in conjunction with the present commissioners or otherwise, all the said undertaking called the Birkenhead Commissioners' Docks, and all the lands, tenements, and hereditaments, rights, powers, privileges, and authorities, tolls, and duties now vested in or held by the present commissioners thereof, under and by virtue of the several Acts of Parliament following, that is to say; an Act, passed in the seventh and eighth years of Her present Majesty, for constructing tidal basins, a dock, and other works, at Birkenhead, in the county of Chester, and for other purposes; an Act, passed in the eighth year of the reign of Her present Majesty, for the construction of a dock, wharf walls, and other works, by the Birkenhead dock commissioners, at Birkenhead, in the county of Chester; an Act, passed in the tenth and eleventh years of the reign of Her present Majesty, to authorize 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 tenth and eleventh years of the reign of Her present Majesty, to alter and amend the Act 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 to authorize the commissioners to sell or dispose of the said undertaking, lands, tenements, and hereditaments, powers, privileges, and

authorities, tolls, or duties, and of any part or parts of the same, or to lease or demise the same, or any part or parts thereof, and, on such sale, disposition, demise, or lease, to free and discharge the said undertaking, lands, tenements, hereditaments, powers, privileges, and authorities, tolls, and duties, or so much thereof as shall be sold or disposed of, demised or leased, respectively, from all debts, liabilities, and incumbrances, tolls, rights, and duties, affecting the same, under or by virtue of the several Acts of Parliament aforesaid, or any of them; and, for the several purposes aforesaid, or any of them, to repeal, alter, or vary the said several Acts of Parliament, or any of them, and to levy such tolls, rates, or duties, and to alter such existing tolls, rates, and duties, and to confer, vary, and extinguish such exemptions from payments of tolls, rates, or duties, and other rights and privileges, as may be necessary for all or any of the purposes aforesaid.

Laces, Myers, Rigge, and Roscoe, Solicitors for the Bill.

Great Western Railway. (Oxford and Rugby Line.)

Extension of Time for Purchase of Land and Completion of Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend "the Oxford and Rugby Railway Act, 1845," and to extend, in respect of that portion of the line of the Oxford and Rugby Railway which is situate between the point marked 21 miles upon the plans referred to in such Act, and the junction of the said Oxford and Rugby Railway with the London and Birmingham section of the London and North Western Railway, as shewn upon the same plans, the respective periods limited by such Act for the compulsory purchase of lands and houses, and for the completion of the works thereby authorized.

And it is also proposed, by the said intended Act, to continue all powers conferred by the said Oxford and Rugby Railway Act, 1845, for the completion of the said railway, or otherwise, in relation thereto.

And it is also proposed by the said intended Act, and so far as may be deemed requisite for the purposes thereof, to alter, amend, repeal, enlarge, or extend the powers and provisions of the several Acts of Parliament hereinafter mentioned (that is to say), the several Acts following, directly or indirectly relating to or affecting the Great Western Railway Company, which Acts (local and personal) are distinguished in the Queen's Printers' copies thereof, as the 5 & 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 & 4 Victoria, cap. 105; 4 & 5 Victoria, cap. 41; 5 Victoria, session 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 & 8 Victoria, cap. 68; 8 & 9 Victoria, cap. 40; 8 & 9 Victoria, cap. 53; 8 & 9 Victoria, cap. 155;

8 & 9 Victoria, cap. 156; 8 & 9 Victoria, cap. 184; 8 & 9 Victoria, cap. 188; 8 & 9 Victoria, cap. 190; 8 & 9 Victoria, cap. 191; 9 Victoria, cap. 14; 9 & 10 Victoria, cap. 166; 9 & 10 Victoria, cap. 181; 9 & 10 Victoria, cap. 236; 9 & 10 Victoria, cap. 239; 9 & 10 Victoria, cap. 240; 9 & 10 Victoria, cap. 278; 9 & 10 Victoria, cap. 313; 9 & 10 Victoria, cap. 315; 9 & 10 Victoria, cap. 335; 9 & 10 Victoria, cap. 337; 9 & 10 Victoria, cap. 338; 9 & 10 Victoria, cap. 369; 9 & 10 Victoria, cap. 402; 10 & 11 Victoria, cap. 60; 10 and 11 Victoria, cap. 72; 10 & 11 Victoria, cap. 76; 10 & 11 Victoria, cap. 91; 10 & 11 Victoria, cap. 101; 10 & 11 Victoria, cap. 109; 10 & 11 Victoria, cap. 149; 10 & 11 Victoria, cap. 154; 10 & 11 Victoria, cap. 226; 10 & 11 Victoria, cap. 243.—Dated this eighth day of November 1847.

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

Notice of Application to Parliament for a Bill to amend the Oxford Paving Acts.

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 continue the term, and to alter, amend, and enlarge the powers and provisions of three Acts, severally passed in the eleventh, twenty-first, and fifty-second years of the reign of His Majesty King George the Third, for amending certain mileways leading to Oxford, for performing several works, and making improvements in the University and city of Oxford, and the suburbs thereof, and the adjoining parish of Saint Clement; and of another Act, passed in the fifth year of the reign of His late Majesty King William the Fourth, for amending and enlarging the powers of the said three Acts, or to repeal the said Act or Acts, or certain parts thereof, and to grant further and more effectual powers and provisions in lieu thereof, or to consolidate the said Acts; and notice is hereby given, that it is intended by the said Bill to take powers to alter and vary the quotas or proportions in which the University and city of Oxford now contribute to certain rates authorized to be made for paving, pitching, and repairing, and cleansing, and lighting the several public streets, lanes, ways, passages, and places within the University and city of Oxford, the suburbs thereof, and the parish of Saint Clement.—Dated this eleventh day of November 1847.

Congleton Inclosure Act 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 alter, amend, and enlarge some of the powers and provisions contained in an Act, passed in the thirty-fifth year of the reign of His Majesty King George the Third, intituled "An Act for dividing and leasing or letting certain commons or waste grounds within the borough and township of Congleton, in the county of Chester, and for applying the profits

of part of the same in aid of the poor's rate, or other taxes or public expences, within the said township;" and in such Bill provision is intended to be made to enable the trustees appointed by or by virtue of the said Act, to sue and be sued in the name of one of them, or of their clerk, and to sell, exchange, and grant leases, for long terms of years, of all or any parts of the lands, tenements, and hereditaments vested in such trustees by virtue of the said Act; and it is intended to make provision for the application of the money in the manner mentioned in the said Act, or in some other manner to be prescribed in the said Bill. And it is also intended to vary or extinguish any rights or privileges which may interfere with the objects aforesaid, and to confer further powers upon the said trustees.—Dated this tenth day of November 1847.

Thomas Vaudrey, Solicitor.

Whitehaven and Furness Junction Railway.

(Extension or Deviation Line from Silecroft to Foxfield—Abandonment of the Line between Silecroft and the Furness Railway at Ireleth, in the parish of Dalton in Furness—Branches to Whitehaven Harbour, and power to Lease or Purchase Pile Pier and the Furness Railway, or either of them, and to lease or sell the Company's Railways and Works, or any of them, to the Lancashire and Yorkshire Railway Company, the Preston and Wyre Railway Harbour and Dock Company, the Whitehaven Junction Railway Company, the North Western Railway Company, or to the Furness Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, extend, enlarge, and render more effectual, or to repeal some of the powers and provisions of the following Acts, or some of them, that is to say; an Act, passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from Whitehaven, in the county of Cumberland, to a point of junction with the Furness Railway, in the parish of Dalton, in the county palatine of Lancaster, to be called 'The Whitehaven and Furness Junction Railway;'" and of another Act, passed in the ninth and tenth years of the reign of Her said Majesty, intituled "An Act to enable the Whitehaven and Furness Junction Railway Company to make a railway in deviation from their line of railway, and to construct an extension thereof to a point of junction with the Whitehaven Junction Railway;" and of another Act, passed in the sixth and seventh years of the reign of Her said Majesty, intituled "An Act for erecting and maintaining a pier in Pile Harbour, in the parish of Dalton in Furness, in the county palatine of Lancaster;" and of another Act, passed in the tenth and eleventh years of the reign of Her said Majesty, intituled "An Act for extending and enlarging a certain pier in Pile Harbour, in the parish of Dalton in Furness, in the county palatine of Lancaster, and

to alter the Act relating thereto;" and of another Act, passed in the seventh year of the reign of Her said Majesty, intituled "An Act for making a railway from Rampside and Barrow to Dalton, Lindale, and Kirkby Ireleth, in the county palatine of Lancaster, to be called the Furness Railway;" and of another Act, passed in the ninth and tenth years of the reign of Her said Majesty, intituled "An Act to enable the Furness Railway Company to extend their line to Broughton and to Ulverstone, and to make certain branches therefrom, and to extend the Act relating thereto."

And notice is hereby also given, that it is intended to apply for powers in the said Act to make and maintain the railways, branch railways, pier, and shipping-places, hereinafter-mentioned, or some of them, or some part or parts thereof, respectively, together with all proper and necessary works and conveniences connected therewith, that is to say; a railway or railways, with all proper and necessary roads, approaches, and stations connected therewith, in extension of the line of the Whitehaven and Furness Junction Railway, as authorized by the said first-recited Act to be made, commencing by a junction therewith at or near to a certain place called Silecroft, in the parish of Whicham, in the said county of Cumberland, and passing thence from, in, through, or into the several parishes, townships, or extra-parochial places of Whicham, Millom, Millom above, Millom below, Thwaites, Chapel-Sucken, Ulpha, and the sands and sea shore called the Duddon Sands, or some of them, all in the county of Cumberland, and Kirkby, Broughton, Angerton, Middle Quarter, Seathwaite, Dunnerdale, Dunnerdale and Seathwaite, Kirkby Ireleth, and the sands and sea shore called the Duddon Sands, or some of them, all in the said county palatine of Lancaster; and terminating by a junction with the Broughton extension line of the said Furness Railway, as authorized by the said last-recited Act to be made at or near a certain place called Foxfield, in the township of Broughton, and parish of Kirkby Ireleth, in the said county palatine of Lancaster.

And also a railway or railways, with all proper and necessary roads, approaches, stations, wharfs, shipping-places, works, and conveniences connected therewith, commencing at and by a junction with the said Whitehaven and Furness Junction Railway in the township of Preston Quarter, and parish of Saint Bees, in the county of Cumberland, at or near to the point where the present line of the said railway crosses a newly-erected bridge, about twenty chains northward from the stream called Sncebra Beck, such stream being the boundary between the townships of Hensingham and Preston Quarter, in the said parish of Saint Bees, and terminating at, in, or near to the yard called "The Patent Slip Yard," situate near the Custom-house, and adjoining to the street called East-strand, in the township of Whitehaven, in the said parish of Saint Bees, belonging to the Right Honourable William Earl of Lonsdale, and now in his possession or occupation; and which said intended railway or railways last-mentioned, and the roads, approaches, stations, works, and

conveniences connected therewith, are respectively intended to be made in and to pass from, through, or into the several parishes, townships, and places of Saint Bees, Hensingham, Preston Quarter, Mount Pleasant, and Whitehaven, or some or one of them, all in the said county of Cumberland.

And also a branch railway or branch railways, diverging from and out of the said last-mentioned intended railway or railways, commencing in the said township of Whitehaven, in the parish of Saint Bees, in the county of Cumberland, at or near the terminus thereof, in or near to the said yard called "The Patent Slip Yard," extending from thence along the quay or harbour of Whitehaven, and terminating at, upon, or near to the north-west end of the quay or pier called "The New Tongue," within the port or harbour of Whitehaven, and situated in the said township of Whitehaven, together with a pier or piers, wharfs, shipping-places, and other necessary works and conveniences in connection therewith; which said intended branch railway or railways, pier or piers, wharfs, and other works connected therewith, respectively, will pass in or through, and be situate entirely within, the said township of Whitehaven, in the said parish of Saint Bees, or on the bed and shores of the sea adjoining thereto.

And notice is hereby further given, that provision will be made in the said intended Act to relinquish and abandon so much of the original line of the said Whitehaven and Furness Junction Railway, authorized by the said first-recited Acts, as will be rendered unnecessary by the making of the said new line or lines of railway first hereinbefore described, being so much of the original line of the said Whitehaven and Furness Junction Railway within the said parishes of Whicham and Millom, in the said county of Cumberland, and the parish of Dalton in Furness, in the said county palatine of Lancaster, as would have extended from or near a place called Silecroft, in the said parish of Whicham, to the original terminus of the said Whitehaven and Furness Junction Railway, in the township of Above town, in the said parish of Dalton in Furness.

And notice is hereby further given, that a plan and section, or plans and sections, describing the lines, levels, and situation of the said intended railways, branch railway, and works, and the lands which may be required to be taken for the purposes thereof, and also a duplicate of each such plan and section, together with books of reference to such plans, respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, and a published map with the lines of the said intended railways, delineated thereon, and also copies of this notice, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, in the same county, and with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in the said county palatine; and that a copy of so much of the said plans, sections, and books of reference,

respectively, as relates to each of the parishes from, in, through, or into which the said proposed railways and other works, or any of them, are intended to be made, maintained, extended, and enlarged, together with a book of reference thereto, and a copy of this notice will be deposited, for public inspection, on or before the thirtieth day of November instant, with the parish clerk of each such parish, at his place of abode.

And further notice is hereby given, that provision will be made in the said intended Act to empower and authorize the Whitehaven and Furness Junction Railway Company to carry the said undertaking into effect, and also for extending to the said proposed new railway or railways, branch railway or branch railways, wharfs, piers, shipping-places, and other works connected therewith, respectively, the same or similar powers of levying tolls, rates, and duties on and for the use of the same respectively, and otherwise; and also for levying other tolls, rates, and duties in respect of the use of the said intended railways, branch railway and works, or any of them, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to take powers for the purchase of lands and houses, and all estates, rights, and interests therein, by compulsion or agreement, for the purposes thereof, as are given by or contained in the said recited Acts, or either of them; and also to obtain powers for extending the time granted by the said recited Acts, respectively, for the execution of the railways and works authorized by such Acts, or either of them; and also to obtain powers for extending the time granted by the said recited Acts for the compulsory purchase of lands and houses, together with all further and other needful powers in relation to the matters aforesaid.

