

works, and conveniences connected therewith; and also to run over and use as aforesaid so much of the line of the Midland Railway Company, as lies between the point of junction with the Syston and Peterborough branch of the Midland Railway, of the intended branch railway hereinbefore described, and the station of the said Midland Railway Company at Stamford, and the watering places, works, and conveniences connected therewith.

And it is also intended by the said Bill, to enable the Company to be thereby incorporated, and the Great Northern Railway Company, and the Midland Railway Company, or either of them, to enter into, and carry into effect mutual contracts or agreements for running over, working, or using by any or either of the said Companies, of the railway stations, watering places, and other works and conveniences of any or either of the said companies, and for or with reference to the regulation and management of the traffic, and the collection, apportionment, and appropriation of the tolls, rates, or duties arising thereon; and also to enable the said Great Northern Railway Company and the Midland Railway Company, or either of them, to guarantee, if they so think fit, dividends or interest on the shares or stock to be created in the said intended Railway Company, and to raise money, if necessary, for that purpose.

And it is also intended by the said Bill, (so far as may be necessary for the purposes aforesaid,) to alter and amend some of the powers and provisions of the several Acts of Parliament following, relating to the Midland Railway Company, (that is to say,) local and personal Acts, 7 and 8 Victoria, chapters 18 and 59; 8 and 9 Victoria, chapters 38, 49, 56, 90, and 181; 9 and 10 Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, chapters 21, 88, and 131; and 14 and 15 Victoria, chapters 57, 88, and 113; and also of the several Acts of Parliament following, relating to the Great Northern Railway Company, (that is to say) local and personal Acts, 9 and 10 Victoria, chapters 71 and 352; 10 and 11 Victoria, chapters 143, 146, 148, 272, 286, and 287; 11 and 12 Victoria, chapter 114; 12 and 13 Victoria, chapter 84; 13 and 14 Victoria, chapter 61; 14 and 15 Victoria, chapters 45 and 114; and 15 and 16 Victoria, chapter 153; and also an Act passed in the 13th year of Her Majesty Queen Elizabeth, intituled "An Act for making the river of Welland, in the county of Lincoln, navigable.

And notice is hereby further given, that duplicate plans and sections of the intended railway, branch railway and works, together with a book of reference to such plans a published map with the lines of the said railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November, one thousand eight hundred and fifty-two, be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton in the said county, and with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Sleaford, in the said county, and with the Clerk of the Peace for the county of Rutland, at his office at Oakham in the said county, and with the Clerk of the Peace for the borough of Stamford, at his office in the town of Stamford, in the county of Lincoln; and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways and works, or any part thereof, will be made or pass, together with a copy of this notice,

as published in the London Gazette, will be deposited for public inspection with the parish Clerk of each such parish, at his place of abode, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode; and that on or before the thirty-first day of December, one thousand eight hundred and fifty-two, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 3rd day of November, 1852,
T. A. F. and T. Walford,
27, Bolton-street, Piccadilly, London,
Solicitors for the said Bill.

Leamington, Warwick, and Stratford-upon-Avon Railway.

(Incorporation of Company; Power to make Railways and enter into Arrangements with London and North Western Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of one thousand eight hundred and fifty-three for an Act to incorporate a company for the purpose of making and maintaining the railways hereinafter mentioned, with all proper works and conveniences connected therewith and approaches thereto respectively (that is to say):

First. A main line of railway, commencing by a junction with the London and North Western Railway at or near the viaduct over the River Leam, in the parish of Milverton, in the county of Warwick, and terminating at or near a certain meadow called Lock Meadow or Upper Meadow, in the occupation of Mary Newnham, and situate near the Mill Bridge, in the parish of Old Stratford, in the said county of Warwick, which said railway is intended to pass from, through, or into the several parishes, townships, and extra-parochial and other places following or some of them (that is to say): Milverton, Emscote otherwise Edmondscote, Warwick, Saint Nicholas Warwick, Saint Mary Warwick, Budbrooke, Longbridge, Hampton, Hampton on the Hill, Sherbourne, Fullbrooke, Lower Fullbrooke, Charlecote, Hampton Lucy otherwise Bishops Hampton, Wasperton, Wellesbourne Mountford, Alveston, Tiddington, Bridge Town, Old Stratford, Stratford-upon-Avon, or some of them, in the county of Warwick:

Second. A branch or extension railway commencing by a junction with the said intended main line of railway, at or near the terminus thereof, at Lock Meadow, or Upper Meadow aforesaid, and terminating at or near two adjoining fields or pieces of arable ground in Upper Millcote, in the county of Warwick, in that part of the parish of Weston upon Avon which is in the same county, known by the names of The Big Barn Ground and The Far Ground, in the occupation of John Caleb Adkins, or one of such fields, either by an independent station or by a junction with the Stratford upon-Avon branch of the Oxford, Worcester, and Wolverhampton Railway, which said branch or extension railway will pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say): Stratford-upon-Avon, Old Stratford, and Ryon Clifford, in the county of Warwick; Clifford Chambers, in the county of Gloucester; and Millcote, Upper Millcote, Lower Millcote, and Weston upon Avon, in the counties of Warwick and Gloucester, or one of them:

Third. A branch railway diverging out of the said intended main line of railway at or near the said proposed terminus thereof, in the parish of Old Stratford aforesaid, and terminating by a junction with the Stratford and Moreton Railway, at or near the bridge of the said Stratford and