

8th and 9th Victoria, chapters 49, 56, and 90; local and personal Acts 9th and 10th Victoria, chapters 51, 102, 166, 167, 163, 203, 243, 254, 255, 311, 326 and 340; and to enable the Midland Railway Company to alter the gauge of their railway between the terminus thereof at Bristol and the part where it unites with the Cheltenham and Swindon line of the Great Western Railway Company in the parish of Standish in the county of Gloucester.

And notice is hereby further given, that, on or before the thirtieth day of November instant, maps and plans and sections describing the line, direction and levels of the said intended railway and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the following clerks of the peace respectively, that is to say, with the clerk of the peace for the county of Gloucester, at his office in Gloucester, and with the clerk of the peace for the city of Gloucester and county of the same city, at his office in the said city of Gloucester.

And that, on or before the said thirtieth day of November instant, copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended railway is proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this 6th day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,

1, Lincoln's Inn Fields, London,

Berridge and Macauley, Leicester,

Samuel Carter, Birmingham,

} Solicitors.

Midland Railway.

Worcester, Hereford, Malvern, and Cheltenham Lines, with a Branch to Ledbury.—Proposed extension by the Midland Railway Company from Worcester to Hereford, with Branches to Ledbury, Malvern, Ashchurch, and Cheltenham, with power to purchase or make arrangements with the Herefordshire and Gloucestershire Canal and Company, and Junctions with the Shrewsbury and Hereford Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say, an Act passed in the thirty-first year of the reign of His Majesty King George the Third, entitled "An Act for making and maintaining a navigable canal from the City of Hereford to the City of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester." An Act passed in the thirty-third year of the same reign, entitled "An Act to vary and extend the line of the canal authorized to be made by an Act passed in the thirty-first year of the reign of His present Majesty, entitled 'An Act for making and maintaining a navigable canal from the city of Hereford to the city of Gloucester, with a collateral cut from the same to the town of Newent, in the county of Gloucester;' and to amend the said Act." And an Act passed in the second year of the reign of Her present Majesty, entitled "An Act for enabling the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation to raise a further sum of money, and for amending the Acts relating thereto." And also, the several Acts hereinafter mentioned relating to the Midland Railway Company, or some of them, that is to say, an Act passed in the seventh year of the reign of Her present

Majesty Queen Victoria, entitled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also, the Local and Personal Acts, eighth and ninth Victoria, chapters 49, 56, and 90; Local and Personal Acts, ninth and tenth Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340: in which said Bill it is intended to apply for powers to enable the Midland Railway Company to make and maintain the following railways and branch railways, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith and approaches thereto, that is to say, a railway commencing near to a certain bridge over the Worcester and Birmingham Canal, called "Black Pole Bridge," in the parish of Claines, in the county of Worcester, where it is also intended to form a junction with the Oxford, Worcester, and Wolverhampton Railway, and terminating in or near to a certain field or piece of ground adjoining a certain road or lane called Friar Street or Albert Street, in the parishes of Saint Peter and Saint John the Baptist, or one of them, within the liberties of the city of Hereford, the property of John Arkwright, Esq., now or late in the occupation of Richard Hayling, as under-tenant to George Townsend, which said railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Claines, Astwood, Hindlip otherwise Henlip otherwise Hinlip, and Saint Martin, in the county of Worcester; Saint Martin, Saint Clement, Saint Michael, Saint Michael in Bedwardine, Wick Episcopi, Claines, Whistones otherwise Whitstones, Pitchcroft otherwise Pitchcroft Ham, Saint George, Oldbury, Saint Peter otherwise Saint Peter the Great, and Saint John otherwise Saint John in Bedwardine, partly in the county of Worcester and partly in the city of Worcester and county of the same city; Saint Alban, Saint Oswald, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul, Saint Michael otherwise Saint Michael in Bedwardine, Saint Helen, Saint Andrew, Saint Nicholas, The Butts, College Precincts, All Saints, Saint Clement, township of Saint John in Bedwardine otherwise Saint John Henwick, Saint Swithin, Saint Paul, in the city of Worcester and county of the same city; Wick Episcopi, Broadheath, Broadmore Green, Northwick, Barbourne, Whittington, Battenhall, Middle Battenhall, Lower Battenhall, Upper Battenhall, Outbounds of Saint John, Wick, Upper Wick, Lower Wick, Rushwick, Leigh, Bransford otherwise Brandsford, Leigh Sinton, Braces Leigh otherwise Leigh Braces, Upper Howsell, Lower Howsell, Sherridge, Sandlin otherwise Sanlin, Brockamin, Hill End, Link End, Lane End, Powick, Woodsfield, Clevelode, otherwise Clevelead, Malvern, Great Malvern, Chapelry of Saint Peter, Newland, Newland Saint Mary's, Malvern Link, Cotheridge, Housen, Otherton, Madresfield otherwise Maddresfield, Hallow, Grimley, Grimley-cum-Hallow, Saint James's Mathon, Saint Matthias's Leigh, in the county of Worcester, or some of them; Mathon, in the counties of Worcester and Hereford, or one or both of them; and Colwall, Evesbatch Cradley, Cowley, Cowley Gate, Cradley East, Cradley West, Vine's End, Coddington, Bosbury, Netherley, Catley, Upleadon and Catley, Upland otherwise Upleadon, Ledbury, Leadon and Haffield, Wall Hills, Mitchell, and Nether-ton, Wellington, Munsley, Stapeley, Parkhold, Pixley, Canon Froome, Bishops Froome, Castle Froome, Ashperton, Putley, Tarrington, Stretton Grandsome otherwise Stretton Grandisome, Eggleton otherwise Eggleton, Yarkhill, Washington, Monkhide, Withington, Westhide, Weston Beggard otherwise Weston Baggard, Stoke Edith, Dormington, Bartestree, Wool Hope,

