

duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 24th day of November.

C. Brown, Superintendent Registrar.

Worcester and Hereford Railway.

(Incorporation of Company for Making a Railway from Worcester to Hereford, with Branches to the city of Worcester, to Malvern, and to Ledbury; Working Arrangements with the Midland, London and North-Western, and Oxford, Worcester, and Wolverhampton Railway Companies, or any or either of them; Power to Use Portions of the Oxford, Worcester, and Wolverhampton Railway, and to Purchase or Make Arrangements with the Herefordshire and Gloucestershire Canal Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, or some or one of them, with all proper works and conveniences connected therewith, and approaches thereto respectively; that is to say: a railway, commencing at or near a bridge over the road leading from Worcester to Crowle, at the south end of the Shrub's Hill station of the Oxford, Worcester, and Wolverhampton Railway, in the parish of Saint Martin, in the city of Worcester, and county of the same city, and also by means of a junction with the Oxford, Worcester, and Wolverhampton Railway at or near to the same point or place, and terminating in or near two adjoining fields or pieces of land or ground, or one of them, situate at or near Above Eign, in the parish of All Saints, within the liberties of the city of Hereford, and adjoining and on the south side of the turnpike-road leading from Hereford to Hay, in the occupation of Maria Archibald; which said railway is intended to pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say: Saint Alban, Saint Oswald, Saint Michael otherwise Saint Michael in Bedwardine, Saint Helen, Claines, Saint Martin, Blockhouse otherwise Blockhouse Fields, otherwise Saint Paul, Saint Peter the Great, 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; Claines, Saint Clement, Saint Michael, Saint Michael in Bedwardine, Wick Episcopi, Whistones otherwise Whitstones, Pitchcroft otherwise Pitchcroft Ham, Saint George, Oldbury, Saint Martin, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul, Saint Peter otherwise Saint Peter the Great, Diglis, Diglis Fields, 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; Claines, Saint Martin, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul, Saint Peter the Great, Kempsey, Norton otherwise Norton juxta Kempsey, Battenhall otherwise Upper Battenhall, Lower Battenhall, Middle Battenhall, Saint John in Bedwardine, township of Saint John, Outboundary of Saint John, Oldbury, Wick Episcopi, Wick, Upper Wick, Rushwick, Lower Wick, Powick, Woodsfield, Pole Elm, Clevelode otherwise Cleveload, Leigh, Bransford otherwise Bransford, Leigh Sinton, Braces Leigh otherwise

Leigh Braces, chapelry of Saint Peter Newland, Newland, Saint Mary's Newland, Cotheridge, Maddresfield otherwise Maddresfield, Housen, Howsell, Upper Howsell, Lower Howsell, Malvern, Great Malvern, the Link, Malvern Link, Link End, Lane End, Saint Matthias, Saint James, Saint Matthias Leigh, Saint James Mathon, Saint James Leigh, Netherley, Broadheath, Broadmore Green, Northwick, Barbourne, Whittington, Sherridge, Sandlin otherwise Sanlin, Storridge, Brockamin, Hill End, Otherton, Mathon, Old Country, Moorend, Moorend Cross, Hollingshill, in the county of Worcester; Mathon, Evesbatch, in the counties of Worcester and Hereford, or one of them; Cradley, Cradley East, Cradley West, Storridge, Coddington, Colwall, Evesbatch, Cowley, Cowley Gate, Vines End, Norbridge, Bosbury, Old Country, Netherley, Catley, Upland, Upleadon and Catley, Upland otherwise Upleadon, Canon Froome, Castle Froome, Bishop Froome otherwise Bishop's Froom, Putley, Munsley, Parkhold, Pixley, Stapley, Ledbury, Wellington, Wall Hills, Mitchell and Netherton, Stretton, Stretton Grandsome otherwise Stretton Grandisome, Leadon otherwise Leadon and Haffield, Ashperton, Tarrington, Yarkhill, Stoke-Edith, Eggleton otherwise Eggleton, Washington, Wassington, Monkhide, Withington, Westhide, Weston Beggard otherwise Weston Baggard, Dormington, Bartestree, Woolhope, Townhope, Mordiford, Lugwardine, Hampton Bishop, Tupsley, Ocle Pyechard otherwise Ocle Pychard otherwise Ocle Pitchard, Much Cowarne, Morton Jeffries, Stoke Lacy, Ullingswick, Felton, Preston Wynn, Sutton Saint Nicholas, Sutton Saint Michael, Shelwick, Burcott, Moreton on Lug, Marden, Wisterstone, Vend and Venn Vault, Fromanton, Livers Ocle, Great Thinghell, Amberley, Breinton, Pipe and Lyde, in the county of Hereford; Hampton otherwise Hampton Bishop, Tupsley, Holmer, Shelwick, Huntington, Hereford, and Saint John otherwise Saint John the Baptist, Saint Peter, Saint Owen, All Saints, Vineyard, Saint Martin, Lower Bullingham, Eign, Above Eign, and Saint Nicholas, partly in the city of Hereford, or within the liberties thereof, and partly in the county of Hereford, or one of them.

