

ment, continuance, or enlargement of the said Cemetery and works; and to enable the said Company to make, maintain, regulate, and carry on the said Cemetery, and manage the concerns thereof; to make bye-laws, and to erect proper buildings for the performance of burial service in the said Cemetery; and to make and provide lodges, walls, and fences for the said Cemetery; and to provide men and carriages, hearses, horses, coffins, and other matters, for conveying dead bodies to the said Cemetery, and other conveniences for the use of the said Cemetery; and to enable the said Company to appropriate and set apart any portion of their present Cemetery, or of the said lands to be taken as aforesaid, to or for the burial purposes of any parish or parishes, district or districts, in which respectively there may be no sufficient grave-yard, or in which respectively the grave-yards, or any of them, may from time to time, from any cause be closed; or to or for the burial purposes of any sect or denomination whose burial ground or place of interment may in like manner be closed.

And notice is hereby given, that it is intended to incorporate in the said Act the whole or some portion of the following Acts, viz.:—"The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" and "The Cemeteries Clauses Act, 1847."

And notice is hereby further given, that on or before the 31st day of December now next ensuing, copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November, one thousand eight hundred and fifty-two.

C. S. Todd, Solicitor, Hull.

Stamford and Essendine Railway.

(Incorporation of Company for constructing a Railway from Stamford Baron, in the County of Northampton, to Essendine, in the County of Rutland, with a branch of the Midland Railway, with running powers over parts of the Midland and Great Northern Railways and Works, on the Welland, and Amendment of Acts.)

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 to incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, or some or one them, with all proper approaches, stations, bridges, and other works and conveniences, connected therewith (that is to say:—

A railway commencing in the parish of Saint Martin, Stamford Baron, otherwise Saint Martins, Stamford Baron, in the county of Northampton, at, or near the east end of Water Street, in the said parish, and terminating in the parish of Essendine, in the county of Rutland, by a junction with the Great Northern Railway, at or near a bridge or culvert, under the said Great Northern Railway, near to, and on the south side of the Essendine station of the Great Northern Railway Company, and which said intended railway and works will be made, or pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places next following, or some of them, that is to say, Saint Martin, Stamford Baron, otherwise Saint Martins, Stamford Baron, in the county of Northampton; Saint George with Saint Paul annexed, Stamford and Uffington, in the county of Lincoln, the borough of Stamford and Ryhall cum Belminsthorpe, otherwise Belminsthorpe, otherwise Belmesthorpe, and Essendine, in the county of Rutland.

Also, a connecting branch railway, commencing

by a junction with the firstly-described intended railway, on the south side thereof, in, at, or near a field belonging to the Marquis of Exeter, and now in the occupation of Frederick Lumby, and terminating by a junction with the Syston and Peterborough branch of the Midland Railway, at, or near the 36th-mile post on the said last mentioned branch, which said intended connecting branch railway will be made wholly in the parish of Saint Martin, Stamford Baron, otherwise Saint Martins, Stamford Baron, aforesaid.

And it is further intended by the said Bill, to take powers to lower the sill of Hudds Mill, in the parish of Saint George with Saint Paul annexed, in the county of Lincoln, and also the top level of the waste-water weir, in the said parish of Saint George with Saint Paul annexed, near to the said mill, to lower the level of the lock in the said parish of Saint George with Saint Paul annexed, upon the Welland navigation or cut, nearest to the town of Stamford, and if necessary, to deepen, scour, and straighten the bed of the river Welland, commencing in the said parish of Saint George with Saint Paul annexed, and Saint Martin, Stamford Baron, otherwise Saint Martins, Stamford Baron, at the confluence of the said river Welland, and the wash, and terminating in the parish of Saint Mary, in the county of Lincoln, and the said parish of Saint Martin, Stamford Baron, otherwise Saint Martins, Stamford Baron, at or near Stamford bridge. All which said several works last described will be situate in the parishes, townships, and other places following, or some of them, (that is to say,) Saint Martin, Stamford Baron, otherwise Saint Martins, Stamford Baron, and in the hamlet of Pilsgate, in the county of Northampton, the borough of Stamford, and in Saint Mary and Saint George with Saint Paul annexed, in the county of Lincoln.

And it is intended by the said Bill, to confer upon the Company to be thereby incorporated, all necessary powers for effecting the purposes following, or some of them, that is to say:—

To stop up, alter, divert or cross, either temporarily or permanently, any turnpike or other roads, highways, streets, railways, tramways, canals, towing paths, pathways, aqueducts, streams, rivers, navigations, sewers, drains and watercourses within the aforesaid borough, parishes, townships, townlands, extra-parochial and other places, or any of them, which it may be necessary to stop up, alter, divert, or cross, for the purposes of the works aforesaid.

To make lateral deviations from the lines of the said railway and branch railway and works, to the extent and within the limits defined upon the plans hereinafter mentioned.

To purchase by compulsion or otherwise, lands, houses and hereditaments, for the purposes of the aforesaid railways and works, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates and duties upon or in respect of the said railways and works, to alter existing tolls, rates and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill, to enable the Company to be thereby incorporated to run over, and use with their engines, waggons and carriages, so much of the line of the said Great Northern Railway Company as lies between the point of junction with the Great Northern Railway of the said first-described intended railway and the Essendine station of the said Great Northern Railway Company; and also to use the said last mentioned station, and the watering places,