And it is also intended by such Act, to alter, repeal, vary, or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertakings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, branch railway, and works, or any of them, and to confer other rights and privileges.

And further notice is hereby given, that it is proposed by the said intended Act, to empower and authorize lateral deviations from the said intended railways, branch railway, and works respectively, to the extent or within the limits laid down on the plans to be deposited as hereinbefore mentioned; and also, in and by the said intended Act, to give the said Whitehaven and Furness Junction Railway Company, either separately or in conjunction with any other company or corporation, or any person or persons to be named in the said Act, power to stop up or to alter and divert, either temporarily or permanently, all such turnpike roads, highways, footpaths, streets, roads, tramroads, railways, paths, passages, rivers, canals, navigations, docks, aqueducts, streams,

sewers, waters, and watercourses within the aforesaid parishes, townships, or places, or any of them, or adjoining thereto, as it may be necessary or expedient so to stop up, alter, or divert for the purpose of making, maintaining, or using the said intended railways, branch railway, and works, or any of them.

And further notice is hereby given, that it is intended by such Act to enable the said Whitehaven and Furness Junction Railway Company, or any other company or companies, person or persons who may be minded and named in the said Act, to raise funds out of their corporate or other funds, either jointly or severally, and either by mortgage or the creation of new shares, or additional capital or otherwise, or to take shares in and subscribe for or towards the construction, maintenance, and use of the said intended new railways and works, or any of them, or any part thereof, and, for such purpose and other purposes, to alter, amend, extend, and enlarge the powers and provisions of the said recited Acts relating to the said Whitehaven and Furness Junction Railway Company.

And notice is hereby also given, that it is intended by the said Act to enable the said Whitehaven and Furness Junction Railway Company to purchase, lease, or rent and use the Furness Railway, in the said county palatine of Lancaster, and the extensions and branches thereof, and also the wharf, pier, or quay, called "The Pile Pier," situate in Furness, in the said county palatine, and the works thereof, respectively, or connected therewith, or any of them, or any part thereof, respectively, and with all or any of the powers and privileges of the said Furness Railway Company, and of the proprietor or company of proprietors of the said pier in Furness, called "Pile Pier," or any of them in connection therewith, or in relation thereto, respectively; and also to raise or contribute funds for or towards the construction, maintenance, and use of such last-mentioned railway, and the extensions and branches thereof, and of such last-mentioned pier and works respectively, or to guarantee to the said Furness Railway Company and to the proprietor, or company of proprietors, of the said last-mentioned pier, such interest or profit on their outlay as may be agreed on, and to enable the said Furness Railway Company, and the proprietor or proprietors of the said last-mentioned pier, or any or either of them, or any other company or companies whose railway or railways and works may be in connection with the said intended railways, branch railway, and works, respectively, and the said Whitehaven and Furness Junction Railway, to enter into or agree upon and to carry into effect such arrangements with the proprietors of the said companies, respectively, or any of them, and the said Whitehaven and Furness Junction Railway Company, in reference to the sale, transfer, leasing, or the use or working of their said railways and pier, respectively, or any part thereof, or any of the works connected therewith respectively, or any of the powers and privileges relating thereto, as may be mutually agreed

on between them, or which shall be necessary and proper for the purposes before-mentioned, or any of them.

And it is also intended by the said Act to enable the said Whitehaven and Furness Junction Railway Company to sell, transfer, let, or lease the said Whitehaven and Furness Junction Railway, and the extensions and works thereof, and also the said intended new railways, branch railways, and works, or any of them, or any part thereof, respectively, and with all or any powers and privileges of such company in connection therewith, or in relation thereto, respectively, to the Whitehaven Junction Railway Company, or the Furness Railway Company, the Preston and Wyre Railway Harbour and Dock Company, the Lancashire and Yorkshire Railway Company, and the North Western Railway Company, or any or either of them; and to enable such last-mentioned companies, or any or either of them, to purchase, lease, or rent the said intended new railway or railways, branch railway, and works, and also the said Whitehaven and Furness Junction Railway, or some or one of them, or some part thereof, and to exercise and enjoy all or any of the powers and privileges in relation thereto; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways, branch railway, and works, or any of them, or to guarantee to the said Whitehaven and Furness Junction Railway Company such interest or profit on their outlay as may be agreed on; and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Whitehaven and Furness Junction Railway Company and the said Whitehaven Junction Railway Company, the said Furness Railway Company, the said Preston and Wyre Railway Harbour and Dock Company, the said Lancashire and Yorkshire Railway Company, and the said North Western Railway Company, or any or either of them.

And further notice is hereby given, that it is intended by the said Act to enable the Whitehaven and Furness Junction Railway Company to raise such additional capital as may be necessary for all or any of the purposes aforesaid, and for the purpose of extending and enlarging the railways, stations, and other works of the said company.

Dated this fourth day of November 1847.

*Roy and Company, London,
Armitstead and Musgrave, Whitehaven.*

Liverpool Docks.

Erection of Warehouses and Construction of New Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the trustees of the Liverpool Docks to build (in pursuance of an Act relating to the Liverpool Docks, passed in the session held in the ninth and tenth years of the reign of Her present Majesty) warehouses upon and around the quays of all the docks made or now being made in Liverpool aforesaid, belonging to

the said trustees; and also to authorize the said trustees forthwith to build warehouses on one or more of the dock quays which now belong or shall hereafter belong to the said trustees, in the townships, parishes, or extra-parochial place hereinafter mentioned, or any of them, as soon as may be after the passing of the proposed Act; and also to authorize the said trustees to purchase, by compulsion or agreement, lands, buildings, docks, basins, wharfs, quays, piers, tenements, hereditaments, and premises, within the township and parish of Liverpool, and the townships of Kirkdale and Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, and within the extra-parochial place of Toxteth Park, all in the county of Lancaster, and to extinguish all existing rights and privileges connected with such lands; and to construct and maintain, alter, vary, extend, and enlarge wet docks, graving docks, basins, cuts, piers, wharfs, quays, locks, bridges, and other works, on the said lands, to be purchased as aforesaid in the said townships and parishes, and extending northwardly from lands which the said trustees were, by an Act relating to the docks and harbour of Liverpool passed in the session held in the seventh and eighth years of the reign of Her present Majesty, authorized to purchase; and to construct locks, bridges, and other works in connection therewith; and also to authorize the said trustees to enter into and to perfect contracts and agreements with any bodies politic or corporate, persons, or companies, for effecting all or any of the purposes requisite and necessary to enable the said trustees to construct, lay down, and use communications by signals, by means of electric currents and electric telegraphs, between the town and port of Liverpool and such places or situations in the counties of Lancaster, Chester, Denbigh, Caernarvon, Flint, and the Isle of Anglesea, and Holyhead Island, as the said trustees may deem expedient; and also for the purposes aforesaid, and with the consent of the owners and occupiers thereof, to purchase or rent on lease, or otherwise to hire and take, any lands and hereditaments in such places and situations, or any of them, and to erect signal-houses and other buildings thereon; and to enter into contracts and agreements with any persons or companies for the use of electric telegraphs. And it is further proposed by the said intended Act to take powers for raising further sums of money on security of certificates, and for consolidating (with the consent of the bondholders) the debt secured on the dock rates and duties into stock or consolidated debt bearing one or more rate or rates of interest; and for amending, extending, enlarging, varying, and explaining, or repealing some of the powers and provisions contained in the Acts relating to the docks and harbour of Liverpool, or some of them, passed, respectively, in the eighth year of the reign of Queen Anne, the third year of the reign of King George the First, the eleventh year of the reign of King George the Second, the second, twenty-fifth, thirty-ninth, fifty-first, fifty-third, and fifty-ninth years of the reign of King George the Third, respectively, the sixth and ninth years of

the reign of King George the Fourth respectively, the session held in the eleventh year of the said last-mentioned reign, and of the first year of the reign of King William the Fourth, and in the fourth year of the reign of Her present Majesty, and in the sessions held in the sixth and seventh, and seventh and eighth years of the reign of Her present Majesty, in the eighth year of the reign of Her present Majesty, and in the session held in the ninth and tenth years of the reign of Her present Majesty, and for taking further and other powers relative to the present and future docks, warehouses, and works of the said trustees.

And notice is hereby further given, that, on or before the thirtieth day of November instant, plans and sections relating to the proposed works as required by the standing orders of Parliament, and describing the lands required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, buildings, and premises, and a copy of this notice as published in the London Gazette, will be deposited, for public inspection, with the Clerk of the Peace for the said county of Lancaster, at his office in Preston, and with the Clerk of the Peace for the borough of Liverpool, at his office in Liverpool aforesaid, and with the parish clerks of the said parishes of Liverpool and Walton-on-the-Hill respectively, and with the clerk of Saint James's Church, in Toxteth Park aforesaid, at their respective places of abode in the said parishes and extra-parochial place.—Liverpool, 8th November 1847.

George Worthington,
Solicitor to the Trustees of the
Liverpool Docks.

Derby Water Works Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for better supplying with water the inhabitants of the several parishes, townships, and extra-parochial or other places of Saint Alkmund, Saint Michael, All Saints, Saint Werburgh, and Saint Peter, in or near the borough of Derby, in the county of Derby, and the several parishes, townships, and extra-parochial or other places of Little Chester, Darley otherwise Darley Abbey, and Litchurch, all in the said county of Derby; and for that purpose to make and construct a reservoir or reservoirs, in the township of Horsley, in the parish of Horsley, in the said county of Derby, at or near a certain place called Coxbench; and also a reservoir or reservoirs in the said last-mentioned township and parish, at or near a certain place called Horsley Carr; and also a reservoir or reservoirs in the parish of Breadsall, in the said county of Derby, near a certain village or place called Breadsall; and to lay mains, and to make and maintain cuts, aqueducts, and other works from, in, to, through, into, or near the several parishes, townships, and extra-parochial or other places of Duffield, Holbrook, Horsley, Breadsall, Allestree, Little Ches-

ter, Little Eaton, Darley otherwise Darley Abbey, and Litchurch, in the said county of Derby; and Saint Alkmund, Saint Michael, All Saints, Saint Werburgh, and Saint Peter, in or near the said borough of Derby.

And to take powers for acquiring, by compulsion and by agreement, and for holding lands, houses, and other property necessary to and for the said works, or any of them, and also to take powers for collecting, obtaining, and using the waters, or some portion thereof, from or of certain lands, rivers, brooks, streams, springs, and sources, which waters either directly or derivatively flow or proceed into the river Derwent navigation, otherwise the river Darwent navigation, the Derby Canal, the Erewash Canal, the navigation from the Trent to the Mersey otherwise the Grand Trunk Canal, and the river Trent navigation, or some or one of them, and to divert such waters, or some of them, into the said intended reservoirs, cuts, aqueducts, and other works, or some of them, and to take powers to use, cross, divert, or alter public roads or ways, as may be necessary for the purpose of the works aforesaid.

And to take powers by the said Act to levy and charge rates, rents, and remunerations; and also to incorporate a company for carrying out the above-mentioned objects, and to enable such company to raise and borrow money for the purposes aforesaid; and also to take power to alter, vary, or extinguish all existing rights and privileges connected with the lands, waters, houses, and other property necessary to and for the works aforesaid, or which would or could in any way impede or interfere with the objects aforesaid, or contemplated by the said Act, or any of them, and, where necessary or expedient, to confer other rights and privileges; and to take powers to enable the said company to purchase the fee simple of, or to take upon lease, either for the remainder of any existing term or terms of years, or for a fresh term of years, or otherwise to acquire and by compulsion and by agreement or otherwise, and to hold, and either for the purpose of continuing the same as a water works undertaking or not, the buildings, engines, mains, pipes, works, property, estate, and effects, or any of them, or any part thereof belonging to or held by certain parties now supplying water to parts of the town of Derby aforesaid, and carrying on business under the name or style of the Derby Water Works otherwise the Derby Water Works Proprietors, and all the rights, powers, privileges, and authorities of the said parties of or in relation to the same, and to enable the said parties to sell or to grant, or assign or transfer a lease or leases of their buildings, engines, mains, pipes, works, property, estate and effects, rights, powers, privileges, and authorities, or any of them, or any part thereof; and to take powers for that purpose to alter, repeal, or amend such part of an Act, passed in the sixth year of the reign of His Majesty King George the Fourth, entitled An Act for better paving and otherwise improving the borough of Derby, as applies or relates to the share

or shares, or proprietorship of the commissioners appointed under and by virtue of the said last-mentioned Act, of and in the said buildings, engines, mains, pipes, works, property, estate and effects, rights, powers, privileges, and authorities, or any of them, or any part thereof, belonging to the said parties so carrying on business as aforesaid, under the name or style of the Derby Water Works otherwise the Derby Water Works Proprietors; and to take powers to enable the said company to sell the undertaking, for carrying out which it is so intended to take powers of incorporation as aforesaid, to the Mayor, Aldermen, and Burgesses of the said borough of Derby, or to the said Commissioners appointed under and by virtue of the said Act passed in the sixth year of the reign of His Majesty King George the Fourth, or to any other public body of Commissioners which may hereafter be appointed or constituted, for the purpose of improving the said borough, or to lease the said undertaking.

