

in the same manner, as if the income of such charity did not exceed thirty pounds;

"And the said Board may make and give such further and other orders and directions in relation to the delivery and publication of such accounts, and the form thereof, as they may think fit, which directions and orders shall be obligatory on and obeyed by all such trustees and persons as aforesaid."

*Inland Revenue, 27, Norfolk Street, Strand,  
November 27, 1853.*

"THAT an additional Warehouse, belonging to Mr. James Hartley, situate at Dublin Wharf, Lower East Smithfield, in the county of Middlesex, be approved as a General Warehouse, for the deposit therein of British Spirits, under the provisions of the Act, 11 and 12 Victoria, cap. 122."  
*J. Johnson, Storekeeper.*

#### THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR.

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 22nd day of November, 1853.

*Is Twenty-three Shillings and Eight Pence Halfpenny per Hundred Weight;*

Exclusive of the Duties of Customs paid or payable thereon on the IMPORTATION thereof into GREAT BRITAIN;

No Return has been made of the sale of BROWN or MUSCOVADO SUGAR, the Produce of the MAURITIUS, in the Week ending as above.

#### THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR.

The Produce of the EAST INDIES, Computed as above, and Exclusive of Duty,

*Is Twenty-five Shillings and Four Pence Halfpenny per Hundred Weight;*

The AVERAGE PRICE of the two foregoing Descriptions of SUGAR, jointly,

Computed as above, and Exclusive of Duty,

*Is Twenty-four Shillings and One Farthing per Hundred Weight.*

*By Authority of Parliament.*

HENRY BICKNELL,  
*Clerk of the Grocers' Company.*

*Grocers'-Hall, November 25, 1853.*

York, Newcastle, and Berwick Railway.  
(Additional Powers for Construction of Docks at Jarrow Slake, and Branch Railway thereto Agreement with Dean and Chapter of Durham as to appropriation of part of money payable to them; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several Acts relating to the York, Newcastle, and Berwick Railway Company hereinafter mentioned; that is to say: Local and Personal Acts, 5 Vic., session 2, cap. 80; 6 Vic., cap. 8; 7 Vic., cap. 27; 8 and 9 Vic., caps. 92 and 163; 9 Vic., cap. 58; 9th and 10th Vic., caps. 95, 96, 207, 235, 242, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, and 263; 11 and 12 Vic., caps. 24, 55, and 81; 12 and 13 Vic., cap. 58; 13 and 14 Vic., cap. 53; 14 and 15 Vic., caps. 84 and 85; and 15 Vic., caps. 36 and 114.

And it is proposed by the said intended Act to

confer upon the York, Newcastle, and Berwick Railway Company, further and additional powers for the construction and maintenance of, and to authorise and empower the said Company to construct and maintain a dock, or docks, with all suitable and necessary piers, walls, locks, gates, bridges, arches, quays, landing-places, avenues, approaches, wharfs, depots, warehouses, buildings, staiths, timber ponds, reservoirs, works, and conveniences, at and near to Jarrow Slake, upon or within the River Tyne, and the lands adjoining the same; which said dock or docks, approaches, and works, or some of them, will extend or pass to, from, through, or into, or be made and maintained within the parishes, townships, and extra-parochial places following, or some of them; that is to say: Jarrow, Saint Hilda, Holy Trinity, South Shields, and Westoe, otherwise Wyvestoe, all in the county of Durham, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne.

And also to make and maintain a railway or railways from and out of that part of the York, Newcastle and Berwick Railway which is called or known as the South Shields branch of the Brandling Junction Railway, commencing at or near a point where the same branch railway crosses a lane or road called the Green-lane, in the township of Harton, and parishes of Jarrow, Saint Hilda, and Holy Trinity, or one of them, in the county of Durham, thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Monkwearmouth, South Shields, Fulwell, Jarrow, Harton, Saint Hilda, Holy Trinity, Westoe, otherwise Wyvestoe, and Saint Nicholas, all in the said county of Durham, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and terminating in various lines of approach to and at or near the south and west sides of the said proposed docks in Jarrow Slake, in the said township of Westoe, otherwise Wyvestoe, and parishes of Saint Hilda, Holy Trinity, Jarrow, and Saint Nicholas, or some or one of them, with all proper and necessary works and conveniences connected therewith.

And it is also proposed by the said intended Act to authorise the York, Newcastle, and Berwick Railway Company to raise a further sum of money for the purposes of the said intended docks, railways, and works, and for the general purposes of their undertaking, by the creation of shares, with or without a preference or priority in the payment of dividends or other special advantages attached thereto, or by mortgage, or by both of such means, and to apply to such purposes any part of the corporate funds of the Company as they shall think fit.

And it is proposed to apply for powers in the said intended Act to divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streams, canals, 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 to divert, alter, or stop up for the purposes of such proposed docks, railways, and other works respectively.

And also to take water from the River Tyne and from the Dean Burn, for the use of the said docks.

And also to take powers for the purchase by compulsion or otherwise of lands and houses, for the purposes of the said intended docks, railways, and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner