

immediately adjoining thereto, at his residence, and that, on or before the 31st day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 2nd day of November, 1857.

*G. F. Holroyd*, Secretary to the East Kent Railway Company.

#### East Kent Railway.

(Dover Extension.—Extension of Time for Purchase of Lands and Houses, and for Completion of Works; Amendment of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to extend the time limited by the "East Kent Railway (Extension to Dover) Act, 1855," for the completion of the railways and works by that Act authorized, and to extend the time limited by "The East Kent Railway (Extension to Dover) Amendment Act, 1857," for the compulsory purchase of lands and houses for the purposes of such railways and works, and to postpone the period at which under the provisions of the said first-mentioned Act the sum therein mentioned to have been deposited with the Court of Chancery is, in certain events, to become forfeited to Her Majesty.

And it is intended by the said Bill to amend or repeal the powers and provisions, or some of them, of the following Acts (that is to say), "The East Kent Railway Act, 1853," "The East Kent Railway (Extension to Dover) Act, 1855," "The Act (Local and Personal) 18 and 19 Vic., cap. 94," and "The East Kent Railway (Extension to Dover) Amendment Act, 1857."

And notice is hereby further given, that on or before the 31st day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1857.

*G. F. Holroyd*, Secretary of the East Kent Railway Company.

#### Worcester and Hereford Railway.

(Extension of Time; Alteration of Capital; Subscriptions by other Companies.)

**T**HE Worcester and Hereford Railway Company intend to apply to Parliament, in the next session, for leave to bring in a Bill to effect the following, or some of the following, among other purposes:

1. To extend the time granted by "The Worcester and Hereford Railway Act, 1853," for the completion of the railway thereby authorized.

2. To declare the capital of the said company, and to diminish the same capital either by diminishing the number of shares therein, or by reducing the nominal value of such shares, or by any other means; and also to reduce the borrowing powers of the company, and to enable the company to attach to any part of the same capital a preference or priority of dividend, or other advantage, and to vary the rights and privileges of the present shareholders in the company.

3. To enable the Newport, Abergavenny, and Hereford Railway Company, the Oxford, Worcester, and Wolverhampton Railway Company, and the Midland Railway Company, or any of those companies to contribute to the capital of the Worcester and Hereford Railway Company out of the monies belonging to the three first named companies, or which the same companies

are empowered to raise, and, if necessary, to enable the same three companies, or any of them, to raise additional capital for the purpose of such contribution, whether by shares or by borrowing, and to attach to the additional capital so to be raised, such preference or priority in payment of interest or dividends as the Bill shall define.

4. To enable the Worcester and Hereford Railway Company and the commissioners of the town of Great Malvern, the committee of commoners, the surveyors of the highways, and any other persons interested in the matter, to agree for the purchase, by the said company, of any common land, or commonable rights vested in the said commissioners, or other persons, in the parish of Great Malvern; such purchase being in consideration of a rent charge or other price, instead of a sum in gross.

The said Bill will also confer similar powers upon the Trustees of the Worcester Municipal Charities, and also upon the Governors and Supervisors of the Free School and Almshouses of the city of Worcester, commonly called the Six Masters, and upon any other persons being trustees, tenants for life, or otherwise not seized in fee, or entitled to dispose of absolutely for his own benefit, any lands required by the company, for the sale to the company, in consideration of a rent charge of any lands belonging to such bodies or persons respectively.

5. To vest in the Newport, Abergavenny, and Hereford Railway Company the railway now constructed in the city of Hereford, and referred to in the 21st section of "The Newport, Abergavenny, and Hereford Railway (Deviation at Hereford) Act, 1853," (16 and 17 Vict. cap. 179), and in the 73rd section of "The Worcester and Hereford Railway Act, 1853," (16 and 17 Vict. cap. 184), together with the land whereon the same railway is constructed, and the works, approaches, and appurtenances connected therewith, and to enable the Newport, Abergavenny, and Hereford Railway Company to sell and transfer the same premises, or any part thereof, or any interest therein, and all or any of the rights, powers, and privileges connected therewith, to the Worcester and Hereford Railway Company, and to enable the last named company to purchase the same, for such consideration as the Bill shall define.

For the purposes aforesaid to amend and enlarge "The Worcester and Hereford Railway Act, 1853," also "The Newport, Abergavenny, and Hereford Railway Act, 1846," "The Newport, Abergavenny, and Hereford Railway (Deviations) Act, 1847," "The Newport, Abergavenny, and Hereford Railway (Extension to Taff Vale Railway) Act, 1847," "The Newport, Abergavenny, and Hereford Railway (Taff Vale Extension) Act, 1853," "The Newport, Abergavenny, and Hereford Railway (Deviation at Hereford) Act, 1853," and "The Newport, Abergavenny, and Hereford Railway (Branches) Act, 1857," "The Oxford, Worcester, and Wolverhampton Railway Act, 1845," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1846," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1848," "The Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1850," "The Oxford, Worcester, and Wolverhampton Railway (Extensions of Time) Act, 1852," "The Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853," "The Oxford, Worcester, and Wolverhampton Railway (Stratford and Stourbridge Branches) Act, 1854," "The Oxford, Worcester, and Wolverhampton Railway (Chipping Norton Branch) Act, 1854;"

"The Oxford, Worcester, and Wolverhampton Railway (Improvements and Branches) Act, 1855;" "The Oxford, Worcester, and Wolverhampton Railway (Capital) Act, 1856;" and "The Oxford, Worcester, and Wolverhampton Railway (Extension of Time) Act, 1856." Also the 7 and 8 Vict. caps. 18 and 59; the 8 and 9 Vict. caps. 33, 49, 56, 90, and 181; the 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; the 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215 and 270; the 11 and 12 Vict. caps. 21, 88, and 131; the 14 and 15 Vict. caps. 57, 88, and 113; the 16 Vict. cap. 33; the 16 and 17 Vict. cap. 108; and the 19 and 20 Vict. cap. 54.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 12th day of November, 1857.