And notice is also hereby given, that the termini of the works hereinbefore mentioned are respectively situated as follows, namely; in the township of Holbrook, in the parish of Duffield, at or near the junction of a certain spring or brook with a certain stream or brook called the Bottle Brook, in or near a certain field called the Brown Roods, now or late in the occupation of William Chambers; also in the township of Horsley aforesaid, in or near a certain field or certain fields called respectively the Fish Pond Close and the Little Corn Close, both now or late in the occupation of Thomas Rogers, one or both of them, near Coxbench aforesaid; also in the township of Horsley aforesaid, in or near a certain wood or plantation called Horsley Carr; also in the parish of Breadsall aforesaid, in or near a certain field called the Pease Hill, now or late in the occupation of George Winfield; also in the parish of Breadsall aforesaid, in or near a certain field or certain fields called the Boose Moor, at or near the said village of Breadsall, now or late in the occupation of Hannah Porter; also in the parish of Breadsall aforesaid, in or near a certain plantation called the Rough, at or near the said village of Breadsall; also in the parish of Allestree aforesaid, in or near a certain field adjacent to the river Derwent called the Alders, now or late in the occupation of Thomas Tatem; also in the parish of Allestree aforesaid, in or near the said last-mentioned field; also in the parish of Allestree aforesaid, in or near a certain field adjacent to the river Derwent, called the Pasture, now or late in the occupation of John Collinson; and also in the township of Litchurch, in the parish of Saint Peter, in the said county of Derby, at or near a certain place called the Midland Railway Station.

And notice is hereby also given, that duplicate plans and sections of the said reservoirs, cuts, aqueducts, and other works to be made and maintained as aforesaid, together with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Derby, at his

office in Chesterfield, in the said county of Derby, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the said reservoirs, cuts, aqueducts, and other works, are intended to be made and maintained, together with a copy of this notice as published in the London Gazette, will also be deposited, for public inspection, with the parish clerk of each such parish at his residence, on or before the said thirtieth day of November instant.—Dated the ninth day of November one thousand eight hundred and forty-seven.

*Jessopp, Son, and Burnaby,
Simpson, Frear, and Simpson,
Solicitors, Derby.*

Bradford Sewage, Manure, and Irrigation Company.

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 constructing and maintaining cuts or conduits, to commence at or near the junction of the roads called Great and Little Horton-roads and the Manchester-road, in Tyrrell-street, or Chapel-lane, in the township and parish of Bradford, in the west riding of the county of York, and running through, under, across, or along the several streets hereinafter mentioned, that is to say, the said street called Tyrrell-street, Bridge-street, Market-street, Kirkgate, Well-street, Commercial-street (properly belonging to the Leeds and Bradford Railway Company), and Railroad-street, all in the township and parish of Bradford, aforesaid, and to terminate at or near the Leeds and Bradford Railway Station, in Bradford aforesaid, in a field or parcel of land belonging to the Reverend Godfrey Wright and Charles Swaine Wright, and in the occupation of Adam Hutchinson; and also another cut or conduit commencing on the Bradford and Eccleshill turnpike road, at or near a place there called Spinkwell Toll Bar, and terminating in the aforesaid cut or conduit, at or near the bottom of Kirkgate or Well-street, in Bradford aforesaid; and also another cut or conduit commencing in Bridge-street, at or near Norfolk-street, and terminating in the first-mentioned cut or conduit in Market-street; and also another cut or conduit commencing at or near the Queen's Soke Mills, in Bradford aforesaid, and terminating in the first-mentioned cut or conduit in Bridge-street, at or near the Bowling-green Inn; and also to construct a reservoir or reservoirs, in, at, or near a field or parcel of land belonging to the Reverend Godfrey Wright and Charles Swaine Wright, at or near the said Leeds and Bradford Railway Station, in Bradford aforesaid, and occupied by Adam Hutchinson; and also a reservoir or reservoirs, in, at, or near a certain field or parcel of land in the township of Manningham, in the parish of Bradford, adjoining Bolton-lane, belonging to John Douglas, Esquire, and occupied as a garden by Thomas Ward and John Ward; and also to construct and maintain

another reservoir or reservoirs, in or near certain fields or parcels of land, respectively belonging to the Earl of Rosse and William Bradley Wainman, Esquire, and respectively occupied by David Lee, James Smith, and John Firth, near to the Shipley Station on the Leeds and Bradford Railway, and in the township of Shipley, and in the parish of Bradford, in the county of York; and also to lay down and maintain a pipe or pipes, main or mains from such first-mentioned reservoir or reservoirs, near to the Leeds and Bradford Railway Station aforesaid, over, under, and along a certain road belonging to the Leeds and Bradford Railway Company, and terminating in, at, or near the said reservoir or reservoirs, situate near to Bolton-lane, in the township of Manningham aforesaid; and also to lay down and maintain a pipe or pipes, main or mains, from such last-mentioned reservoir or reservoirs, over, under, or across the said road belonging to the Leeds and Bradford Railway Company, in the township of Manningham aforesaid, and also over, under, across, or along the Leeds and Bradford Railway, in the several townships of Manningham, Heaton, and Shipley, in the said parish Bradford, and terminating in the reservoir or reservoirs, at or near the Shipley Station, in the aforesaid fields or parcels of land belonging to the Earl of Rosse and William Bradley Wainman, Esquire, in the said township of Shipley, together with all necessary stations, pipes, engines, works, and conveniences connected therewith, which said cut or cuts, conduit or conduits, mains, pipes, and other works, will be made or passed from, in, through, or into the parish of Bradford, in the county of York, and the respective townships of Bradford, Manningham, Heaton, and Shipley, in the west riding of the county of York; and it is intended to obtain powers to collect, impound, and carry away, by means of such aforesaid works, the sewage water flowing through certain drains and sewers, in the township and parish of Bradford aforesaid, and now emptied into a certain brook called the Bradford Beck, and Bradford Canal, and called or known by the several names of the Tyrrell-street Drain, the Market-street Drain, the Commercial-street Drain, the Railway-street Drain, the Eccleshill-road Drain, the Broad-stones Drain, the Well-street Drain, the Bridge-street Drain, and the Mill-bank Drain; and to treat the said sewage water so collected and impounded chemically, and to separate from the water the solid matter contained therein; and also to collect and solidify the noxious gasses which may be evolved therefrom, and to distribute the same for agricultural purposes. And it is intended to apply for power to deviate in the construction of the proposed works to such extent as will be shewn or defined on the plans hereinafter referred to. And it is also intended to incorporate certain persons into a company, and to grant to such company all necessary powers for carrying out the objects and purposes aforesaid; and also to obtain powers for the purchase of lands and houses by compulsion or agreement, and to open or break up, either compulsorily or otherwise, the soil or pavement of all such roads, sewers, drains, and public

or private ways, within the said parish or townships, or some or one of them, which it may be necessary to open or break up for the purpose of laying down thereunder mains or pipes, or of otherwise carrying into execution the objects and purposes aforesaid; and further, to obtain power for selling the sewage water, and other matter so collected, impounded, and carried away, and for recovering all sums due, from time to time, to the said company for the same. And it is also intended to alter, vary, or extinguish all rights and privileges connected with the lands and houses, sewers, streets, roads, and ways so proposed to be purchased or leased as would in any manner impede or interfere with the maintenance or construction of the said intended works, or any of them, and to confer other rights and privileges. And notice is hereby further given, that plans and sections of the proposed works, with books of reference, together with a copy of this notice, respectively, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield, in the said riding; and that, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to the parishes within which the said works are intended to be made, together with a copy of this notice, will be deposited with the parish clerk of each parish, at his place of abode.—Dated this ninth day of November 1847.

Charles Lees, Solicitor, Bradford.

Oswestry Markets and Fairs.

(For regulating, improving, and removing the Markets and Fairs held in the Borough and Liberties of Oswestry.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Mayor, Aldermen, and Burgesses of the borough of Oswestry, in the county of Salop, or the Council thereof, for the time being, either alone or in conjunction with the Justices of the Peace for the county of Salop, resident within or within seven miles from the town and borough of Oswestry, to regulate the markets and fairs held within the said borough and liberties thereof, and to erect, provide, and regulate markets and market-places, with all proper approaches thereto and conveniences connected therewith, and to remove or improve the existing markets and fairs, and to establish bye-laws for the government and regulation of the said markets, and also the cattle, sheep, pig, horse, butter, cheese, and other fairs, held within the said borough and liberties.

And by such Act it is intended to take power for the establishment, erection, and maintenance of a public slaughter-house or slaughter-houses, and all other requisite conveniences, 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 in the said borough and liberties thereof.

And it is also intended by the said Act to enable the said Mayor, Aldermen, and Burgesses or the said Council, either alone or in conjunction with the said Justices as aforesaid, to purchase lands, houses, and buildings, by compulsion or agreement, and to hold the same and any other lands, houses, and buildings, for all or any of the purposes aforesaid; and also to vary, repeal, or extinguish all existing rights or privileges connected with such lands, houses, and buildings, or which would in any manner impede or interfere with the execution of the purposes aforesaid.

And it is further intended by such Act to enable the said Mayor, Aldermen, and Burgesses, or the said Council, either alone or in conjunction with the said Justices as aforesaid, to levy and receive tolls, rates, rents, and duties, for or in respect of the existing or of the said intended markets and fairs, or for standage or stallage therein; and to raise money or capital for the purposes of the said Act, wholly or in part, upon the credit or security of the said tolls, rates, rents, and duties, and to alter the existing tolls, rates, rents, and duties, and to grant exemptions from any of such tolls, rates, rents, and duties, and also to extinguish all existing rights to standage or stallage within the streets or public passages or roads within the said borough and liberties thereof.

And it is also intended by such Act, if necessary, to take power to extinguish all right of cartway (if any) in, along, or through a certain passage, commonly called The Clawdd-dû, situate within the said borough; and also powers for altering, widening, and improving a certain passage or way, leading from or out of Church-street to the road leading from Lower Brook-street, to Salop-road within the said borough and liberties thereof, for the purpose of forming a convenient approach to the intended New Cattle Market to be erected under the powers of the said intended Act; and it is also intended to apply for powers to stop up or divert a certain road or way leading from the Castle-field, at the back of the Town-hall, to or towards a certain place called or known by the name of the Pitcher Bank, and all other roads or streets which may in any manner interfere with the construction of or impede the use of the said markets or fairs, or any of them.

And it is further intended by such Act to transfer to and vest in the said Mayor, Aldermen, and Burgesses, either alone or in conjunction with the said Justices as aforesaid, all existing markets and market-places within the said borough and liberties, and all tolls, rates, stallages, rents, and duties now levied in respect thereof, and any land, buildings, or houses already purchased for the purposes of the markets and market-places within the said borough and liberties thereof.—Dated this ninth day of November 1847.

Richard J. Croxon, Town Clerk.

Tyne Direct Ferry Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a com-

pany under the above title, and to give to such company powers to establish and maintain a ferry or ferries, or steam communication across the river Tyne, between the towns of North Shields, in the county of Northumberland, and South Shields, in the county of Durham, and also between Willington Quay, in the county of Northumberland, and Jarrow, in the county of Durham, and the townships and parishes adjoining, or near to such towns and places respectively; and to enable such company to make and maintain stations, wharfs, landing-places, approaches, and other works, on or near to the banks of the said river, at certain places in or near to the said towns of North Shields and South Shields, and to the said Willington Quay and Jarrow respectively, for the accommodation of passengers, cattle, and goods carried, or to be carried, across the said river Tyne by the said company; which said ferry or ferries, steam communications, stations, wharfs, landing-places, approaches, and other works will be situate in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, that is to say; the parish of St. Nicholas, in the town and county of the town of Newcastle-upon-Tyne, the townships of North Shields and Chirton, in the parish of Tynemouth, and the parish of Wallsend, or some of them, in the county of Northumberland, and the townships of South Shields and Westoe otherwise Wivestoe, both in the parochial chapelry of St. Hilda, and the township of Hedworth Monkton and Jarrow, in the parish of Jarrow, or some of them, in the county of Durham.

And it is intended in the said Bill to apply for powers for the compulsory purchase of the property, to be described on the plans after-mentioned; and also for powers to divert, alter, or stop up any street, road, passage, or place in the several parishes, townships, and extra-parochial places aforesaid, which it may be necessary to divert, alter, or stop up, for the purposes aforesaid; and also powers for levying tolls, rates, and duties for the carriage of passengers, cattle, and goods, and for the use of the said ferries, stations, wharfs, landing-places, and other works; and it is intended to confer, vary, or extinguish exemptions from payment of rates, tolls, and duties, and other rights and privileges.

And it is also intended to repeal or alter so much of an Act, passed in the tenth year of the reign of His Majesty King George the Fourth, intituled "An Act for establishing a ferry across the river Tyne, between North Shields, in the county of Northumberland, and South Shields, in the county of Durham, and for opening and making proper roads, avenues, ways, and passages to communicate therewith," as will interfere in any way with the establishment of the said intended new ferries, or steam communications, or as prohibits any ferry, other than the ferry authorized by the said Act, being set up or used across the said river Tyne, within the limits of the said parish of Tynemouth, and within the limits of the said townships of South Shields and Westoe otherwise Wivestoe, in the said parish of Jarrow, and

as inflicts a penalty on any company or person ferrying or carrying for hire within the limits aforesaid.

And notice is hereby further given, that duplicate plans, describing the situation of the said ferries or steam communications, and the property to be taken for the purposes thereof, and of the said stations, wharfs, landing-places, approaches, and other works, together with a book of reference thereto, and a copy of the notice of application, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne; with the Clerk of the Peace for the town and county of the town of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne; and with the Clerk of the Peace for the county of Durham, at his office at Durham; and, on or before the said thirtieth day of November, a copy of so much of the said plans and book of reference as relates to each of the parishes aforesaid in or through which the said ferries and other works aforesaid will pass or be situate, 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.

Thomas Carr Lietch, Solicitor for the Bill.

Monkland and Kirkintilloch, Ballochney, and Slamannan Railways

(Amalgamation, or Sale, or Lease, and Amendment, or Repeal of Acts) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for the purposes following, or some of them, that is to say; to authorize and effect, or to enable the Monkland and Kirkintilloch Railway Company, the Ballochney Railway Company, and the Slamannan Railway Company, to effect an amalgamation of the said companies, and the undertakings belonging to them respectively, with each other, and to form one corporation or company of the said companies, and to vest in such amalgamated company all the capital, stock, property, lands, hereditaments, works, estates, effects, powers, rights, privileges, and authorities, belonging, or which may belong to, or be vested in the said companies, proposed to be amalgamated, and to make provision for fixing the share or interest in the said amalgamated company of the shareholders in the said Monkland and Kirkintilloch, Ballochney, and Slamannan Railway Companies respectively, and for the division of profits among such shareholders.

