

of cottages abutting upon the public foot-path leading from Wivenhoe to Colchester, and lands lying immediately adjacent to and on each side of the Company's Branch to the River Colne at the termination of that branch.

To apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said intended railways and works, and of the said Bill, 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.

To authorise the Great Eastern Railway Company to contribute towards the cost of constructing the intended railways 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 authorised capital, and to enable the said Great Eastern 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, and to appoint directors of the Company.

To enable the Company on the one hand, and the said Great Eastern 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 existing and authorised undertaking of the Company, and also of the said intended railways 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 of the undertaking, or any part of the undertaking, of the Company; 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 undertakings of the contracting Companies; and the division and the appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Company's Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," and it will amend and enlarge the powers and provisions of "The Tendring Hundred Railway Act, 1859," and of "The Tendring Hundred Railway Act, 1862," relating to the Company, also of "The Wivenhoe and Brightlingsea Railway Act, 1861," relating to the Wivenhoe and Brightlingsea Railway Company, and also of "The Great Eastern Railway Act, 1862," relating to the Great Eastern Railway Company.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, and duplicate plans describing the additional lands sought to be acquired for the authorised works of the Company, 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 intended lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, before the 30th day of November instant, be deposited, for public inspection, with the Clerk of the Peace for the county of Essex, at his office, at Chelmsford; and on or before the same day, a copy of so much of the plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property intended to be taken are situate, 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 11th day of November, 1862.

*Fred. B. Philbrick,  
Barnes and Neck,*

Colchester, Essex, Solicitors for the Bill.

#### North-Eastern Railway.

(Hull and Doncaster Branch.)

(Construction of Branch Railways between the Hull and Selby and South Yorkshire and Wakefield, Pontefract, and Goole Railways; Powers to South Yorkshire, Great Northern, Lancashire and Yorkshire, and Manchester, Sheffield, and Lincolnshire Railway Companies, and over their Railways; Power to use Railway and Works of Undertakers of Aire and Calder Navigation; Agreements with other Companies; Additional Capital; Amendment of Acts; and other Powers and Purposes.)

**N**OTICE 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):

First. A railway commencing by a junction with the rails of the Hull and Selby Railway on the west side of the road, called the Staddlethorpe Broad Lane, and at or near to a point distant 30 yards in a westerly direction from the platform entrance to the passengers booking office at the Staddlethorpe Station on the said railway, in the township and parish of Blacktoft, 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)—Blacktoft, Scalby, Sandholme, Eastrington, Caville, Greenoak, Bennetland, Portington, Gilberdike, Bellasize, Howden, Newland, Linton, Yokefleet, Metham, Cotness, Belby, Balkholme, Laxton, Saltmarshe, Kilpin, and Skelton, all in the said East Riding; and Snaith, Hook, Armin, Goole, Rawcliffe, Snaith and Cowick, Fishlake, Sykehouse, Thorne, Hatfield, and Stainforth, all in the West Riding of the said county of York, and terminating by a junction with the authorised line of railway of the South Yorkshire Railway and River Dun Company (hereinafter called "the South Yorkshire Company"), on the east side of a road called Jolinson's-road, otherwise Ashfield-lane, and at or near a point in a field called Ashfield Close,