Also a railway, commencing by a junction with the said first-mentioned intended railway at or near a field in the occupation of Benjamin White, lying between the line of the Oxford, Worcester, and Wolverhampton Railway and the house called the Union Farm, and situate in the parish of Saint Martin, in the city of Worcester, and county of the same city, and terminating at or near the Corn Market, in the parish of Saint Martin aforesaid, and near a house and shop in the occupation of Edward Bond, which said railway is intended to pass, from, through, or into the several parishes and townships, and extra-parochial places following, or some of them; that is to say: Claines, Saint Martin, Saint Swithin, Saint Nicholas, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul, Saint Helen, Saint Michael otherwise Saint Michael in Bedwardine, and Saint Peter otherwise Saint Peter the Great, in the city of Worcester, and county of the same city; Claines, Saint Martin, Saint Swithin, Saint Nicholas, Blockhouse otherwise Blockhouse Fields otherwise Saint Paul, Saint Helen, Saint Michael otherwise Saint Michael in Bedwardine, Saint Peter otherwise Saint Peter the Great, partly in the county of Worcester, and partly in the city of Worcester and county of the same city.

Also a railway, commencing by a junction with the said first-mentioned intended railway in one

of two adjoining fields situate between Upper Househill otherwise Howsell, and Lower Househill otherwise Howsell, in part of the district of Saint Matthias, in the hamlet of Upper Howsell, or the hamlet of Lower Howsell, in the parish of Leigh, in the county of Worcester, in the occupation of Henry Cole, and terminating in a field on the north-west side of the turnpike-road leading from Great Malvern to Worcester, nearly opposite a messuage or dwelling-honse, called Saint Ann's Hill, in the occupation of Elizabeth Wall, at the upper end of the Link Common, in the parish of Great Malvern, which said last-mentioned railway is intended to pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say: Saint Matthias, Saint Matthias Leigh, Saint James, Saint James Leigh, Saint James Mathon, Upper Howsell, Lower Howsell, Leigh, Leigh Sinton, Braces Leigh otherwise Leigh Braces, Great Malvern, Malvern Town, the Link or Malvern Link, all in the county of Worcester.

Also a railway, commencing by a junction with the said first-mentioned intended railway, in or near a field, forming part of Upleadon Court Estate, belonging to and in the occupation of George Shayle, Esquire, adjoining to the road leading from Ashperton to the turnpike-road from Ledbury to Bromyard, and between the said first-mentioned road and Upleadon Court House, in the division of Upland, otherwise Upleadon, in the parish of Bosbury, in the county of Hereford, and terminating at or near to the New Canal Wharf of the Herefordshire and Gloucestershire Canal at Ledbury, near to or adjoining Newstreet, in Ledbury aforesaid, in the parish of Ledbury, in the said county of Hereford, which said last-mentioned railway is intended to pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Bosbury, Upland, Upleadon, and Catley, Upland otherwise Upleadon, Catley, Munsley, Pixley, Parkhold, Coddington, Ledbury, Ledbury Denizen, borough of Ledbury, Ledbury foreign, Leadon otherwise Leadon and Haffield, Wellington, Mitchell and Netherton, Wall Hills, and Stapley otherwise Stapeley, all in the county of Hereford.

And it is proposed by the said intended Act to take powers for the compulsory purchase of lands and houses for the purposes of the railways and works so intended to be authorised as aforesaid, and also for the levying of tolls, rates, and duties, for or in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and duties.

And it is also intended by such Act to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and also to take powers to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial places, or any of them, with which it may be necessary to interfere in the construction of the said intended railways and works.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will, on or before

the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Worcester, at his office, in the city of Worcester; with the Clerk of the Peace for the city of Worcester and county of the same city, at his office, in the city of Worcester; with the Clerk of the Peace for the county of Hereford, at his office, in the city of Hereford; and with the Clerk of the Peace for the city of Hereford, at his office, in the city of Hereford: and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railways and works are intended to be made, and also a copy of this notice will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some adjoining parish.

