

rates, dues, and charges, as may be necessary for effecting the objects and purposes of the said intended Act.

To repeal and discontinue the tolls, dues, rates, and charges, called or known as "passing tolls," and certain other tolls, dues, and charges, levied by or on behalf of the trustees of Ramsgate Harbour, in the county of Kent, upon vessels passing from, through, or by Ramsgate aforesaid, or entering the harbour there, and to extinguish the lights, (if any) of the mayor, aldermen, and burgesses, of the borough of Sandwich, and of any other body or person claiming an interest in any of such tolls, dues, rates, or charges.

To reduce, alter, or wholly discontinue, the dues and charges, levied by the Commissioners, for paving, lighting, watching, and improving the said town of Ramsgate, on all coal, culm, or coke, imported or landed within the parish of Ramsgate, or on the pier or harbour thereof, or which are brought into or delivered within the same parish.

To transfer to, and vest in Her Majesty, her heirs and successors (subject to all liabilities affecting the same), the Harbour of Ramsgate, and all piers, wharves, and other works, and also all property real and personal now vested in the trustees of the said harbour, or in any person in trust for the purposes of the said harbour, with their actual reputed appurtenances, and all rights and privileges relating to the premises so proposed, to be transferred, and to place the management of such harbour, pier, wharves, and other works connected therewith, under the control and management of the Board of Trade, or some other public department of the Government, or in trustees or persons to be named in the said bill.

To enable the said Board of Trade, or other public department, trustees or persons to levy tolls, dues, rates, and charges, in lieu of those so proposed to be repealed and discontinued, as aforesaid, and to confer certain exemptions from the payment thereof, and to confer other rights and privileges.

To repeal and discontinue the rates or tolls, called or known as "passing tolls," and certain other tolls, levied by, or on behalf of the trustees, of the piers and harbour of the town and port of Whitby, and by, or on behalf of the commissioners of the piers and harbour of Bridlington, and all rights and interests therein, and to levy other tolls, rates, and charges, in lieu thereof.

To provide for paying off, and satisfying all debts legally chargeable upon any of the hereinbefore mentioned rates, tolls, dues, and charges.

To raise money for all or any of the objects and purposes of the said intended Act, by such means as Parliament shall sanction.

So far as may be necessary for all or any of the objects and purposes, it is intended to repeal, alter, or amend, and enlarge the powers and provisions of the several Acts of Parliament following, or some of them, viz., 47 Geo. III., cap. 69; 9 Geo. IV., cap. 31; 6 and 7 Wm. IV., cap. 125; 11 and 12 Vic. cap. 97; (all local and personal relating to the harbour of Dover), 32 Geo. III., cap. 74; 37 Geo. III., cap. 86; 52 Geo. III., cap. 74; 55 Geo. III., cap. 84; and 1 and 2 Vic., cap. 70; (all local and personal relating to the harbour and town of Ramsgate), 7 and 8 Geo. IV., cap. 78; 7 Wm. IV., cap. 10; and 4 Vic., cap. 3, local and personal relating to the harbour and port of Whitby; 1st Vic. cap. 110, local and personal relating to the town and harbour of Bridlington, and all other Acts, charters, rights, and privileges which may impede or interfere with the objects and purposes of the said intended Act.

Dated this 9th day of November, 1859.

R. H. Wyatt, 28, Parliament Street.

Westminster, Parliamentary Agent.

No. 22327.

G

Tewkesbury, Upton-upon-Severn, and Malvern Junction Railway.

(Incorporation of Company; power to make a Railway from the parish of Ashchurch, in the county of Gloucester, passing through Tewkesbury and Upton-upon-Severn to Malvern, in the county of Worcester; powers to authorise Working Arrangements with the Birmingham

and Gloucester Railway Company, the Midland Railway Company, and the Worcester and Hereford Railway Company; provisions as to Transmission, &c., of Traffic; powers for those Companies, or any of them, to subscribe; powers for Company to Lease; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company for the purpose of making and maintaining the railways following, or one of them, or some part or parts thereof, respectively, with all proper approaches, stations, works, and conveniences connected therewith respectively, that is to say:

A railway commencing in the hamlet or tything of Northway and Newton, in the parish of Ashchurch, in the county of Gloucester, by a junction with the Birmingham and Gloucester Branch of the Midland Railway, at a point about fifty yards or thereabouts from the signal post, on the down line of the said railway, leading from Birmingham towards Gloucester, opposite to the Tewkesbury and Ashchurch station of that line, and to the north of such signal post, and terminating by a junction with the Worcester and Hereford Railway, at a point about thirty yards or thereabouts to the south of the bridge carrying the said Worcester and Hereford Railway, over the public highway called Mill-lane, in the township and parish of Great Malvern aforesaid.

And also a railway diverging from the said first-mentioned intended railway commencing at a point on Malvern Common, in the township and parish of Great Malvern aforesaid, about three hundred and fifty yards to the south of the bridge carrying the Worcester and Hereford Railway over the newly diverted road at the northern extremity of Malvern-common aforesaid, leading from the southern end of Poolend-street, in the township and parish of Great Malvern aforesaid, towards the town of Great Malvern aforesaid, and terminating in a certain piece of garden ground in the township and parish of Great Malvern, in the county of Worcester aforesaid, belonging to and occupied by James Manby Gully, Esquire, bounded on the north by a certain private occupation and carriage road, leading from a public highway called the Priory-road, towards Mill-lane; on the east by garden land belonging to Richard Bright, Esquire; on the west by the said public highway called Priory-road; and on the south by garden ground belonging to Richard John Roberts, Esquire, all in the township and parish of Great Malvern, in the county of Worcester aforesaid, which said railways and works will be made and maintained from, in, through, or into the several parishes, borough, townships, extra-parochial and other places following, or some of them, that is to say—the hamlet or tything of Northway and Newton, in the parish of Ashchurch, the parish of Tewkesbury, the borough of Tewkesbury, the hamlet of the Mythe, in the parish of Tewkesbury, and the parish of Twynning, all in the county of Gloucester, and the parishes of Ripple, Upton-upon-Severn, Welland, Hanley Castle, and Great Malvern, and the township of Great Malvern, all in the said county of Worcester.

And it is also proposed by the said intended

Act, to confer upon the said Company all necessary powers for effecting all or any of the purposes following (that is to say):

To stop up, alter, divert, cross, or break up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, navigations, towing-paths, sewers, drains, pipes, and watercourses, within the before-named parishes, borough, townships, tythings, and extra-parochial or other places, or any of them which it may be necessary or desirable to stop up, alter, divert, cross, or break up, or otherwise interfere with, for any of the purposes of the said intended railway and works, or either of them.

To make lateral deviations from the lines of the said proposed railway and works, or either of them, to the extent and within the limits defined up the plans hereinafter mentioned, and to purchase by compulsion or otherwise, lands, houses, hereditaments, and other property, rights and privileges, for the purposes of the intended undertakings, or any part or parts thereof, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and other property, and to enable parties interested in common or other lands, and parties under disability, or any other parties, to sell lands for the purposes of the said intended undertakings, in consideration of a rent charge, or other annual sum, instead of a sum in gross.

To levy tolls, rates, and duties upon or in respect of the use of the said intended railways, and other works, or one of them, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said intended Act, to enable the said intended Company, the Midland Railway Company, and the Worcester and Hereford Railway Company, or any or either of them, to make and enter into agreements and arrangements for the following purposes, or any or either of them (that is to say): the use and working by the two last-mentioned Companies, or either of them, of all or any part of the said intended railways, and the use of the works belonging thereto respectively, the conveyance by the said two last-mentioned Companies or either of them, of the traffic upon or over the said intended railways, and the division and apportionment of such traffic, between those Companies and the said intended Company; the supply of any rolling or working stock required for the purposes aforesaid; the management, maintenance, and repair of the said intended railways and works; the costs and expenses of such working, management, maintenance, and repairs; the forwarding, interchange, and transmission upon or over all or any of the railways belonging to the said Companies, or either of them, and the said intended Company, of any passenger or other traffic which may be conveyed upon, to, and from the whole or any of the said railways, the collection, delivery, and general conduct of such traffic so conveyed as aforesaid; the collection, taking, and levying of the said tolls, rates, duties, and charges; the division between those Companies and either of them, and the said intended Company, of the receipts arising from the said traffic, the use and working by the said intended Company, of all or any part of the railways, stations, works, and conveniences belonging to the aforesaid Companies or either of them, and the rates, charges, and payments to be made in respect thereof, and the appointment of a joint committee or committees for carrying into effect such agreements and arrangements, and for all other matters