Fownhope, Mordiford, Lugwardine, Hampton Bishop, Tupsley, Ocle Pyechard otherwise Ocle Pychard otherwise Ocle Pichard, Much Cowarne, Morton Jeffries, Stoke Lacy, Ullingswick, Felton, Preston Wynn, Sutton Saint Nicholas, Sutton Saint Michael, Shelwick, Burcot, Moreton on Lug, Marden, Wisterstone, Vend and Venn Vault, Fromanton, Livers Ocle, Amberley, Pipe and Lyde, or some of them, in the county of Hereford, Hampton otherwise Hampton Bishop, Tupsley, Hulmer, Shelwick, Huntington, Hereford, and Saint John otherwise Saint John the Baptist, Saint Peter, Saint Owen, All Saints, Vineyard, Saint Martin, Lower Bullingham, and Saint Nicholas, or some of them, partly in the city of Hereford, or within the liberties thereof, and partly in the county of Hereford, or one of them.

And a branch railway, diverging from the line of the said intended main railway, and commencing at or near a cottage and garden, the property of Edward Spencer, and now in the occupation of William Powell, at or near Shelwick, in the parish of Holmer, in the county of Hereford, and terminating by a junction with the Shrewsbury and Hereford Railway, as authorized to be made by an Act passed in the last session of Parliament, at or near certain fields, the property of George Terry, Esquire, in the occupation of William Badham, near Shelwick, in the parish of Holmer aforesaid, which said branch railway and works will be made wholly in the said parish of Holmer, in the county of Hereford.

And also a branch railway, diverging from the line of the said intended main railway, commencing at or near the aqueduct over the River Lugg, in the extra-parochial part of Livers Ocle, or in the parish of Ullingswick, in the county of Hereford, or one of them, and terminating by a junction with the Shrewsbury and Hereford Railway, as authorized to be made by an Act passed in the last session of Parliament, at or near a certain field, the property of the president and governors of Guy's Hospital, and now in the occupation of Peter Burlton, and near to the boundary of the parishes of Pipe and Lyde, and Marden, in the said county of Hereford, which said branch railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Livers Ocle, Ullingswick, Marden, Sutton Saint Michael, Sutton Saint Nicholas, Holmer, and Pipe and Lyde, or some of them, in the county of Hereford.

Also, to make and maintain a railway or branch railway, with all necessary works connected therewith, diverging from the said first-mentioned intended line, in or near to a certain field, forming part of the Grange farm, belonging to Thomas Heywood, Esquire, in the occupation of John Acton, near to Southfield, in the parish of Bosbury, in the county of Hereford, and terminating at or near to the canal wharf, on the Ledbury and Ross turnpike-road, near to the turnpike-gate called the New Street Turnpike, in the parish of Ledbury, in the county of Hereford, which said last mentioned railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Coddington, Bosbury, Munsley, Stapeley, Ledbury, Ledbury Denizen, Borough of Ledbury, Ledbury Forren, Leddon otherwise Leaddon and Haffield, Wellington, Parkhold, Wall Hills, Mitchell and Nether-ton, Eastnor, Upleadon, Catley, Upleadon and Catley, Colwall, Donnington, or some of them, in the county of Hereford; and also a connecting branch, to unite the last mentioned intended railway with the said first mentioned intended railway, commencing near Prior's Court, in the said parish of Ledbury, and terminating in the said parish of Bosbury, near Stapeley wharf, and

passing through the said parishes of Ledbury and Bosbury.