And it is further proposed by the said intended Act, to enable the Company thereby to be incorporated, and the Midland Railway Company, the London and North Western Railway Company, and the Oxford, Worcester, and Wolverhampton Railway Company, or any one or more of such three last-mentioned Companies, to enter into and carry into effect such agreements and arrangements as they may think fit in respect of the working and use by the three last-mentioned Companies, or any one or more of them, of the said intended railways, or either of them, or any part or parts thereof respectively; and the regulation and management by such three Companies, or any one or more of them, of the traffic upon or over the said intended railways, or either of them, or any part or parts thereof respectively; and the payment, and also the division and apportionment between the Companies who shall be parties to any such agreement or arrangement, of tolls, rates, and duties received in respect of such traffic. And it is also proposed by the said intended Act to enable the Company thereby to be incorporated to use, with their engines and carriages of any description, so much of the Oxford, Worcester, and Wolverhampton Railway, as lies between the proposed junction therewith of the said intended railway, in or near the city of Worcester and the junction of the Oxford, Worcester, and Wolverhampton Railway with the Birmingham and Gloucester line of the Midland Railway at or near Abbotswood, and also so much of the said Oxford, Worcester, and Wolverhampton Railway as lies between the proposed junction therewith of the said intended railway in or near the city of Worcester and the junction of the said Oxford, Worcester, and Wolverhampton Railway with the Birmingham and Gloucester line of the Midland Railway at or near Stoke, and also the stations, platforms, works, and conveniences connected with such portions of railway, upon payment of such tolls, rates, and charges, or sums of money, and upon such other terms and conditions, as shall be prescribed or provided by the said intended Act: and, if need be, to alter the tolls, rates, and charges leviable upon the said portions of the Oxford, Worcester, and Wolverhampton Railway, or either of them, or any part thereof respectively; and it is proposed to alter, amend, and enlarge, so far as may be necessary for such purposes, or any of them, the powers and provisions of the several Acts relating to the Midland Railway Company (that is to say): local and personal, 7th and 8th Victoria, cap. 18 and 59; 8th and 9th Victoria, cap. 38, 49, 56, 90, and 181; 9th and 10th Victoria, cap. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Victoria, cap. 122, 135,

150, 191, 214, 215, and 270; 11th and 12th Victoria, cap. 21, 88, and 131; and 14th and 15th Victoria, cap. 57, 88, and 113; also of the several Acts following, or some of them, relating to the London and North Western Railway Company, (that is to say,) local and personal, 8th and 9th Victoria, cap. 156; 9th and 10th Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 204, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396; 10th and 11th Victoria, cap. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 270, 278, and 294; 11th and 12th Victoria, cap. 130; and 13th and 14th Victoria, cap. 74; and also of the several Acts relating to the Oxford, Worcester, and Wolverhampton Railway Company, (that is to say): local and personal, 8th and 9th Victoria, cap. 184; 9th and 10th Victoria, cap. 278; 11th and 12th Victoria, cap. 59 and 133; and 13th and 14th Victoria, cap. 110.

And it is further intended by such Act to take powers for enabling the proposed railway Company thereby to be incorporated 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 proposed 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 proposed 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 proposed 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, if need be, to dissolve the said Company of Proprietors; and it is proposed, so far as may be necessary for all or any of the purposes aforesaid, to alter, amend, extend, 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, intituled "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, intituled "An Act to vary and extend the line of the canal authorised to be made by an Act, passed in the thirty-first year of the reign of His present Majesty, intituled '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, intituled "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."—Dated this 12th day of November 1851.

S. Carter, 35A, Great George-street, Westminster, Solicitor.

Birkenhead Docks.

(Further Powers to Birkenhead Dock Company, Alteration of Constitution of Birkenhead Dock Trustees, Arrangements between Birkenhead Dock Company, the Great Western Railway Company, the Shrewsbury and Chester Railway Company, and the Shrewsbury and Birmingham Railway Company, and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, or any of them, and Birkenhead Dock Trustees, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter and amend, extend and enlarge, and to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them; that is to say: local and personal Acts, 7 and 8 Vic., cap. 79; 8 and 9 Vic., cap. 4; 10 and 11 Vic., cap. 264 and cap. 265; 11 and 12 Vic., cap. 144; and 13 and 14 Vic., cap. 100; all relating to the Birkenhead Dock Commissioners and the Trustees of the Birkenhead Docks; and also the local and personal Acts, 8 and 9 Vic., cap. 60; and 11 and 12 Vic., cap. 9, relating to the Birkenhead Dock Company.

And it is proposed by the intended Act to provide for the effectual completion, within a period to be prescribed by the said intended Act, of all the works authorized to be constructed by the said Acts relating to the Birkenhead Dock Commissioners and the trustees of the Birkenhead Docks, and to enable the said Company and the Great Western Railway Company, the Shrewsbury and Chester Railway Company, the Shrewsbury and Birmingham Railway Company, and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, or any of the said Companies, to advance monies, or to give security for monies to be raised for the execution and completion of the said works, or some of them, on the security of the lands, soil, or shore at Birkenhead, known as the South Reserve, and other property now vested in the said trustees, under the said last-mentioned Acts, or some of them, and on the rates and tolls to be levied and raised under the same Acts, or some of them, and to make provision for such security; and also to enable the said trustees to grant to the said Companies, or any of them, and the said Companies, or any of them, to take, bonds or other securities to be charged upon and made payable out of the said lands, soil, and shore, and other property, rates, and tolls, for securing any monies to be advanced or guaranteed or secured by the said Companies, or any of them, for the purposes aforesaid, for the purpose or in the construction of the works authorized to be constructed by such trustees, or any of them, and to enable the said Companies, or any of them, to become the purchasers of the said lands, soil, and shore at Birkenhead, known as the South Reserve, and to enable the trustees for the time being of the Birkenhead Docks to sell the same to the said