Or, alternatively, it is intended by the said Bill or Bills to authorize and carry into effect a sale and purchase, or a lease, by one or more of the said Monkland and Kirkintilloch, Ballochney, and Slamannan Railway Companies, of the undertaking or undertakings belonging to such company or companies, to the other or others of the said com-

panies, or to enable the said companies respectively, to enter into, and complete such sale and purchase, or to grant and accept such lease; and also to make arrangements with each other for fixing the terms upon which such sale and purchase shall take place, or such lease be entered into.

And it is also intended by the said Bill or Bills to enable the said Monkland and Kirkintilloch, Ballochney, and Slamannan Railway Companies, to make arrangements with each other for fixing the terms upon which the said companies may conduct or be interested in the traffic on their respective undertakings.

And it is also intended by the said Bill or Bills to authorize the said Monkland, and Kirkintilloch, Ballochney, and Slamannan Railway Companies, or any of them, or the said amalgamated company, or the company or companies who may purchase, or take on lease, the undertaking or undertakings belonging to the other or others of the said companies, to raise money by the creation of additional shares and otherwise, and to guarantee the payment of a dividend thereon to the holders thereof, and to guarantee the payment of a dividend on the shares or some of them which the said companies or any of them have raised or are authorized to raise by means of shares, and to confer on the holders of the said shares all or some of the powers, rights, and privileges, which belong to the shareholders of the said companies, or may be vested in the shareholders of the said amalgamated company, or of the company or companies who may purchase or take on lease the undertaking or undertakings belonging to the other or others of the said companies.

And it is intended for these and for other purposes to consolidate and to alter, amend, enlarge, and partially or wholly repeal some of the powers and provisions of the several Acts relating to and concerning the Monkland and Kirkintilloch Railway, passed respectively in the fifth year of the reign of His late Majesty King George the Fourth, the fourth year of the reign of His late Majesty King William the Fourth, and the third, seventh, ninth, and tenth years of the reign of Her present Majesty; and of the several Acts relating to and concerning the Ballochney Railway, passed respectively in the seventh year of the reign of His late Majesty King George the Fourth, the sixth year of the reign of His late Majesty King William the Fourth, and the third, seventh, and tenth years of the reign of Her present Majesty; and of the several Acts relating to and concerning the Slamannan Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, third, and tenth years of the reign of Her present Majesty; and of the Slamannan and Borrowstounness Railway Act, 1846, and in so far as necessary for carrying into effect the purposes before specified, to amend such of the provisions of the several Acts after recited as relate to the said Monkland and Kirkintilloch, Ballochney, and Slamannan Railways, or Railway Companies, or any of them, that is to say; an Act passed in the eighth year of the reign of Her present Majesty,

intituled "An Act to alter, amend, enlarge, and in part repeal the Acts relating to the Wishaw and Coltness Railway," "The Gloggow, Airdrie, and Monklands Junction Railway Act, 1846," "The Glasgow, Airdrie, and Monklands Junction Railway (Cowlairs Branch) Act, 1847," "The Caledonian Railway Act, 1845," and "The Caledonian Railway (Glasgow, Garnkirk, and Coatbridge Branch) Act, 1846."

And it is further proposed by the said Bill or Bills to repeal or alter the existing tolls, rates, and duties authorized to be levied by the said recited Acts, or some of them, and to enable the said amalgamated company, or the company or companies who may purchase or take on lease the undertaking or undertakings belonging to the other or others of the said companies, to fix and levy tolls, rates, and duties; and it is also intended by the said Bill or Bills to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to vary or extinguish existing rights and privileges which may be vested in the said companies, or any of them, or in the shareholders or other persons interested therein, or in other persons or corporations, and to confer other rights and privileges.

Mitchell, Henderson, and Mitchell, Solicitors for the Bill.

Glasgow, November 11, 1847

Manchester, Buxton, Matlock, and Midlands Junction Railway, Deviation and Branches.

Deviation between Taxal and Darley, with Branches to Buxton, Bakewell, and to join the Midlands Railway, in the Parish of Duffield, and Extension of Time for purchasing Lands.

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 alter, amend, and enlarge the powers and provisions of "The Manchester, Buxton, Matlock, and Midlands Junction Railway Act, 1846," and of "The Manchester, Buxton, Matlock, and Midlands Junction Railway Act, 1847," in which said Bill it is intended to apply for powers to deviate the line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, authorized by the said Acts, or one of them, and to construct in lieu thereof the railway hereinafter described, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, that is to say; a deviated line of railway to commence in a field in the township of Yeadsley cum Whaley, in the parish of Taxal, in the county of Chester, numbered 27 in the said township in the Parliamentary plan of the said Manchester, Buxton, Matlock, and Midlands Junction Railway deposited with the Clerk of the Peace for the county of Chester, in the month of November 1846; and belonging to John William Jodrell, Esq., and in the occupation of James Mellor, and to terminate by a junction with the present authorized line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, at a point in the township of Darley and parish of

Darley, in the county of Derby, where the same railway crosses or is intended to cross the turnpike road leading from Chesterfield to Matlock and Darley, and numbered 79 in the said township of Darley, on the plan of the same railway, deposited with the Clerk of the Peace for the county of Derby, in the month of November 1846; which said deviated line of railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Taxal otherwise Taxall, Whaley cum Yeadsley otherwise Yeadsley cum Whaley, Whaley, Whaley Bridge Hockerley otherwise Hockerley Hall, and Goyts Bridge, in the county of Chester; Chapel-en-le-Frith, Coombs Edge or Combs Edge, Bowden Edge, Bradshaw Edge, Bowden Chapel, Whitehough, Milton, Chapel Milton, Chapel Town End, The Wash, Malcroft, Roych Tor, Roych Clough, Cowburn or Cobourne, Peak Forest, Glossop, Chinley Bugsworth and Brownside, Chinley, Bugsworth, Brownside, Brierley, Mellor, Ollersett, Beard, Thornsett, Whitle, Beard Ollersett Thornsett and Whitle, Chinley Chapel, Lane Side, The Roych, Castleton, Edale, Edale Chapel, Upper Booth, Barber Booth, White Booth, Grindsbrook or Grimesbrook, Grindsbooth or Grindsbrook Booth, Oller Brook or Owler Brook, Oller Booth, Lady Booth or Nether Booth, Hope, Fernilee, Aston, Thornhill, Brough, Shatton, Nether Shatton, Upper Shatton, Shatton and Brough, High Low, Nether Padley, Offerton, Stoke otherwise Stoke and Goatcliffe or Goldcliffe, Wardlow, Woodland, Mythom or Mytholm Bridge, Fullwood, Knouchley, Hathersage, Bamford, Outseats otherwise Hathersage Outseats, Stoney Middleton, Stoney Middleton in Hathersage, Derwent or Darwent, Upper Padley, Eyam, Woodland Eyam, or Eyam Woodlands, Stoney Middleton in Eyam, Grindleford Bridge, Baslow, Froggatt, Calver, Curbar, Bubnell, Brambley or Bramley, Bakewell, Beeley, Hassop, Nether Haddon, Over Haddon, Rowsley, Great Rowsley, Edensor, Pilsley, Calton otherwise Calton Lees, Chatsworth, Youlgreave, Stanton, Darley or Darleigh otherwise Darley Dale, Wensley, Snitterton, Wensley and Snitterton, Little Rowsley, Stancliff or Stonecliff, Tinkersley, and Matlock, in the county of Derby.

And it is also intended to apply for power to relinquish so much of the authorized line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway as lies between the said point at which the said deviated line of railway is intended to commence, and the said point at which the same is intended to terminate.

And notice is hereby further given, that it is intended to take powers in the said Bill to make the following branch railways, or some of them, out of the above-described intended deviated line of railway, that is to say;

A branch to be called the Buxton Branch, to commence in a field in the township of Bowden Edge, in the parish of Chapel-en-le-Frith, in the county of Derby, and belonging to the Reverend William Bagshaw, and in the occupation of Isaac Wilson, and to terminate at a field in the township

of Fairfield, in the parish of Hope, in the said county of Derby, belonging to his Grace the Duke of Devonshire, and in the occupation of William Lees, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say; Chapel-en-le-Frith, Bradshaw Edge, Bowden Edge, Coombs Edge or Combs Edge, Bowden Chapel, Whitehough, Milton, Chapel Milton, Chapel Town End, The Wash, Stodhart, Blackbrook, Barmoor, Barmoor Clough, Sittinglow, Peak Forest, Glossop, Chinley, Bugsworth, Brownside, Chinley Bugsworth and Brownside, Tideswell, Wormhill, Doveholes, Doveholesdale, Hope, Fairfield, Bakewell, and Buxton, in the county of Derby.

A branch to be called the Bakewell Branch, to commence in a field in the township of Great Rowsley, in the parish of Bakewell, in the county of Derby, belonging to his Grace the Duke of Rutland, and in the occupation of George Elliott, and to terminate at a public highway, commonly called Granby Road, adjoining the cattle market in the town of Bakewell, in the parish of Bakewell, in the county of Derby; and passing from, in, through, and into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Darley or Darleigh otherwise Darley Dale, Little Rowsley, Wensley, Snitterton, Wensley and Snitterton, Stanciff or Stonecliff, Tinkersley, Youlgreave, Stanton, Great Rowsley, Bakewell, Beeley, Nether Haddon, Over Haddon, Ashford, Great Longstone otherwise Great Longstone and Holme, Hassop, Baslow, Edensor, Pilsley, Calton otherwise Calton Lees, and Chatsworth, in the county of Derby.

And it is also intended to take powers in the said Bill to make a branch railway from and out of the authorized line of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, to commence in a field belonging to Francis Hurt, Esquire, and in the occupation of Robert Hay, in the township of Heage, in the parish of Duffield, in the county of Derby, numbered 2 in the same parish, on the plan of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, deposited in the month of November 1845, with the Clerk of the Peace for the said county of Derby, and to terminate by a junction with the Midlands Railway at a point three hundred and fifty links, or thereabouts, south of the bridge by which a certain public highway in the said township of Heage, called or known by the name of Toadmoor Lane, is carried over the said Midlands Railway, and which public highway is numbered 10 in the same parish, on the plan so deposited with the Clerk of the Peace for the county of Derby, in the month of November 1845; and passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say; Duffield, Heage or High Edge, Crich, Lea, Dethick, Holloway, Wirksworth and Alderwasley, in the county of Derby.

And it is also intended to apply for powers to make lateral deviations from the lines of the said

railways and works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, streets, and other highways, streams, canals, sewers, pipes, navigations, bridges, railways, and tram-roads within the said parishes, townships, extra-parochial, and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said proposed railways and works.

And notice is hereby further given, that a plan of the said proposed railways and works, and also a duplicate of such plan and a section and duplicate thereof, together with books of reference thereto, and also a published map with the intended lines of railway delineated thereon, together with a copy of this notice as published in the London Gazette, will be deposited, for public inspection, with the Clerk of the Peace for the county of Chester, at his office at Chester, in the said county, and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the said county, on or before the thirtieth day of November 1847; and, on or before the said thirtieth day of November 1847, a copy of so much of the plan and section as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and, in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his dwelling-house.

And notice is hereby further given, that it is intended to extend the time limited by the said Acts, or either of them, for the compulsory purchase, for the purposes of the said Manchester, Buxton, Matlock, and Midlands Junction Railway, of lands and houses lying between the authorized junction of the same railway with the Manchester and Birmingham line of the London and North-Western Railway at Cheadle, in the county of Chester, and the said field in the township of Yardsley-cum-Whaley, numbered 27 in the said township, on the Parliamentary plan so deposited with the Clerk of the Peace for the county of Chester, in the month of November 1846, as aforesaid, and also lying between the said point in the township of Darley, and parish of Darley, where the said Manchester, Buxton, Matlock, and Midlands Junction Railway crosses or is intended to cross the said turnpike road leading from Chesterfield to Matlock and Darley, and the authorized junction of the same railway with the Midlands Railway at Ambergate.

And notice is hereby further given, that it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said railways and works, and to alter existing tolls, rates, or duties, and to confer,

vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to vary or reduce the capital authorized to be raised by the said Acts, or one of them.

James Wheeler, Westminster,
Solicitor for the proposed Bill.

Dated this tenth day of November 1847.

Manchester and Southampton Railway.

Line from Andover to Cheltenham, to join the Midland Railway, with a connecting line to join the Great Western Railway at Swindon, with power to the Midland Railway Company to subscribe towards the Undertaking.

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 make and maintain a main line of railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence in the parish of Andover, in the county of Southampton, by a junction with the intended Basingstoke and Salisbury Extension of the London and South Western Railway, at a distance of twenty yards, or thereabouts, from the centre of a bridge for carrying the same extension railway over the road from Andover to Charlton, on the Salisbury side of such bridge, being at the proposed point of junction of the Andover and Southampton Junction of the London and South Western Railway with the said Basingstoke and Salisbury Extension Railway, and to terminate by a junction with the portion of the Midland Railways heretofore called the Birmingham and Gloucester Railway, in the hamlet of Alstone otherwise Arlestone, in the parish of Cheltenham, in the county of Gloucester, at a certain bridge for carrying the Lansdowne road over the said last-mentioned railway, which said main line of railway and works connected therewith will be made in or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say:—

In the county of Southampton,
Andover otherwise Andover, Charlton, Knights Enham otherwise Enham Knights, Foxcote otherwise Foxcote, Penton Mewsey, Weyhill with Penton Grafton, Appleshaw Bottom, Clanville, Rambridge, Monkston, Appleshaw, Dansey, Chilly Down-Ampert, Thrupton, Fyfield otherwise Fyfield, Redenham, Kimpton, Upper Shoddesden, Lower Shoddesden, Shodsdowen.