Also to make and maintain a railway or branch railway, with all proper works and conveniences connected therewith, and approaches thereto, diverging from the said first mentioned intended line, in or near to a certain field belonging or reputed to belong to William Longworth, now or late in the occupation of James Warner, and nearly adjacent to the dwelling-house now or late of the said William Longworth, in the parish of Leigh, in the county of Worcester, and terminating by a double junction with the Birmingham and Gloucester line of the Midland Railway, near the Ashchurch station, in the parish of Ashchurch, in the county of Gloucester, one of such junctions being in the township of Northway and Newton, in the parish of Ashchurch, and the other in the township of Fiddington and Natton, in the same parish; which said last mentioned railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Mathon, partly in the county of Worcester and partly in the county of Hereford; Leigh, Leigh Sinton, Upper Howsell, Lower Howsell, the Link, Great Malvern, Barnard's Green, Little Malvern, Malvern Wells, Chapelry of Newland, Madresfield otherwise Maddresfield, Saint Matthias's Leigh, Saint James's Mathon, Hanley Castle, Upper Hanley, Lower Hanley, Saint Peter in Hanley Castle, Welland, Castle Morton, Upton-on-Severn, Longdon, Queenhill, Uckingham, Holdfast, Ripple, Ryall, Uckingshaw otherwise Okinghall otherwise Uckingshall, in the county of Worcester, or some of them; Puckrup, Twynning otherwise Twining, Tewkesbury, The Mythe, Pamington, Aston-upon-Carrat otherwise Aston-on-Carron, Walton Cardiff, Fiddington and Natton, Bishops Cleeve, Stoke Orchard, Treddington, and Ashchurch, in the county of Gloucester, or some of them.

And also a short branch railway to connect the said last mentioned intended railway with the said first mentioned intended railway, diverging from the said last mentioned intended railway, in the said parish of Leigh, in the county of Worcester, at a place called the Link, near a certain cottage, now or late in the occupation of Elizabeth Bayliss and Thomas Witney, or one of them, adjoining to the turnpike-road there leading from Worcester to Great Malvern, and terminating in the same parish of Leigh, near to a certain dwelling-house called the Pales, belonging or reputed to belong to John Dowding, and now or late in the occupation of Thomas Anney, and passing from, through, or into the parishes, townships, and places of Leigh, Leigh Sinton, Saint Matthias's Leigh, Saint James's Mathon, Upper Howsell, Lower Howsell, the Link, or some of them, all in the county of Worcester.

Also, to make and maintain a railway or branch railway, with all proper works and conveniences connected therewith and approaches thereto, to commence by a junction with the Birmingham and Gloucester Line of the Midland Railway, at or near the mile post thereon denoting the distance of forty-three miles and a quarter from Birmingham, in the hamlet or township of Southam and Brockhampton, in the parish of Bishop's Cleeve, in the county of Gloucester, and to terminate at or near to a close now or late occupied by Thomas Gilley Perry, near to and on the south side of Upper Alstone Mill, in the tything or hamlet of Alstone otherwise Arlestone, in the parish of Cheltenham, in the county of Gloucester, where it is also intended to form a junction with the existing Cheltenham and Swindon Line of the Great Western Railway, which said last mentioned intended railway and works will be made in, or pass from, through, or into the

several parishes, townships, and extra-parochial and other places following, that is to say, Bishop's Cleeve, Southam and Brockhampton, Woodmancote, Gotherington, Stoke Orchard, Brockington, Prestbury, Overton, Noverton, Swindon, Cheltenham, town of Cheltenham, Alstone otherwise Arlestone, Arle, Westall, Naunton, and Sandford, or some of them, in the county of Gloucester.

And it is also intended to apply for powers to make lateral deviations from the line of the said railways, branch railways and works, to the extent, or within the limits to be defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, streets, and other highways, streams, canals, sewers, pipes, navigable rivers, navigations, bridges, railways, and tramroads, within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said railways, branch railways and works, or any of them.