*Johnston, Farquhar, and Leach, 65, Moor-gate-street, London.*

Newport, Abergavenny, and Hereford Railway.  
(Diversion of Vale of Neath Branch and of Aberdare Canal.)

**T**HE Newport, Abergavenny, and Hereford Railway Company intend to apply to Parliament, in the next session, for leave to bring in a Bill to enable them in the construction of the Branch Railway authorized by the 5th section of "The Newport, Abergavenny, and Hereford Railway (Branches) Act, 1857" (20 and 21 Vic., cap. 119), to divert so much of the authorized line in the parish of Aberdare, in the county of Glamorgan, as lies between the field numbered 6 and the field numbered 23 in the same parish, as shown upon the plans deposited with respect to the said Act (Branch to Vale of Neath, sheet 2); the said diversion commencing at or about the third mile and the third furlong, and terminating at or about the third mile and the seventh furlong marked upon the said plans.

The Bill will also take power to divert so much of the Aberdare Canal as will interfere with the intended course of the railway, such deviation being entirely in the parish of Aberdare, near the boundary of the said parish and the parish of Llanwynno.

The said Bill will vest in the railway company so much of the canal and the banks thereof as will be rendered useless by the diversion for the purposes of the canal; and it will empower the Aberdare Canal Company to exercise over the new portion of canal the same rights and powers, whether as to tolls, rates, and charges, or otherwise, as are now vested in them with respect to any other part of their canal.

The Bill will also enable the Newport, Abergavenny, and Hereford Railway Company to purchase land in the parish of Merthyr Tydvil, at or near the "commencement of the branch to the Vale of Neath Railway," as shown upon the said deposited plans (Branch to Vale of Neath, sheet 1) for the purpose of sidings; and it will authorize the company to divert the road from Quaker's Yard to Merthyr Tydvil for the purpose of such sidings.

The Bill will authorize the company to relinquish so much of their undertaking in the parish of Aberdare as will be rendered needless by the proposed deviation, and it will enable them to take lands and houses compulsorily for the purposes of the said several diversions, sidings, and works, and to levy the same tolls, rates, and charges upon the new line intended to be constructed under the

Bill as they are authorized to take upon the line for which the same is to be substituted.

For the purposes aforesaid, and in other respects, the Bill will amend and enlarge the powers of the Act 33rd George 3rd, cap. 95, and also "The Newport, Abergavenny, and Hereford Railway (Branches) Act, 1857," and the other Acts bearing the name of and relating to the Newport, Abergavenny, and Hereford Railway Company, namely, 9 and 10 Vic., cap. 203; 10 and 11 Vic., caps. 86 and 177; and 16 and 17 Vic., caps. 178 and 179.

On or before the 30th day of November, instant, duplicate plans and sections of the intended deviations and works, together with a book of reference to the said plans containing the names of the owners, lessees, and occupiers of the lands and property shown thereon, and a published map showing the direction of the intended deviation of the railway in the parish of Aberdare; and also a copy of this notice will be deposited, for public inspection, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes of Aberdare and Merthyr Tydvil, and a copy of this notice will be deposited, for public inspection, with the Parish Clerk of the said parishes respectively, at his place of abode.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons before the first day of January, 1858.

Dated this 12th day of November, 1857.

*Johnston, Farquhar, and Leech, 65, Moor-gate Street, London.*

Southend and Burnham Railway.

(Railway from London, Tilbury, and Southend Extension Railway, near Southend to River Crouch, near Burnham; Improvement of Ferry, over River Crouch; Incorporation of Company.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to make and maintain the railway and works hereinafter mentioned, or some of them, or some parts thereof respectively, (that is to say:)—

A railway commencing by a junction with the London, Tilbury, and Southend Extension Railway, in the parish of Prittlewell, at or near the mile post, denoting the distance of 41½ miles from London, passing from, in, through, or into the several parishes, townships, and extra parochial places of Prittlewell, Shopland, Sutton, Eastwood, Rochford, Great Stambridge, Little Stambridge, Pagle-sham, Wallasea Island, and Canewdon, or some of them, in the county of Essex, and terminating in the said parish of Canewdon, at or near the river Crouch, near a public house called the Ferry Boat; with piers and other works in such river, at the termination of the railway.

A pier or jetty with wharves and approaches in the parish of Cricksea, at the site of the present landing-place, or at or within the distance of 300 yards to the east thereof, and to form a road or approach from the western extremity of the town of Burnham, near to the river Crouch, in the parish of Burnham, to or near to the inn at the said ferry, in the said parish of Cricksea.

And it is intended to apply for powers in the said Bill for the incorporation of a Company for the purpose of carrying into effect the objects of the Bill for the compulsory purchase of lands and houses for the construction of the said intended railway, piers, and the works connected therewith.