In the county of Wilts,
Ludgershall, Blackmore Down, Widgerley Down, Collingbourne Ducis otherwise Collingbourn Ducis, Collingbourn Heath, Collingbourn Sutton, Cadley, Collingbourne Kingston otherwise Collingbourn Kingston, Brumston, Alton, Burbage, Marr Green, Harepath Common, Westcott, Bowden, Grafton, Easton, Ram Alley, Wootton Rivers otherwise Wootton Rivers, Eastwick, South Savernake, Brimslade, Cadley, Burbage Wharf, North

Savernake, Savernake Forest, Preshute, Clatford, Elcot, Manton, Saint Margaret's, Saint Mary the Virgin Marlborough, Saint Peter and Saint Paul Marlborough, Marlborough Common, Rowdown, Mildenhall, Poulton, Ogbourne St. Andrew, otherwise Ogbourn St. Andrews, Ogbourne Maisey, otherwise Ogbourn Massey, Ogbourne Saint George otherwise Ogbourn Saint George, Chiseldon, Draycott Foliat, Burderop or Burdrop, Hodson, Badbury, Badbury Wick, Liddington, Coate, Snodshill, Liddington Wick, Swindon, Eastcott, Lower Eastcott, Walcott; Swindon Marsh, Swindon Wharf, Rodborne Cheney otherwise Rodbourn Cheney, Even Swindon, Haydon, Haydon Wick, Moredon, North Leaze, Elboro Bridge, Purton, Braydon, Purton Stoke, the Pry or Priory, Woodwards Bridge, Blunsdon Saint Andrew otherwise Little Blunsdon, Cricklade Saint Sampson, Whidhill, Chelworth, Cricklade Saint Mary, Dudgemoor, Water Eaton, Latton, Ashton Keynes.

In the county of Gloucester,
South Cerney, Cerney Wick, Driffield, Cerney Wharf, Siddington Saint Mary and Saint Peter, Preston, Ampney or Amney Crucis, Cirencester, Chesterton, Spitalgate otherwise Spiringate, Stratton, Baunton, Daglingworth, Badgington otherwise Bagendon, Perrot's Brook, North Cerney, Calmsden, Woodmancote, Rendcombe otherwise Rendcomb, Rendcomb Park, Chedworth, Withington, Colesborne otherwise Colesbourn, Elkstone otherwise Elkston, Cockleford, Brimpsfield, Cowley, Upper Cowley, Cubberley otherwise Coberley, Seven Wells, Charlton Kings otherwise King's Charlton, Windlass Hill, Leckhampton, Shurdington, Badgworth, Cheltenham, Sandford, Naunton, Westall, Hatherley, Alstone otherwise Arlestone, Arle.

And also to make and maintain a branch or connecting line of railway from and out of the said main line of railway hereinbefore described, with all necessary works and conveniences connected therewith, to commence in a field in the parish of Swindon, in the county of Wilts, occupied by George Reynolds, adjoining the turnpike road from Swindon to Cricklade, and to terminate by a junction with the Great Western Railway, at the London end of the goods shed at the Swindon Passenger Station of such railway, in the said parish of Swindon, which said branch will be wholly situate in the said parish of Swindon.

And it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, sewers, pipes, canals, navigations, bridges, railways, or tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, 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, on or before the thirtieth day of November 1847, dupli-

cate plans and sections of the said proposed railways and works, together with books of reference thereto, and also a published map, with the lines of railway delineated thereon, together with a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Hants, at his office at Winchester, in the said county; with the Clerk of the Peace for the county of Wilts, at his office at Wilton, in the said county; and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, in the same county; and that, on or before the said thirtieth day of November 1847, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, and a copy of this notice, as published in the "London Gazette," will be deposited with the parish clerk of each such parish, at his place of abode; and in case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company for the purpose of carrying into effect the proposed works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said proposed railways and works; and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Bill to authorize the Midland Railway Company, out of their corporate or other funds, to take shares in and subscribe for or towards the making, maintaining, working, and using, the said proposed railways and works, or any part thereof, or to guarantee to the company to be incorporated by the said intended Bill, such interest or profit upon their outlay as may be agreed upon; and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them; and generally to enter into and carry into effect such further and other arrangements and agreements with the company intended to be incorporated as aforesaid as may be deemed expedient.

And for carrying into effect all or any of the above objects it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the several Acts (local and personal) relating to the Midland Railway Company, or some of them following, that is to say; "The Act incorporating the Midland Railway Company, passed in the seventh and eighth Vict., intitled "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 Railways. that is to say, local and personal Acts

8th and 9th Victoria, 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, 135, 150, 191, 214, 215, and 270.—Dated this eighth day of November 1847.

James Wheeler, Westminster.
Deacon and Long, Southampton.

Vale of Neath Railway.

Extension of Time for purchase of Lands and Construction of Works; Power to the South Wales Railway Company to subscribe; and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to extend the period limited by the Vale of Neath Railway Act, 1846, for the compulsory purchase of lands and houses for the purposes of that portion of the main line of the Vale of Neath Railway which is situate between the point marked ten miles upon the plans of the said main line referred to in such Act and the terminus of the said railway at or near the town of Merthyr Tydfil, in the county of Glamorgan; and also to extend the period by the said Act limited for the compulsory purchase of lands and houses, for the purposes of the several branch railways by the said Act authorized, and therein described as follows, that is to say; the branch to the Pwllfaron Collieries, in the parish of Cadoxton juxta Neath, in the said county of Glamorgan; the branch to Maesmarchog and the Dinas tramroad at Abernant, in the same parish; the branch to the Penderyn Lime Works, in the parish of Penderyn, in the county of Brecon; and the branch to the Aberdare Railway, near the village of Aberdare, in the parish of Aberdare, in the said county of Glamorgan: And it is also intended by such Act to extend the respective periods limited by the said Vale of Neath Railway Act, 1846, and by the Vale of Neath Railway Amendment Act, 1847, for the completion of the works by such Acts respectively authorized, and to continue all powers by the same Acts granted for the completion of the Vale of Neath Railway, or otherwise in relation thereto.

And it is also proposed by the said intended Act to empower the South Wales Railway Company to subscribe towards and to hold shares in the undertaking of the Vale of Neath Railway Company, and for such purpose to enable the South Wales Railway Company to raise money by creating new shares in the capital of their undertaking, or by mortgage or otherwise; and also to alter and vary the mode of appointing Directors of the Vale of Neath Railway Company and to enable the South Wales Railway Company to nominate and appoint Directors of the Vale of Neath Railway Company.

And it is also proposed by the said intended Act, and so far as may be deemed requisite for the purposes thereof, to alter, amend, repeal, enlarge, or extend the powers and provisions of the Vale

of Neath Railway Act, 1846, and the Vale of Neath Railway Amendment Act, 1847, and also the several following Acts of Parliament relating to or affecting, directly or indirectly, 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 Railway 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 consolidation of the Duffryn, Llynvi, and Porth Cawl Railway Company with the Llynvi Valley Railway Company, passed in the last session of Parliament (1847); and the Swansea Valley Railway Act, 1847.—Dated this ninth day of November 1847.

W. O. and W. Hunt, 10, Whitehall.
H. S. Coke, Neath.

Gravesend Pavement and Improvement intended Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter, amend, and enlarge the powers and provisions of two several Acts, one passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for paving, cleansing, lighting, watching, and improving the town and parishes of Gravesend and Milton, in the county of Kent, and for removing and preventing nuisances and annoyances therein." And the other Act, passed in the third year of the reign of Her present Majesty, intituled "An Act to amend, alter, and enlarge the powers and provisions of an Act of His late Majesty, for paving, cleansing, lighting, watching, and improving the town and parishes of Gravesend and Milton, in the county of Kent, and for removing and preventing nuisances and annoyances therein; and to make further improvements in the said town and parishes," whereby it is intended to repeal some of the provisions of the said Acts, and to make other provisions in lieu thereof, and generally to amend the powers and provisions of the said Acts, and to incorporate in the intended Act, "The Towns improvement clauses Act, 1847," for enabling the Commissioners, acting under the said Acts, to exercise the powers and provisions contained in the said Towns Improvement clauses Act, 1847, within the parishes of Gravesend and Milton.—Dated this 8th day of November 1847.

Southgate and Son, Solicitors to the Bill.

Morley Gas Light Company.

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 incorporate a Company for lighting with Gas the township of Morley, in the parish of Batley, in the west riding of the county of York, and for

authorizing such Company to lay down gas pipes and mains, and to place posts and other erections or conveniencies for supplying gas in the several streets, roads, highways, lanes, passages, and public places therein: and also to make and levy rates, rents, and charges for the supply of gas and the requisite apparatus. And that it is intended to make provision in the said Bill for authorizing the surveyors of the highways of the said township, or the inhabitants of the township, in vestry assembled, to order that the occupiers of all houses, buildings, and premises within such parts of the said township as the surveyors or vestry meeting may consider will receive advantage from the light of any public lamps which shall be contracted to be lighted by the Company, shall be rated in respect of the lighting of any such public lamps, or of the advantage so to be received; and also provision for the payment of the expences attending the same, either out of the highway rates, or by a special rate, sanctioned at any such vestry meeting on the occupiers receiving such advantage, and to obtain powers by such Bill to make, assess, and levy any such rate accordingly; and generally to enable the said Company to obtain and exercise such other powers, rights and privileges as may be necessary for carrying into effect the several purposes aforesaid.—Dated this Tenth day of November 1847.

Carr and Nettleton, } Solicitors to
Watson Scatcherd, } the Bill.

The Windsor, Staines, and South Western Railway Act No. 1, 1847.

(Slough Extension and Deviations). Amendment and Extension to Slough, and power to make certain Deviations, and to enable the London and South Western Railway Company to Subscribe.

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, extend, and enlarge the powers and provisions of "The Windsor, Staines, and South Western (Richmond to Windsor) Railway Act, 1847;" and to enable the Company incorporated thereby, to make an extension of the railway authorized to be made by the "Windsor, Staines, and South Western Railway, Act No. 1, 1847," with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences connected therewith; which said extension of the said railway, and the works connected therewith will commence by a junction with the authorized line of the Windsor, Staines, and South Western (Richmond to Windsor) Railway, in the field in the parish of Datchet, in the county of Bucks, numbered 72 on the plans of the said railway deposited with the Clerk of the Peace for the said county of Bucks, in the month of November 1846, which field belongs to the Dean and Canons of Windsor, and is in the occupation of John Thomas Stroud, and to terminate by a junction with the Great Western Railway at a point one hundred yards, or thereabouts, east of

the eastern end of the platform attached to the "Up-Train" booking office, at the Slough station of the Great Western Railway; and which said extension railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Datchet, Slough, Upton-cum-Chalvey, and Stoke Poges, all in the county of Buckingham. And in the same Bill it is intended to apply for powers to enable the said Windsor, Staines, and South Western (Richmond to Windsor) Railway Company to make certain alterations and deviations in the line of the said railway, as authorized by the said Windsor, Staines and South Western Railway Act, No. 1, 1847, and to relinquish such parts of the original works as may be rendered unnecessary by reason of the making of such deviated or altered line or lines, or either of them; one of such proposed deviated or altered lines to commence in a field in the parish of Staines, in the county of Middlesex, belonging to the Rev. Richard Govett, and occupied by William Holgate, and which said field is numbered 112 in the said parish of Staines, on the plan of the said Windsor, Staines, and South Western (Richmond to Windsor) Railway, deposited with the Clerk of the Peace for the said county of Middlesex, in the said month of November 1846, and to terminate in a certain piece of waste land, in the said parish of Staines, numbered on the same deposited plans 130, in the said parish of Staines, at the distance of one hundred yards, or thereabouts, north-east from the entrance gate leading to the piece of land numbered 129 in the said parish of Staines, on the said deposited plans, and which last-mentioned piece of land is in the occupation of Mr. Henry Emlyn, and which said deviated or altered line will be made wholly in the said parish of Staines. And the other of such deviated or altered lines of railway will commence in a field in the parish of Twickenham, in the county of Middlesex, occupied by Mr. Charles Eley, and which said field is numbered 138, in the parish of Twickenham, on the said plan of the said Windsor, Staines, and South Western (Richmond to Windsor) Railway, deposited with the said Clerk of the Peace for the said county of Middlesex, in the month of November 1846, and will terminate in a certain field also in the said parish of Twickenham, and in the occupation of the said Charles Eley, numbered 134 on the same deposited plans, in the said parish of Twickenham, and which said last-mentioned deviated or altered line of railway will be made wholly in the said parish of Twickenham.

And notice is hereby given, that it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, footways, streets, and other highways, rivers, streams, creeks, sewers, pipes, canals, navigations, towing paths, bridges, railways, or tram roads within the said parishes,

townships, and extra-parochial and other places aforesaid, 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 and sections of the said intended works, together with books of reference thereto, and also a published map, with the lines of railway delineated thereon, together with a copy of this notice, as published in the London Gazette, 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 Middlesex, at his office in Clerkenwell, in such county, on or before the thirtieth day of November one thousand eight hundred and forty-seven; and, on or before the said thirtieth day of November, one thousand eight hundred and forty-seven, a copy of so much of the plans and sections as relates to each parish in or through which the said works are intended to be made, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his dwelling-house.

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 for the purposes aforesaid; and also to levy tolls, rates, or duties, upon or in respect of the said intended works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and other rights and privileges; also powers to enable the said London and South Western Railway Company out of their corporate or other funds to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof.

And notice is hereby further given, that for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the said London and South Western Railway as follows: that is to say, "The London and South Western Railway Act, 1834;" "The London and South Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South Western Railway Company's Amendment Act, 1841;" "The London and South Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South Western Railway Company's Amendment Act, 1844;" "The Guildford Extension and Portsmouth and Fareham Railway Act, 1845;" "The London and

South Western Railway Company's Amendment Act, 1845;" "The London and South Western Railway Metropolitan Extensions Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1846;" "The Southampton and Dorchester Railway Act, 1845;" "The London and South Western Railway (Chertsey and Egham Branch) Act, 1846;" "The London and South Western Railway (Farnham and Alton Branch) Act, 1846;" "The London and South Western Railway (Hampton Court Branch) Act, 1846;" "The London and South Western Railway Company's London-bridge Extension Act, 1846;" "The London and South Western Railway Company's (Basingstoke and Salisbury Extension) Act, 1846;" "The London and South Western Railway Company's Widening and York-road Station Enlargement Act, 1847;" "The London and South Western Railway Company's (Portsmouth Extensions and Godalming Deviation) Act, 1847;" "The London and South Western Railway Company's (Andover and Southampton Junction Railway) Act, 1847;" "The London and South Western Railway Company's Amendment Act, 1847;" "The Brighton and Chichester (Portsmouth Extension), and London and South Western Railways Act, 1847;" "The Southampton and Dorchester Railway (Lymington and Eling Branches) Act, 1847;" and "The Southampton and Dorchester Railway (Weymouth Branch) Act, 1847."

