

gauge as well as those on the broad gauge; to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned railways and portions of railway, and in respect of passengers and traffic so conveyed, to vary and limit the tolls, rates, and duties which the Ely Valley and South Wales Railway Company are respectively authorized to levy.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill to amend or repeal the Acts of Parliament following, viz.:—The Ely Valley Railway Act, 1857; the Ely Valley Railway (Mwyndy Branch) Act, 1858; the Llantrissant and Taff Vale Junction Railway Act, 1861; the (Local and Personal) Acts, 6 William IV., chapter 82; 1 Victoria, chapter 70; 3 and 4 Victoria, chapter 110; 7 and 8 Victoria, chapter 84; 8 and 9 Victoria, chapter 159; 9 and 10 Victoria, chapter 393; 11 and 12 Victoria, chapter 23; 12 and 13 Victoria, chapter 61; and 20 and 21 Victoria, chapter 153, relating to the Taff Vale Railway Company; and the (Local and Personal) Acts, 18 and 19 Victoria, chapter 98; and 21 and 22 Victoria, chapter 146; relating to the South Wales Railway Company.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map, with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county, and that on or before the 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them are, or is, intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. And printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 13th day of November, 1861.

*John Stockwood*, Cowbridge, Solicitor for the Bill.

#### North-Eastern Railway.

(Hull and Doncaster Branch).

**Power to construct Branch Railways between the Hull and Selby and Great Northern Railways and a Branch Railway at Kingston-upon-Hull—Powers to Great Northern and Lancashire and Yorkshire Railway Companies, and over their Railways—Additional Capital—Amendment of Acts, and other purposes.**

**NOTICE** is hereby given, that application will be made to Parliament, in the next session, for an Act to enable the North-Eastern Railway Company, hereinafter called "the Company," to make and maintain the railways following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say—

Firstly,—A railway commencing by a junction with the rails of the Hull and Selby line of the North-Eastern Railway Company, at the west end of the Howden Station on that line, at or near to a point distant 80 yards in a westerly direction from the platform entrance to the passengers'

booking office at that station, in the township and parish of Howden, in the East Riding of the county of York, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial, or other places following, or some of them; that is to say: Howden, Caville, Portington, Eastrington, Thorpe, Skelton, Wressell, Newsholme, and Brind, Knedlington, Asselby, Barnaby-on-the-Marsh, Belby, and Kilpin, all in the said East Riding; and Hook, Newland, Drax, Armin, Rawcliffe, Snaith, Snaith and Cowick, Thorne, Sykehouse, Fishlake, Moss, Fenwick, Kirk Bramwith, Askern, Kirk Sandall, Trumfleet, Campsall, Burghwallis, Owston, Thorpe in Balne, Barnby-upon-Don, Tilts, Langthwaite with Tilts, and Doncaster, all in the West Riding of the said county of York; and terminating by a junction with the rails of the Great Northern railway at or near a point where that railway is carried over Cockshaw Dike, by a bridge called Reedholme-bridge, in the township and parish of Owston, in the said West Riding.

Secondly,—A railway commencing by a junction with the said firstly proposed railway, at or near to a point in a field in the said township of Rawcliffe and parish of Snaith, adjoining Marl Pit Drain on the west, and Dobeller Drain on the south, and belonging to the trustees of the late Ralph Creyke, Esquire, and in the occupation of Thomas Blacker, which said point is about 143 yards from the northern corner of the said field, on a straight line drawn from such corner to the southern corner of the said field, and terminating by a junction with the Wakefield, Pontefract, and Goole branch of the Lancashire and Yorkshire Railway Company, at or near to a point about 55 yards eastwards of, and measured from the east end of the Rawcliffe Station House on the said branch, which said secondly proposed railway will be wholly situate in the township of Rawcliffe, and parish of Snaith, in the said West Riding.

Thirdly,—A railway commencing by a junction with the said firstly proposed railway, at or near to a point in a field in the said township of Rawcliffe, abutting on New-lane on the east, and belonging to Samuel Smith; and in the occupation of Richard Hill, which said point is about 22 yards from the centre of the western hedge of the said field, on a straight line drawn from such centre to the eastern hedge of the said field, and terminating by a junction with the said Wakefield, Pontefract, and Goole Branch Railway at or near to a point where the said branch railway crosses a road called Mill-lane, which said thirdly proposed railway will be wholly situate in the said township of Rawcliffe, and parish of Snaith.

Fourthly,—A railway commencing by a junction with the Victoria Dock Branch of the North-Eastern Railway, at the south end of the Southcoates Station on that branch, in the township of Southcoates, otherwise Sudcoates, in the parish of Drypool, in the town and county of the town of Kingston-upon-Hull, and thence passing from, through, into, and in the township of Southcoates, otherwise Sudcoates, and the township of Drypool, both in the parish of Drypool, in the said town and county of the town of Kingston-upon-Hull, and terminating by a junction with the Hull and Holderness Railway, at the first half-mile post on that railway east from the Victoria Station, and in the said township and parish of Drypool.

And in such intended Act, powers will be sought to form the proposed junctions with the Great Northern, the Wakefield, Pontefract, and Goole, and the Hull and Holderness Railways, and otherwise to interfere with those railways and a