

Humber, in the said parishes of Hessle, Kirk Ella, North Ferriby, and Holy Trinity.

For the purposes of the said railways, and the works connected therewith, it is intended by the Bill to apply for power to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, navigations, rivers, and canals, and particularly the Dutch River, and the River Ouse; to purchase lands, houses, and other property compulsorily; to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges.

The Bill will also enable the Company to apply their existing funds, and any monies which they have still power to raise, to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define; and the Bill will alter and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill.

The Bill will also authorize arrangements with the Manchester, Sheffield, and Lincolnshire Railway Company, to use, with their engines, carriages, and servants, the railways proposed to be authorized by the said Bill.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and it will amend and enlarge the powers and provisions of the several Acts of Parliament relating to the Company, namely:—the 10 and 11 Vict., cap. 291; the 11 and 12 Vict., cap. 65; the 13 and 14 Vict., caps. 35 and 57; the 15 and 16 Vict., cap. 153; the 9 and 10 Vict., cap. 354; the 14 and 15 Vict., cap. 46; the 6 Geo. 2, cap. 9; the 12 Geo. 1, cap. 38; the 3 Geo. 2, cap. 11; the 13 Geo. 1, cap. 20; the 1 and 2 Geo. 4, cap. 46; the 7 Geo. 4, cap. 97; the 33 Geo. 3, cap. 115; the 39 and 40 Geo. 3, cap. 37; the 55 Geo. 3, cap. 65; the 11 and 12 Vict., cap. 94; the 12 and 13 Vict., cap. 75; the 33 Geo. 3, cap. 117; the 38 Geo. 3, cap. 47; the 49 Geo. 3, cap. 71; the 12 and 13 Vict., cap. 29; the 22 and 23 Vict., cap. 101; and the 24 and 25 Vict. cap. 169, and of any other Acts relating to the Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of railway delineated thereon, so as to shew their general course and direction; and a copy of this notice will, on or before, the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield; with the Clerk of the Peace for the East Riding, at his office at Beverley; and with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office at Hull; and 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 in or through which the said railways will be made, and a copy of this notice; will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the proposed 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 15th day of November, 1861.

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

In Parliament.—Session 1862.

South Yorkshire Railway.

(Railways near Sheffield and Thorne; Poers over Manchester, Sheffield, and Lincolnshire Railway; Closing Road at Hexthorpe.)

THE South Yorkshire Railway and River Dun Company, (who are herein referred to as the Company), intend to apply to Parliament in the next session thereof, for leave to bring in a Bill to enable them to make and maintain the following new lines of railway, or some part or parts thereof, together with all necessary works, stations, approaches, and conveniences connected therewith.

1. A railway commencing by a junction with the South Yorkshire Railway, near a bridge where the South Yorkshire Railway crosses over a public road from Kimberworth to Wincobank, in the township of Kimberworth and parish of Rotherham, passing through Brightside Bierlow, Sheffield, Kimberworth, Rotherham, Tinsley, and Attercliffe-cum-Darnall, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway, in the township of Attercliffe-cum-Darnall, and parish of Sheffield, at or near Woodbourne House.

Also a junction curve from the same proposed railway, at a point about three furlongs north-eastward of the last-named junction, to form a junction with the Manchester, Sheffield, and Lincolnshire Railway, about three furlongs to the east of the aforesaid junction.

A railway commencing by a junction with the South Yorkshire Railway near Long Sandall Lock, in the township of Bentley-with-Arksey, in the parish of Arksey, passing through Arksey, Doncaster, Wheatley, Bentley-with-Arksey, Long Sandall, Kirk Sandall, Barnby-upon-Don, South or Sand Bramwith, Kirk Bramwith, Hatfield, Stainforth, Fishlake, Thorne, and terminating by a junction with the same railway, at or near a certain bridge over the Stainforth and Keabby Canal, called Maude's Bridge, in the township and parish of Thorne.

All the said works will be in the West Riding of Yorkshire.

The Bill will enable the Company to purchase lands, houses, and other property compulsorily, and to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges.

It will also enable the Company to apply their existing funds, and any monies which they have still power to raise, to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

The Bill will enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or settled by arbitration all or any part of the respective railways after mentioned, together with the stations, watering places, booking offices,