

clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of a parish immediately adjacent thereto.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 12th day of November, 1860.

*Baxter, Rose, and Co.,*  
6, Victoria-street, Westminster.

*Burchells,*  
Broad Sanctuary, Westminster.

*Johnstone, Farquhar, and Leech,*  
Moorgate-street, London.

In Parliament.—Session 1861.

Street Rail Company (Limited.)

(For laying down Rails upon the Streets of the Metropolis, and other Towns of the United Kingdom, for the Conveyance of Passengers, and other Traffic.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to confer on a Company, now or hereafter to be incorporated under the name of "The Street Rail Company" (Limited), (hereinafter called "The Company,") the following, or some of the following powers, viz.:

To lay down and maintain in, upon, and along the surface of such of the streets and roads of the metropolis (according as the word metropolis is defined in the Metropolis Local Management Act, 1855,—18 & 19 Vic., cap. 120, sec. 250) and such of the streets and roads of any other town in the United Kingdom of Great Britain and Ireland as shall be selected by the consent of the parties having the control of such streets and roads respectively.—whether, as the case may be, the Metropolitan Board of Works, Vestry, District Board, Commissioners of the Metropolis Turnpike Roads, the Lord Mayor, Aldermen, and Commons of the city of London, trustees, grand juries, or other bodies corporate, or persons, having respectively the duty of directing the repairs, or the control or management thereof,—iron rails and plates for facilitating the passage along the same streets or roads of all carriages and traffic by horse power only.

For this purpose the said intended Act will authorize the Company, their agents, licensees, and servants, after having obtained such consent as aforesaid, to open the surface of the said streets and roads, and to lay down and maintain therein and from time to time repair such rails or plates as aforesaid. And the said intended Act will enable the Company and the several bodies and persons aforesaid to enter into agreements with respect to the purposes of the said intended Act.

The intended Act will reserve to all persons entitled to use such streets or roads the right to run over, upon, and along the said rails and plates, when laid down, with all ordinary road wheels and carriages, but will reserve to the Company the exclusive use of flange wheels, adapted to run on an edge rail, upon the edge rail as laid down; and will confer on, confirm and extend to the Metropolitan Police, the Police of the city of London, and the Police of any other city, town or place where such rails are laid down, and the persons or bodies having the control or management of such streets or roads, the power of regulating from time to time the mode of passage of all traffic along such streets or roads, whether upon or off the said rails or plates; and for the general

purposes of the undertaking, the said intended Act will vary any existing rights which may interfere with such purposes, and will confer other rights and privileges.

The intended Act will provide for the maintenance and repair by the Company of such portions of the streets and roads upon or along which any rails or plates may be laid as lie between and immediately adjoin the lines of such rails and plates.

The intended Act will authorize the Company to acquire lands, but only by agreement, and to erect thereon offices and buildings, and other conveniences, for the purposes of their undertaking.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 12th day of November, 1860.

*Baxter, Rose, and Co.,*  
6, Victoria Street, Westminster.

Forest of Dean Central Railway.

(Powers to make a Branch to the Crump Meadow Collieries; to make a Dock at Brimspill, in the River Severn; to divert the stream called Brimspill; to raise Preference Capital, and to make arrangements as to Capital.—Amendment of 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 for the following purposes, or some of them; that is to say:

To enable the Forest of Dean Central Railway Company to make and maintain the following works:

1. A branch railway, with all suitable bridges, stations, erections, sidings, approaches, and conveniences, commencing by a junction with the authorized line of the said Company, in the township of East Dean, in the Forest of Dean, in a place called Phelp's Meadow, otherwise the Saint Low Enclosure, at a point distant five and a half miles, or thereabouts, from the junction of the said authorized line with the South Wales Railway, measuring along the said authorized line and terminating in the township of East Dean, in the said Forest of Dean, near the Crump Meadow Collieries, at a point distant eighty yards, or thereabouts, in an easterly direction from the coal-pit at such collieries, which said Branch Railway and works will be made in, and will pass from, through, or into the parishes, townships, and extra parochial places following; that is to say: West Dean and East Dean, all in the county of Gloucester.
- 2nd. A dock with all suitable piers, locks, basins, gates, sluices, reservoirs, bridges, wharves, quays, landing staiths, drops, jetties, warehouses, machinery, works, and conveniences for building, repairing, loading, and unloading vessels, and for storing merchandize, with sufficient streets, roads, or approaches thereto, which said dock and works will be made in, and pass from, through, or into the parish of Awre, in the county of Gloucester, at Brimspill, on the north bank of the River Severn, on the east end of, and adjoining to, the terminus of the said Forest of Dean Central Railway, on the River Severn aforesaid.
- 3rd. The diversion of Brimspill aforesaid from a point at 1080 yards, or thereabouts, from the