And notice is hereby further given, that it is intended to take powers in the said Bill to enable the Great Western Railway Company and the Windsor, Staines, and South Western (Richmond to Windsor) Railway Company, and their successors or assigns, to make and enter into such mutual contracts and agreements as may be deemed expedient with reference to the use by the said Great Western Railway Company of the said hereinbefore described extension line of railway to Slough, and of the stations and other works and conveniences connected therewith, and for the purpose aforesaid to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said Great Western Railway passed in the sessions of Parliament hereinafter mentioned; that is to say, in the sessions held respectively in the fifth, the sixth, and in the sixth and seventh years of the reign of His late Majesty King William the Fourth; and the first, the first and second, the second, the fifth, the sixth, the seventh, the eighth and ninth, the ninth, the ninth and tenth, and in the tenth and eleventh years of the reign of Her present Majesty; and also of the several Acts relating to the West London Railway, passed in the sessions held respectively in the third and in the sixth years of the reign of His late Majesty King William the Fourth, and in the eighth and ninth, and ninth and tenth, and in the tenth and eleventh years of the reign of Her present Majesty.—Dated the 8th day of November 1847.

Bircham, Dalrymple, and Drake, London,
Solicitors for the said Bill.

Lewes and Uckfield Railway.

NOTICE is hereby given, that application will to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company for the purpose of constructing a railway, with all necessary approaches, stations, and works connected therewith, commencing by a junction or junctions with the Lewes and Keymer Branch of the Brighton, Lewes, and Hastings Railway, now called the London, Brighton, and South Coast Railway, in the parish of St. John under the Castle of Lewes, in the county of Sussex, at a distance of three furlongs from the northern extremity of the tunnel under the said town of Lewes, in or near to a pasture field belonging to the Earl of Abergavenny and in the occupation of John Ellman, Esq., passing thence from, in, through, or into the several parishes, townships, or extra-parochial places of St. John under the Castle of Lewes, St. John the Baptist, Southover, near Lewes, All Saints in Lewes, St. Michael in Lewes, St. Peter and St. Mary Westout, otherwise St. Ann in Lewes, the Precincts of the Castle of Lewes, South Malling, St. Thomas à Becket in the Cliffe, near Lewes, otherwise St. Thomas in the Cliffe, near Lewes, otherwise Cliffe, near Lewes, Hamsey, Barcombe, Ringmer, Isfield, Horsted Parva, commonly called Little Horsted, and Uckfield, all in the said county of Sussex, and terminating in a pasture field belonging to Richard Suttleworth Streatfeild, Esq., near to a blacksmith's shop and premises in the occupation of Thomas Merriks, in the said parish of Uckfield, in the said county of Sussex.

And in the said Bill powers will be applied for 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 the said intended railway.

And it is intended to apply for power to levy tolls, rates, and duties for the use of the said railway, and to grant certain exemptions from such tolls, rates, and duties, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans, 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 in such Bill provision will be made, giving power to the Company to be thereby incorporated to pass over the Keymer and Hastings Branches of the London, Brighton, and South Coast Railway Company, and to make use of the Lewes and other stations of such last mentioned Company, upon such terms as may be agreed upon between the two Companies, or as may in case of difference be settled by arbitration; and it is intended, so far as it may be necessary for effecting such last named objects, to alter and amend the powers and provisions of the several

Acts of Parliament now in force relating to the London, Brighton, and South Coast Railway, and especially of so much of the Acts passed respectively in the seventh and eighth, in the eighth and ninth, and in the ninth and tenth years of the reign of Her present Majesty, relating to the Brighton, Lewes, and Hastings Railway, and of an Act, passed in the session of Parliament held in the ninth and tenth years of the reign of Her said present Majesty, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them," as relates to the tolls which are authorized to be demanded by the said London, Brighton, and South Coast Railway Company.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and the lands to be taken for the purposes thereof, and also 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, together with a published map with the line of the intended railway delineated thereon, will, along with a copy of this notice, be deposited, for public inspection, with the Clerk of the Peace for the county of Sussex, at his office, at Lewes, in such county, on or before the thirtieth day of this instant November; and that, on or before the same day, a copy of so much of the said plans and sections as relates to each of the aforesaid parishes in or through which the said intended railway will pass or be situate, together with a copy of so much of the said book of reference as relates to each such parish, and a copy of this notice will be deposited with the parish clerk of each such parish.—Dated this 4th day of November 1847.

W. B. James, Solicitor for the said Bill.

Birmingham and Oxford Junction Railway (Deviation from Leamington to Warwick, and purchase of the Stratford-upon-Avon Canal Navigation.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Birmingham and Oxford Junction Railway Company, to abandon the formation of so much of their railway now authorized to be made, as was intended to be constructed between a field in the parish of Leamington Priors, in the county of Warwick, numbered 82 on the plan of the said railway referred to in "The Birmingham and Oxford Junction Railway Act, 1846," and a field situate in the parish of Saint Mary, Warwick, in the same county, and numbered 28 on the said plan, and in the stead thereof to construct between the points aforesaid a new or substituted line of railway, which will pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Leamington, Leamington Priors, Whitnash, Radford Semele, Warwick, Saint Mary Warwick, Saint Nicholas Warwick, and Miverton, or some of them, in the county of Warwick.

And it is also intended to obtain power to stop up, alter, or divert all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them, with which it may be necessary to interfere in the construction of the said intended works.

And it is further intended by such Act to vary, repeal, or extinguish any existing rights and privileges in any manner connected with the lands proposed to be purchased or taken, or which would impede or interfere with the construction, maintenance, or use of the said intended works, and to confer other rights and privileges.

And it is also intended by such Act to take powers for the purchase of lands and houses, by compulsion, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said intended works, and to grant such exemptions from such tolls, rates, and duties as may be deemed expedient.

And notice is hereby further given, that a plan and section of the said intended new or altered lines and works, together with books of reference to such plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes of the said intended works, together also with a copy of this notice, and a map shewing the direction of the said new line, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon; 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 works are proposed to be made, together also with a copy of this notice, will be deposited, on or before the same day, with the parish clerk of each such parish, at his place of abode.

And it is further intended by such Act to enable the Birmingham and Oxford Junction Railway Company to purchase and acquire, and also to enable the company of proprietors of the Stratford-upon-Avon Canal Navigation and the Oxford, Worcester, and Wolverhampton Railway Company, or one of them, to sell and transfer to and vest in the said Birmingham and Oxford Junction Railway Company, the Stratford-upon-Avon Canal Navigation, and other the works, lands, property, and effects connected or held or enjoyed therewith, and all or any of the powers, rights, and privileges relating thereto; and to enable the said Birmingham and Oxford Junction Railway Company to exercise such powers, or any of them, and also to raise funds for and towards the purchase, maintenance, and use of the said canal navigation and works; and, if need be, to dissolve the said company of proprietors, and to vary or extinguish all rights or privileges of the shareholders, mortgagees, mortgagees of tolls, or others interested in the said canal navigation which would or might interfere with or impede the objects aforesaid.

And it is also intended, for the purposes of the said intended Act, to increase the capital of the Birmingham and Oxford Junction Railway Company; and to alter, amend, and enlarge the powers and provisions of the "Birmingham and Oxford Junction Railway Act, 1846," of the "Birmingham and Oxford Junction (Birmingham Extension) Railway Act, 1846," of the "Oxford, Worcester, and Wolverhampton Railway Act, 1845," of another Act relating to the last-mentioned railway passed in the last session of Parliament, of the several Acts relating to the said Stratford-upon-Avon Canal Navigation, passed respectively in the 33rd, 35th, 39th, 49th, 55th, and 57th years of His late Majesty King George the Third, and the second year of His late Majesty King George the Fourth.—Dated this twelfth day of November 1847.

A. Dobie, 2, Lancaster-place, }
Strand, London, } Solicitors.
Colmore and Beale, Birmingham, }

Philanthropic Society Charity Estate.

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 an Act, passed in the forty-sixth year of the reign of His Majesty King George the Third, intituled "An Act for establishing and well governing the charitable institution commonly called the Philanthropic Society, formed for the protection of poor children, the offspring of convicted felons, and for the reformation of children who have themselves been engaged in criminal practices, and for incorporating the subscribers thereto, and for the better empowering and enabling them to carry on their charitable and useful design;" and another Act, passed in fourth year of the reign of His Majesty King George the Fourth, intituled "An Act for enabling the President, Vice-Presidents, Treasurer, and Members of the Philanthropic Society to purchase from the Corporation and other persons entitled thereto, the lands and hereditaments in the parish of Saint George the Martyr, Southwark, in the county of Surrey, upon which they have erected a chapel, buildings, and other works, and such other land adjoining thereto as may be required for the purposes of their charity;" and that powers will be applied for in the said Act to sell and dispose of any part or parts of the lands and hereditaments belonging, or hereafter to belong, to the President, Vice-President, Treasurer, and Members of the Philanthropic Society; and also to enable the said Society to exchange the lands and hereditaments so belonging, or hereafter to belong, to them, or any part or parts thereof, for any other lands and hereditaments, either upon even terms or by means of an equalising payment; and also to enable the said Society to borrow money upon the security of their said lands and hereditaments, or any part or parts thereof; and also to enable the said Society to grant building, repairing, and other leases of their said lands and hereditaments, or any part or parts thereof, for such

consideration, upon such terms, and for such periods as the said Society may think fit; and also to enable the said Society to alter, and enlarge, or remove, the chapel erected by them in the parish of Saint George the Martyr, Southwark, in the county of Surrey, under the powers of the Act of Parliament first recited, in case such alteration, enlargement, or removal shall hereafter become necessary; and also to enable the said Society to sell and dispose of, and transfer, the said chapel to any commissioners, trustees, or other person or persons who may be authorized to hold the same, in case such disposition or transfer should hereafter be considered for the benefit of the said Society; and also to enable the said Society in such event to erect a new chapel, buildings, and other works for the purposes of their charity; and to grant to and confer on the said Society all necessary powers, rights, and privileges relating to their said lands and property, and the income thereof and the said charity; and to alter, vary, and extinguish any existing powers, rights, and privileges which may interfere with the powers, rights, and privileges to be so granted.—Dated the eleventh day of November 1847.

Dodd, Grueber, and Rowsell, 5, Billiter-street, Solicitors for the said Bill.

Monmouth and Hereford Railway.

Extension of Time for Purchase of Land, and Completion of Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend the Monmouth and Hereford Railway Act, 1845, and to extend by three years the time granted by such Act for the compulsory purchase of lands and houses for the purposes of the said railway, and to extend by three years the time limited by the said Act for the completion of the works thereby authorized; and to authorize the levying of tolls, rates, and duties on the said railway, and to confer exemptions from the payment of tolls, rates, and duties thereon, and other rights and privileges. And it is also proposed by the said intended Act, and so far as may be deemed requisite for the purposes thereof, to alter, amend, or extend the powers and provisions of the several Acts of Parliament hereinafter mentioned: (that is to say) the several Acts following, directly or indirectly relating to or affecting the Great Western Railway Company, which Acts (local and personal) are distinguished in the Queen's printers' copies thereof, as the 5 & 6 William 4, cap. 107; 6 William 4, cap. 36; 6 William 4, cap. 38; 6 William 4, cap. 77; 6 William 4, 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 & 4 Victoria, cap. 105; 4 & 5 Victoria, cap. 41; 5 Victoria, session 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 & 8 Victoria, cap. 68; 8 & 9 Victoria, cap. 40; 8 & 9 Victoria, cap. 53; 8 & 9 Victoria, cap. 155; 8 & 9 Victoria, cap. 156; 8 & 9 Victoria, cap. 184; 8 & 9 Victoria,

cap. 188 ; 8 & 9 Victoria, cap. 190 ; 8 & 9 Victoria, cap. 191 ; 9 Victoria, cap. 14 ; 9 & 10 Victoria, cap. 166 ; 9 & 10 Victoria, cap. 181 ; 9 & 10 Victoria, cap. 236 ; 9 & 10 Victoria, cap. 239 ; 9 & 10 Victoria, cap. 240 ; 9 & 10 Victoria, cap. 278 ; 9 and 10 Victoria, cap. 313 ; 9 & 10 Victoria, cap. 315 ; 9 & 10 Victoria, cap. 335 ; 9 & 10 Victoria, cap. 337 ; 9 & 10 Victoria, cap. 338 ; 9 & 10 Victoria, cap. 369 ; 9 & 10 Victoria, cap. 402 ; 10 & 11 Victoria, cap. 60 ; 10 and 11 Victoria, cap. 72 ; 10 & 11 Victoria, cap. 76 ; 10 & 11 Victoria, cap. 91 ; 10 & 11 Victoria, cap. 101 ; 10 & 11 Victoria, cap. 109 ; 10 & 11 Victoria, cap. 149 ; 10 & 11 Victoria, cap. 154 ; 10 & 11 Victoria, cap. 226 ; 10 & 11 Victoria, cap. 243.—Dated November 4th 1847.

Charles Lawrence, Cirencester,
W. O. and W. Hunt, 10, White- } Solicitors.
hall, London,

East Anglian Railways.

(Ely and Huntingdon Railway Extension of Time.)