And it is further intended by such Act to take powers for enabling the Midland Railway Company to purchase or take on lease and hold, and to enable the Company of Proprietors of the Herefordshire and Gloucestershire Canal Navigation to sell or lease and transfer to the said Midland Railway Company the canal of the said company of proprietors, and all branch canals, cuts, railways, tramways, houses, lands, wharfs, warehouses, and other hereditaments, and the goods, property and effects, and other works and conveniences connected therewith, or any part thereof, together with the powers, rights, and privileges of the said company of proprietors, and the capital, stock, and shares, debts, liabilities, engagements, and undertakings, of the said company of proprietors, and for enabling the said Midland Railway Company to exercise and enjoy all such rights, powers, and privileges as may be so transferred to them, and also for converting and appropriating all or any part of the said canal, branches, cuts, railways, tramways, lands, hereditaments, and other works, for the purposes of the said proposed railway and works, in such manner as the said Midland Railway Company shall deem expedient, and for enabling such company to stop up and otherwise discontinue the use of all or any part of the said canal and other works, or the branches thereof, and to alter, vary, and extinguish the tolls, rates, and duties payable to the said company of proprietors, and to vary or extinguish all existing powers, rights, and privileges, in any manner connected with the said canal, or the lands, grounds, hereditaments, works, and conveniences thereto belonging, and to enable the said companies respectively to enter into any contracts, agreements, and arrangements, and to carry into effect all such contracts, agreements, and arrangements, as may be expedient or necessary in reference to the objects and purposes aforesaid, and for the compulsory purchase of lands and houses which may be required for the purposes of the said railways, branch railways, and works, or any of them, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said railways, branch railways, and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges, and to enable the said Midland Railway Company to raise any necessary sum of money for all or any of the purposes aforesaid.

And notice is hereby further given, that maps and plans of the said railways, branch railways, and works, and also a duplicate of such plans, and a section and

duplicate thereof, together with books of reference thereto, and also a published map, with the lines of railway delineated thereon, will be deposited for public inspection with the clerk of the peace for the county of Worcester, at his office at Worcester; also with the clerk of the peace for the city of Worcester, and county of the same city, at his office at Worcester; also with the clerk of the peace for the county of Gloucester, at his office at Gloucester; and also with the clerk of the peace for the county of Hereford, at his office at Hereford; on or before the thirtieth day of November, 1846; and on or before the said thirtieth day of November, 1846, a copy of so much of the plans and sections as relates to each parish in or through which the said railways, branch railways, and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this sixth day of November, 1846.

Parker, Hayes, Barnwell, and Twisden,
London,

Berridge and Macauley, Leicester,
S. Carter, Birmingham,
T. F. Addison, Gloucester,

} Solicitors.

Great Northern Railway.—(Isle of Axholme Extension.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill to enable the Great Northern Railway Company incorporated by the Great Northern Railway Act, 1846, to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction or junctions with the intended Great Northern Railway, at or near a field in the parish of Saundby, in the county of Nottingham, numbered 4 on the deposited plans of the said Great Northern Railway referred to in the said Act, passing through or into the several parishes, townships, and extra-parochial places of Saundby parish and township, Gainsborough parish and township, Morton, Walkerith, East Stockwith, Haxey parish and township, Haxey Gate, Misson, and Wroot, in the parts of Lindsey, in the county of Lincoln; Misson parish and township, West Stockwith, Beckingham parish and township, Walkeringham parish and township, Kirkland, Misterton parish and township, Gringley on the Hill, parish and township, and Cornley, in the county of Nottingham; Haxey Gate, Langholme, Craiselound otherwise Graiselound, Eastlound, Westwoodside, High Burnham, Low Burnham otherwise Nether Burnham, Owston parish and township, Heckdyke, Gunthorpe, West Kinnaird's Ferry, High Melwood, Low Melwood, Epworth parish and township, Carrside, The Ellers, Belton parish and township, Carrhouses, Westgate, Westend, Woodhouse, The Levells, Hurst, Hurst Priory, Dirtness, Crowle parish and township, Crowle Wharf, Tetley, Ealand, Godnow, Lover's Ground, and the Moors, in the said parts of Lindsey, and county of Lincoln; Crowle parish and township, the Moors, Thorne parish and township, Hatfield parish and township, Stainforth, Fishlake parish and township, Sykehouse, Barnby upon Dun parish and township, Thorpe in Balne, Owston parish and township,