

2nd, cap. 9; 12 Geo. 1st, cap. 38; 13 Geo. 2nd, cap. 11; 13 Geo. 1st, cap. 20; 1 and 2 Geo. 4th, cap. 46; 7 Geo. 4th, cap. 97; and the other Acts relating to the River Dun navigation; the 33 Geo. 3rd, cap. 115; 39 and 40 Geo. 3rd, cap. 37; and the other Acts relating to the Dearne and Dove Canal; the 55 Geo. 3rd, cap. 65; 11 and 12 Vict., cap. 94; 12 and 13 Vict., cap. 75; and the other Acts relating to the Sheffield Canal: the 33 Geo. 3rd, cap. 117; 38 Geo. 3rd, cap. 47; 49 Geo. 3rd, cap. 71; 12 and 13 Vict., cap. 29; and the other Acts relating to the Stainforth and Keadby Canal; also of the several Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely, "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849" (12 and 13 Vict., cap. 81); 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114; 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; and 24 and 25 Vict., cap. 186; and any other Acts relating to that Company; also "The Trent, Ancholme, and Grimsby Railway Act, 1861" (24 and 25 Vict., cap. 156); and also "The Barnsley Coal Railway Act, 1861" (24 and 25 Vict., cap. 165).

Printed copies of the 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.

Radstock and Keynsham Railway.
(Incorporation of Company for making Railway, and Branches therefrom; Powers to the Great Western Railway Company.)

IT is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company (herein referred to as "The Company"); and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively; that is to say:

1. A railway (herein referred to as "The Main Line"), to commence by a junction with the existing Radstock Branch of the Great Western Railway, in the parish of Radstock, at a point about 132 yards south of the Weigh Bridge, on the eastern or up line of rails in the Radstock Station, to pass thence through or into the several parishes and places following, or some of them (that is to say): Radstock, Midsomer Norton, Welton, Paulton, Binegar, Ston Easton, Farrington Gournay, High Littleton, Hallatrow, Clutton; Chelwood, Houndstreet, Marksbury, Compton Dando, Burnet, Chewton Keynsham, and Keynsham, and to terminate in the said parish of Keynsham by a junction or junctions with the main line of the Great Western Railway at the east end of the bridge which carries the Great Western Railway over the River Chew, immediately adjoining to, and east of, the Keynsham Station.

2. A branch railway (herein referred to as the Writhlington Branch) to commence by a junction with the main line, at or near the junction of that line with the Radstock Branch, in the parish of Radstock, to pass thence through or into the parishes and places following, or some of them (that is to say): Radstock, Writhlington, Camerton, and Wellow, and to terminate in the said parish of Writhlington, in a pasture field num-

bered 18. on the tythe map of that parish, and called Home Mead and Conygarth, belonging to the Rev. Thomas R. Joliffe, and in the occupation of Charles G. Bince.

3. A branch railway or tramway to commence from and out of the Writhlington Branch, at or near the termination of that branch, to pass through or into the parishes and places following; or some of them (that is to say): Writhlington, Camerton, and Wellow, and to terminate in the said parish of Wellow, at the Braysdown Colliery.

4. A branch railway (herein referred to as the Hallatrow Branch) to commence in the said parish of Clutton, by a junction with the main line in a pasture field, numbered 70, on the Tythe Map of said parish, and called Hill Meadow, belonging to the Earl of Warwick and in the occupation of Thos. Lippiatt, to pass through or into the following parishes and places, or some of them (that is to say): Clutton, High Littleton, Hallatrow, Paulton, Timsbury, Radford, and Camerton, and to terminate in the said parish of Camerton, in a pasture field, numbered 161a on the tythe map of the said parish, and called Boxbury and Furlong Summer Leaze, belonging to John Jarrett, and in the occupation of George Gibbons.

5. A branch railway or tramway to commence from out of the Hallatrow Branch, in the said parish of Timsbury, in a pasture field in the said parish, numbered 417 on the tythe map of the said parish, and called Knobbers, belonging to Bartholomew Smith, and in the occupation of Peter Rawlings, to pass through or into that parish and the said parish of High Littleton and to terminate at the works of the Hayes Wood Colliery.

The said railways and tramways will be wholly situate in the county of Somerset.

And it is also proposed by the said Bill to apply for the following, among other powers:

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said railways and tramways and the works connected therewith:

To purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways, tramways, and works, and to levy tolls, rates, and charges in respect thereof:

To authorize the Great Western Railway Company to contribute towards the cost of constructing the intended railways, tramways, and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest and other advantage over their existing and authorized capital, and to enable the said Great Western Railway Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof:

To enable the Company, on the one hand, and the said Great Western Railway Company, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways, tramways, and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the intended railways and tramways; the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic, coming from, or destined for, the respective