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 alter, amend, and enlarge some of the powers and provisions contained in an Act passed in the last session of Parliament, intituled "An Act for consolidating the Lynn and Ely, the Ely and Huntingdon, and the Lynn and Dereham Railway Companies into one company, to be called the East Anglian Railways Company," and in which Bill provision is intended to be made for extending the time granted or continued by the said recited Act, or granted by a certain Act therein recited or referred to, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from Ely to Huntingdon," for the compulsory purchase of lands and houses for the purpose of completing so much of the said railway from Ely to Huntingdon as is situate between the present termination of the said last-mentioned railway, at or near Saint Ives, in the county of Huntingdon, and the proposed junction of the said last-mentioned railway with the line of the Eastern Counties Railway, at or near the city of Ely, in the isle of Ely, and county of Cambridge, and also the time by the said recited Acts, or one of them, granted or continued for the purpose of completing so much of the said railway as is hereinbefore described.—Dated this eighth day of November 1847.

Goodwin, Partridge, Williams, and
Edwards, Lynn, Norfolk.
Rooper, Birch, and Ingram, 68, Lincoln's-
inn-fields, London.

Dean and Chapter of Canterbury's Walworth Estate Bill.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for an Act for confirming two several indentures of lease, dated respectively the twenty-

sixth day of June one thousand seven hundred and eighty-six, and respectively granted by the Dean and Chapter of the Cathedral and Metropolitan Church of Christ, Canterbury, and Henry Penton to Thomas Clutton, of hereditaments situate at Walworth, in the parish of St. Mary, Newington, in the county of Surrey, and for settling the boundaries of the hereditaments thereby intended to be demised.—Dated this second day of November 1847.

William Kinsey, 20, Bloomsbury-square.

Battersea Park.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to amend, alter, and explain an Act, passed in the ninth and tenth year of the reign of Her present Majesty, intituled "An Act to empower the Commissioners of Her Majesty's Woods to form a royal park in Battersea Fields, in the county of Surrey."—Dated this sixth day of November 1847.

By order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings,
Pemberton, Crawley, and Gardiner, 20,
Whitehall-place, Westminster.

The North of Scotland Fire and Life Assurance Company.

Incorporation of Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confer on "The North of Scotland Fire and Life Assurance Company," carrying on business in Aberdeen and other places, under the firm of "The North of Scotland Fire and Life Assurance Company," and in Glasgow and other parts of the West of Scotland, under the firm of "The North and West of Scotland Fire and Life Assurance Company," certain privileges of a corporate body, or to incorporate the said North of Scotland Fire and Life Assurance Company under the name of "The Northern Assurance Company," to enable the said company to sue and be sued, and to take, hold, and transfer property, heritable and moveable, real and personal, in name of the said company, or in the name of certain members or copartners, or officer or officers of the said company, to alter and amend the contracts of copartnership, or deeds of settlement, and the rules and regulations, laws and bye-laws of the said company, and, so far as necessary, to confirm the same, and to confer on the said company, and the directors and office-bearers thereof, other powers, rights, and privileges.

Adam and Anderson, Aberdeen.

Dated this 8th day of November 1847.

Stratford Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain

a railway or railways, with all proper works and conveniences connected therewith, commencing by a junction with the East and West India Docks and Birmingham Junction Railway, at or near Hackney Wick, in the parish of Saint John, Hackney, in the county of Middlesex, in or near to a certain field there, numbered 6 on the plans hereinafter referred to, and terminating by a junction with the Eastern Counties Railway, in the parish of West Ham, in the county of Essex, in or near to a piece of land numbered 32 on the same plans; and which said railway is intended to pass from, in, through, or over the several parishes, townships, townlands, extra-parochial, and other places following, that is to say; Saint John Hackney, and Saint Mary Bow, otherwise Saint Mary Stratford-le-Bow, in the county of Middlesex, and West Ham, in the county of Essex.

And it is intended in the said Act to apply for powers to deviate in the construction of such railway and other works, from the line or situation thereof as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shown on the said plans, and to stop up, alter, vary, or divert such highways, turnpike and other roads, railways, passages, rivers, streams, brooks, and watercourses, within the parishes and places hereinbefore mentioned, or any of them, as it may be necessary to stop up, alter, vary, or divert for the purpose of constructing the said railway and the works connected therewith.

And it is proposed by the said Act to incorporate a company for the purpose of making and maintaining the said intended railway, with powers for the compulsory purchase of any lands, houses, tenements, and hereditaments required for that purpose, and to levy tolls, rates, and duties upon, or in respect of, the said railway or the works connected therewith.

And notice is hereby further given, that maps, plans, and sections, describing the line and levels of the said intended railway, and the lands and hereditaments to be taken for the purposes thereof, together with a book of reference thereto, containing the names of the reputed owners and lessees, and of the occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the said county of Middlesex, at his office in Clerkenwell-green, in the said county of Middlesex; and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford. And a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes through which the said railway is intended to pass, will be deposited, on or before the 30th day of November instant, with the parish clerk of each such parish at his place of abode.

Dated this tenth day of November 1847.

Timothy Tyrrell, Guildhall, London,
Solicitor for the Bill.

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Cornwall Railway.

Powers for the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, respectively, to increase their Subscriptions.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, respectively, to increase their subscriptions to and take additional shares in the capital of the Cornwall Railway Company, for and towards the making and maintaining the several railways and other works authorized to be made by "the Cornwall Railway Act, 1846," and "the Cornwall Railway Act, Amendment and Deviation, 1847," and for other the purposes in the said Acts respectively mentioned.

And it is also intended, by the said Act to be applied for as aforesaid, to empower the said Great Western, Bristol and Exeter, and South Devon Railway Companies, respectively, to raise the whole or any part of the sums to be subscribed by them respectively, by creating new shares in the capital of their respective undertakings, or by mortgage or otherwise; and to confer upon the said last-mentioned companies, or some or one of them, such powers and privileges with respect to the appointment of directors and voting at meetings of shareholders in the said Cornwall Railway Company, as may be considered expedient in consequence of their increased subscriptions.

And it is also proposed, by the said Act to be applied for as aforesaid, to alter, amend, extend, enlarge, and repeal, so far as may be necessary for effecting the purposes aforesaid, the powers and provisions of the several Acts of Parliament following (that is to say), the said "Cornwall Railway Act, 1846," and the said "Cornwall Railway Act, Amendment and Deviation, 1847;" and also the following Acts relating to the South Devon Railway Company (that is to say), "the South Devon Railway Act, 1844," "the South Devon Railway Act, Amendment and Branches, 1846," and "the South Devon Railway Act, Extensions and Amendment, 1847;" and also the several Acts (local and personal) relating to the Bristol and Exeter Railway Company, and which are distinguished in the Queen's Printers' copies thereof, as 6 William IV. cap. 36; 1 Victoria, cap. 26; 3 Victoria, cap. 47; 4 and 5 Victoria, cap. 41; 8 and 9 Victoria, cap. 155; and 9 and 10 Victoria, cap. 181; and the following Acts (local and personal) directly or indirectly relating to or affecting the Great Western Railway Company, and which are also distinguished in the Queen's Printers' copies thereof, as 5 and 6 William IV. cap. 107; 6 William IV. cap. 38, cap. 77, and cap. 79, respectively; 1 Victoria, cap. 24, cap. 91, and cap. 92, respectively; 2 Victoria, cap. 27; 3 and 4 Victoria, cap. 105; 5 Victoria, sess. 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 8 and 9 Victoria, cap. 40, cap. 53, cap. 156, cap. 184, cap. 188, cap. 190, and cap. 191, respectively; 9 Victoria, cap. 14; 9 and 10 Victoria, cap. 166, cap. 236, cap. 239.

cap. 240, cap. 278, cap. 313, cap. 315, cap. 337, cap. 338, and cap. 369, respectively; and 10 and 11 Victoria, cap. 60, cap. 76, cap. 91, cap. 101, cap. 109, cap. 149, cap. 154, and cap. 226, respectively.—Dated the fourth day of November 1847.

Smith and Roberts, Truro.
W. O. and W. Hunt, 10, Whitehall,
London.

London, Brighton, and South Coast Railway.

(Extension of Time in respect of Littlehampton and Steyning Branches, Alteration in Arun Navigation Bridge, and Subscription to Direct London and Portsmouth Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the London, Brighton, and South Coast Railway Company, and to the several undertakings belonging to such company, that is to say: an Act passed in the sessions of Parliament held in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies and the undertakings belonging to them;" and also some of the provisions of the several Acts relating to the railways united under such Act, passed respectively in the fifth, and in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first, the second, the third and fourth, the seventh and eighth, and eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Croydon Railway Company; and of the Act passed in the seventh and eighth years of the reign of Her present Majesty relating to the Croydon and Epsom Railway Company, and of the several Acts passed respectively in the sessions held in the seventh year of the reign of His late Majesty King William the Fourth, and in the first year of the reign of Her present Majesty; and also in the sixth and seventh, and in the eighth and ninth, and in the ninth, and in the ninth and tenth years of the reign of Her said present Majesty relating to the London and Brighton Railway Company, and of the several Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and ninth, and ninth and tenth years of the reign of Her said present Majesty relating to the Brighton, Lewes, and Hastings Railway Company; and also several Acts passed in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty relating to the Brighton and Chichester Railway Company; and also the several Acts passed in the last session of Parliament relating to the London, Brighton, and South Coast Railway; and also an Act passed in the ninth year of the reign of Her present Majesty, intituled "The London and Brighton (Steyning

Branch) Railway Act, 1846;" and another Act passed in the same year, intituled "The London and Brighton (Littlehampton Branch) Railway Act, 1846."

And it is intended to revive and extend the time granted by the two last recited Acts, for the compulsory purchase of property by such Acts authorized to be taken for the making of the said branches by such Acts respectively authorized to be constructed, and known by the names of the Steyning Branch, and the Littlehampton Branch; and also to extend the time for the completion of such branches.

And it is also intended to enable the London, Brighton, and South Coast Railway Company, either alone or jointly with the London and South Western Railway Company, to subscribe or advance money to the Direct London and Portsmouth Railway, and to use the same railway, or any part thereof, upon payment of certain sums of money or tolls, and to amend the several Acts relating to the Direct London and Portsmouth Railway, 1846 and 1847; and also to enable the London and South Western Railway Company to unite with the said London, Brighton, and South Coast Railway Company in the subscription or advance of money to the said Direct London and Portsmouth Railway, and in the use of the Direct London and Portsmouth Railway, or any part or parts thereof; and for such purposes it is intended to amend and enlarge the powers and provisions of the several Acts relating to the London and South Western Railway, and to enable such companies respectively to raise money.

And it is also intended to enable the London, Brighton, and South Coast Railway Company to alter the bridge over the river Arun, situated in the parishes of Tortington and Leominster, or one of them, in the county of Sussex, and to diminish the span of the arch or arches of such bridge, and to take property by compulsion for such purpose, and to alter the provisions of an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from the Shoreham Branch of the London and Brighton Railway to Chichester," relating to the construction and use of the said bridge, duplicate plans and sections of which alterations in the said bridge, with a book of reference thereto, and published map shewing the situation thereof, and a copy of the notice of application as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and copies of the said plans, sections, book of reference, and Gazette notice, will be deposited with the parish clerks of the parishes of Tortington and Leominster, at their respective residences.

And it is also intended to amend and enlarge the provisions of the said Acts as to the capital and affairs of the company, and to alter the tolls authorized to be taken, and to confer upon the company further powers, rights, and privileges,

and to confer, vary, or extinguish exemptions from toll, and other rights and privileges.—Dated this sixth day of November 1847.

*Sutton, Ewens, Ommanney, and Prudence,
G. and H. Faithfull,
Burchell, Kilgour, and Parson, Solicitor.*

Exeter and Exmouth Railway Acts Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter, amend, extend, and enlarge the powers and provisions of two several Acts of Parliament, one of such Acts made and passed in the 9th and 10th years of the reign of Her Majesty Queen Victoria, and intituled "An Act for making a railway from Exeter to Exmouth, to be called the Exeter and Exmouth Railway;" and the other of such Acts made and passed in the last session of Parliament, and intituled "An Act to amend the Exeter and Exmouth Railway Act, 1846, and to enable the London and South Western Railway Company to subscribe towards, lease, or purchase the said railway."

And it is also intended by the said Bill to apply for powers to amend, extend, and enlarge the Exeter and Exmouth Railway Act, 1847, whereby it is enacted that the powers granted by the Exeter and Exmouth Railway Act, 1846, shall not begin to take effect until, and shall be null and void unless, a Bill then before Parliament, intituled "The Exeter, Yeovil, and Dorchester Railway and Branches Bill" should receive the sanction of Parliament in the year 1847, or in the year 1848.

And to enable the said Exeter and Exmouth Railway Company to exercise the powers and provisions of the Exeter and Exmouth Railway Act, 1846, and the Exeter and Exmouth Railway Act, 1847, in the event of the said Exeter, Yeovil, and Dorchester Railway and Branches Bill receiving the sanction of Parliament in any session held subsequent to the year 1848.

And it is also intended to apply for powers to enable the said Exeter and Exmouth Railway Company to extend the time limited by the said Acts, or either of them, for the compulsory purchase of lands and houses for the purposes of the said railway, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid.

Dated this first day of November 1847.

*John Daw,
John B. Ellicombe, } Exeter.
John Trenchard, Exmouth.*

Thorne Moor Drainage and Improvement Bill.

NOTICE is hereby given, that it is intended in the next session of Parliament to apply for leave to bring in a Bill for draining, warping, and otherwise improving the moor lands, called "Goole Moor," and "Thorne Moor," in the parish of Thorne, in the west riding of Yorkshire.

And it is intended in such Bill to incorporate a company, for the purpose of carrying into effect the proposed works, and to grant to such company powers to purchase lands, either by compulsion or agreement, for the same purposes, within the several townships and parishes of Hatfield, Snaith, Eastoft, Goole, Swinefleet, Reedness, Whitgitt, Thorne, Stainforth, Fishlake, Sykehouse, and Kirkbramwith, in the said west riding, and to authorise the said company to agree with the parties interested in the draining, embanking, or preserving of any lands adjoining the said moor lands, for the effecting of all or any of such objects by such company; and in such Bill power will be applied for to make and levy rates, or taxes, or other charges on the owners, lessees, and occupiers of the lands to be drained, warped, and otherwise improved, and to grant exemptions from such rates or taxes, and other charges, and to extinguish or suspend existing rights touching the lands so to be purchased and so to be drained, warped, and improved.

And it is also intended by such Bill to enable the said company to use, cross, stop up, alter, or divert, whether temporarily or permanently, such existing turnpike or other public or private highways and roads, canals, streams, drains, and rivers, and to construct such new roads, aqueducts, canals, streams, drains, and other works within the said parishes and townships, as it may be necessary so to use, cross, stop up, alter, or divert, or to construct, for the execution or maintenance of such works, of drainage, warping, and improvement as aforesaid, and especially to construct a drain towards and into the North Soak Drain of the Stainforth and Keadby Canal; and to construct roads, or tram-roads, from the river Dun, in the said townships of Thorne, Stainforth, Fishlake, Hatfield, and Kirkbramwith, and from the lands in the same several townships or parishes towards and into the lands to be improved, so as to convey so much as may be necessary of the soil from the lands adjoining thereto, to be purchased by compulsion or agreement, as aforesaid, on to the said moors.

And it is intended to apply for power in the said Bill to raise money by way of mortgage or loan on the rates, taxes, and other charge so intended to be authorized by the said Bill.

And it is also intended to enable the said Company to re-allot and divide the same moor lands into more convenient parcels for the tenure and cultivation thereof, and for that purpose power will be sought, by the said Bill, to alter, amend, and extend, and, if need be, to repeal some of the powers and provisions of three Acts of Parliament, one, passed in the fifty-first year of the reign of King George the Third, intituled "An Act for enclosing lands in the parishes of Hatfield, Thorne, and Fishlake, in the manor of Haitefield, in the west riding of the county of York;" another, passed in the fifty-third year of the same reign, intituled "An Act for enclosing lands in the townships of Crowle, Eastoft, and Ealand, in the parish of Crowle, in the county of Lincoln, and extending into the west riding of the county of York;" and

the other, passed in the fifty-sixth year of the same reign, for amending the lastly recited Act, and for draining and warping the said lands, and other lands mentioned in the Act.

Dated this seventh day of November 1847.

Baxter, Rose, and Norton, 3, Park-street,
Westminster, Solicitors.

Coventry, Banbury, & Oxford Junction Railway.
(From Coventry to Southam, with Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction and maintenance of a railway and branches, with all proper works, stations, approaches, communications, bridges, erections, and conveniences connected therewith, that is to say; a railway to commence at or near a place called Mier Bridge, in the parish of Napton-on-the-Hill and Southam, or one of them, in the county of Warwick, by a junction with the authorized line of the Oxford and Rugby Railway, and to terminate in a certain meadow or inclosed ground, the property of the Trustees of the General Charities, Coventry, at or near the north end of a certain street, called the New Buildings, and adjoining, or near to, an intended new street, to be called Hales-street, in the parish of the Holy Trinity, in the city of Coventry, and county of Warwick; which said line of railway will pass, and be made from, in, through, and into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Napton-on-the-Hill, Southam, Ladbroke, Stockton, Long Itchington, Burbury otherwise Birdingbury, Bascote, Snowford, Hunningham, Marton, Eathorpe, Wappenbury, Frankton, Princethorpe, Stretton-upon-Dunsmore, Bubbenhall, Ryton-upon-Dunsmore, Baginton, Stoneleigh, Willenhall, Pinley, Stivichall, Whitley, and Stoke, and Saint Michael Coventry, Saint John Baptist Coventry, and the Holy Trinity Coventry, all in said county of Warwick; and the branch lines of railway hereinafter mentioned, that is to say; a diverging branch line of railway to connect the main line with the authorized line of the Oxford and Rugby Railway, which said intended branch line of railway will lie in, or pass through or into the said parishes of Southam and Napton-on-the-Hill, or one of them; a diverging branch line of railway to connect the main line with the authorized line of the Rugby and Leamington Railway, which said intended branch line of railway will lie in, or pass through or into the said parishes of Long Itchington and Marton, or one of them; and a branch line of railway, to commence at, and diverge from and out of, the said intended main line of railway, in the parish of Saint Michael aforesaid, and to terminate by a junction with the authorized line of the Coventry and Nuneaton Branch of the London and North Western Railway, in the parishes of Foleshill and Exhall, or one of them, and which said intended branch line of railway will lie in, or pass through or into the parishes and places following, or some

of them, that is to say, Saint Michael Coventry, the Holy Trinity Coventry, Willenhall, Stoke, Binley, Wyken, Sowe, Anstey, Foleshill, Exhall, and Bedworth, all in the said county of Warwick; and a branch line of railway to commence at and diverge from and out of the said intended main line of railway, at or near a point where the said intended main line crosses the river Sowe, in the parish of the Holy Trinity aforesaid, and the hamlet of Willenhall, in the same parish, and to terminate by a junction with the line of the London and North Western Railway, in the said parish of Saint Michael, and hamlet of Pinley, in the same parish, or one of them, and which said intended branch line of railway will lie in, or pass through or into the said parish of the Holy Trinity, and hamlet of Willenhall, and the parishes of Stoke and Saint Michael, and the hamlet of Pinley, or some or one of them.

And it is proposed in and by the said intended Act to apply for powers to make lateral deviations from the line of the said proposed railway, and branches and works, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike and other roads, highways, streets, passages, railways, tramways and other ways, aqueducts, streams, canals, rivers, and watercourses within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or any of them, or any part or parts thereof which it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said works.

And it is also intended by such Act to incorporate a company for the purpose of carrying into effect the said intended undertaking, or some part or parts thereof, and to apply for powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and to vary and extinguish all rights and privileges connected with the houses and lands to be so taken; and also to levy tolls, rates, and duties in respect of the use of the said railway, branches, and works, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby also given, that maps or plans and sections of the said intended railway, branches, and works, and duplicates thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers, and a copy of the notice published in the London Gazette of the said intended application to Parliament, will, on or before the thirtieth day of November, 1847, be deposited for public inspection, with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon, in the same county; and that, on or before the thirtieth day of November 1847, a copy of so much of the said maps or plans, sections, and books of reference as relates to each parish in or through which the said intended railway, branches, and works are intended to pass and be made, and

a copy of the said Gazette notice will be deposited with the parish clerk of each such parish, at his place of abode.

And it is further intended by such Act to enable the company to be thereby incorporated, to sell or let, or transfer the said intended railway, branches, and works, or any part or parts thereof, and the tolls thereof, and to delegate the execution of all or any part of the powers to be granted by any such Act to any other railway company or companies, or persons, with whose line the said railway and branches hereby contemplated, or any of them, may unite, and to authorize such company or companies, or persons, to purchase, rent, work, or construct the said proposed railway and branches, or any part or parts thereof, or to unite or to amalgamate with any such company or companies and persons as aforesaid, and to take tolls and duties in respect thereof, and to exercise such powers, or any of them, as may be delegated to them as aforesaid, and generally to enter into and carry into effect such agreements and arrangements in reference to the objects aforesaid as may be or may have been agreed on, and to enable any such company or companies, or persons, to raise money for the purposes aforesaid.

Dated this tenth day of November, 1847.

John Chinery, Leamington.
M. Browne and Son, Parliamentary Agents,
Parliament-street, London.

Land Drainage Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to enable certain persons, forming a joint stock company called, or to be called, "The Land Drainage Company," to have extended to the said company certain powers and provisions, contained in an Act, passed in the 9th and 10th years of the reign of Queen Victoria, intituled "An Act to authorize the advance of public money, to a limited amount, to promote the improvement of land in Great Britain and Ireland by works of drainage;" and to regulate the legal proceedings of the said company, and to grant other powers and privileges to the said company.—Dated the sixteenth November 1847.

Edwin Smith, Solicitor,
51, Great Ormond-street, London.

London and South Western, and Manchester and Southampton Railway Companies Arrangement.

Power for the Manchester and Southampton Railway Company to hold, jointly with the London and South Western Railway Company, a Railway from Andover to join the Bishopstoke and Salisbury Branch of the London and South Western Railway, and Amendment of London and South Western Railway Company's Acts.

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 authorize the London and South Western Railway Com-

pany to transfer unto the company provisionally registered by the name of the Manchester and Southampton Railway Company (if and when the said Manchester and Southampton Railway Company shall be incorporated by Act of Parliament), and to enable the said Manchester and Southampton Railway Company to purchase and accept a transfer, of one equal undivided moiety of a certain railway, commencing or intending to commence by a junction with the Basingstoke and Salisbury extension of the said London and South Western Railway, in the parish of Andover, in the county of Southampton, and terminating or intended to terminate by a junction with the Bishopstoke and Salisbury branch of the same railway, in the parish of Michaelmarsh, in the same county; and of the stations, lands, hereditaments, works, and other conveniences of and connected with the same, as the same railway, stations, works, and conveniences were authorized to be constructed by an Act, passed in the last session of Parliament, intituled "An Act to enable the London and South Western Railway Company to make railways from Andover to join their Salisbury branch railway at Michaelmarsh, and from the same branch at Romsey to join the Southampton and Dorchester Railway at Redbridge, all in the county of Southampton, to be called 'The Andover and Southampton Junction Railway.'"

And it is also intended by the said Bill to enable the said Manchester and Southampton Railway Company (if the said Manchester and Southampton Railway Company shall be so incorporated as aforesaid) to concur in the execution, purchase, carrying on, and completion of the said railway, stations, lands, hereditaments, works, and conveniences, and to have, hold, use, maintain, manage, and enjoy the same jointly with the said London and South Western Railway Company, as and when the said railway and works shall be completed; and also to confer upon the said Manchester and Southampton Railway Company (if the same shall be so incorporated as aforesaid), jointly with the said London and South Western Railway Company, such or the same powers, rights, and privileges, as by the said Act, were conferred upon the said London and South Western Railway Company with reference to the said railway, stations, works, and conveniences, and to the taking of tolls, rates, and duties upon or in respect thereof, and, so far as may be necessary, to vary the powers and privileges conferred on the London and South Western Railway Company.

And it is also intended by the said Bill to authorize the said Manchester and Southampton Railway Company (if the said Manchester and Southampton Railway Company shall be so incorporated as aforesaid) to contribute one equal half part of the costs and expences of the making, maintaining, and managing of the said railway, stations, works, and conveniences, and to provide the moneys necessary for that purpose, either wholly or in part out of the general funds of such company, or wholly or in part by the creation of new shares in

the capital of such company, or to subscribe towards the making and maintaining of the said railway, stations, works, and conveniences.

And it is also intended by the said Bill to enable the said Manchester and Southampton Railway Company (if the said Manchester and Southampton Railway Company shall be so incorporated as aforesaid) to borrow money on mortgage of the said undertaking, and of the interest of such company therein, and also to authorize the said London and South Western and Manchester and Southampton Railway Companies (if and when the latter company shall be incorporated) to make arrangements for the use by the said Manchester and Southampton Railway Company of so much of the several lines of railway which for the time being may belong to, or be in the occupation of, or be used by, the London and South Western Railway Company as lie between the termination of the said intended joint line as hereinbefore described, and the town of Southampton, together with the several stations, warehouses, tramways, and other works and conveniences belonging thereto, or connected therewith respectively; and also to authorize each of the said companies to enter into, make, do, and perform all such agreements, deeds, acts, matters, and things as may be necessary or expedient for carrying into full effect the objects of the said proposed Bill.

And in the said Bill will be inserted 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.

And notice is hereby further given, that, for the purposes of the said intended Bill, some of the powers and provisions of the Acts of Parliament hereinafter mentioned relating to the London and South-Western Railway Company, or of some of such Acts, will be altered, amended, enlarged, or repealed by the said Bill, that is to say; "The London and South-Western Railway Act, 1834," "The London and South-Western Railway Deviations Act, 1837," "The Portsmouth Branch Railway Act, 1839," "The London and South-Western Railway Company's Amendment Act, 1841," "The London and South-Western Railway Company's Wandsworth Water Act, 1841," "The Salisbury Branch Railway Act, 1844," "The London and South-Western Railway Company's Amendment Act, 1844," "The London and South-Western Railway Metropolitan Extensions Act, 1845," "The London and South-Western Railway Company's Amendment Act, 1845," "The Southampton and Dorchester Railway Company's Act, 1845," "The London and South-Western Railway Company's Amendment Act, 1846," "The London and South-Western Railway, Chertsey and Egham Branch Act, 1846," "The London and South-Western Farnham and Alton Branch Act, 1846," "The London and South-Western Railway, Hampton Court Branch Act, 1846," "The London and South-Western Railway

Company's London-bridge Extension Act, 1846," "The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846," "The London and South-Western Railway Company's Andover and Southampton Junction Railway Act, 1847," "The London and South-Western Railway Company's Amendment Act, 1847," "The London and South-Western Railway Company's Widening and York-road Station Enlargement Act, 1847," "The London and South-Western Railway Company's Portsmouth Extensions and Godalming Deviation Act, 1847," "The Brighton and Chichester (Portsmouth Extension) and London and South-Western Railways Act, 1847," "The Windsor, Staines, and South-Western Railway Act (No. 1), 1847," and "The Windsor, Staines, and South-Western Railway Act (No. 2), 1847."—Dated this ninth day of November 1847.

Bircham, Dalrymple, and Drake,
Solicitors to the London and South-Western Railway Company.

James Wheeler,
and
Deacon and Long, } Solicitors to the Manchester and Southampton Railway Company.

CONTRACT FOR COALS FOR BERMUDA.

Department of the Storekeeper
General of the Navy, Somerset-
Place, November 9, 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 25th 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 Store, at Her Majesty's Naval-yard at Bermuda, a cargo of 500 tons of Simpson's Pontops, Windsor's Pontops, or Adair's Main Coals.

The Coals to be sent out immediately.

A form of the tender 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 Coals," and must also be delivered at Somerset-place, accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £200, for the due performance of the contract.

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Wednesday, November, 24, 1847.

Price Two Shillings and Eight Pence