and things necessary or expedient for all or any of the said purposes; and it is also proposed to take powers from time to time, to renew such agreements and arrangements, or to enter into new or further agreements and arrangements, for all or any of the said purposes.

And provision will also be made in the said intended Act, for requiring the said Midland Railway Company, and the said Worcester and Hereford Railway Company, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their railways, or any part or parts thereof, all traffic which, having passed over the said intended railways, or any part or parts thereof, may be tendered to them respectively for transmission along their own railways, or any part or parts thereof respectively, for the purpose of being afterwards conveyed on and along the said intended railways, or any part or parts thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And it is also proposed by the said intended Act, to authorise the Midland Railway Company and the Worcester and Hereford Railway Company, or either of them, to subscribe and contribute funds towards the said proposed undertaking, or any part or parts thereof, and to take and hold shares in the said proposed undertaking, or any parts or parts thereof, and to apply any capital or funds now or hereafter belonging to them, or under the control of their directors respectively, or to raise additional capital by the creation of new shares or stock in their undertakings respectively, either with or without preference or priority or guarantee, in payment of interest or dividend, or by borrowing on mortgage or bond for the purposes aforesaid, or any or either of them, and to enable the said last-mentioned Companies or either of them, to vote at meetings of the Company, so to be incorporated as aforesaid, and to appoint directors of that Company.

And it is further proposed by the said intended Act, to alter, amend, extend, and enlarge, or repeal, so far as may be necessary, all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Midland Railway Company (that is to say), local and personal Acts, 7th and 8th Victoria, chapters 18 and 59; 8th and 9th Victoria, chapters 38, 49, 56, 90, and 181; 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Victoria, chapters 21, 88, and 131; 14th and 15th Victoria, chapters 57, 88, and 113; 16th Victoria, chapter 33; 16th and 17th Victoria, chapter 108; 19th and 20th Victoria, chapter 54; and the 22nd and 23rd Victoria, chapter 130. And also of the several Acts of Parliament following, or some of them, relating to the Worcester and Hereford Railway Company (that is to say), local and personal Acts, the 16th and 17th Victoria, chapter 184; the 21st and 22nd Victoria, chapter 142; and the 22nd and 23rd Victoria, chapter 17.

To incorporate with the said intended Act, "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Companies Clauses Consolidation Act, 1845," with certain modifications and exceptions."

And notice is hereby further given, that on or before the 30th of November, 1859, duplicate maps, plans, and sections, showing the direction, lines, and levels, of the said intended railways and

works, and the lands and property which may be required to be taken for the purposes thereof, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester; and with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester; and with the Clerk of the Peace for the borough of Tewkesbury, at his office in Tewkesbury aforesaid, and that on or before the same day, a copy of so much of the said plans, sections, and books of reference, as relates to each parish or extra-parochial place, in or through which the said railways and works are intended to be made or pass, together with a copy of this notice published as aforesaid, will be deposited for public inspection as follows (that is to say), in the case of parishes, with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 23rd day of December, 1859, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 9th day of November, 1859.

Holland, Gregory, and Whatley, Malvern and Upton-upon-Severn, Solicitors for the said intended Act.

Tucker, Greville, and Tucker, Solicitors, St. Swithin's-lane, London.

William Bryden, 4, New Palace-yard, Westminster, Parliamentary Agent.

Doncaster and Wakefield Railway.

(Powers to Great Northern Railway Company).

A PPLICATION is intended to be made to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith, commencing by a junction or junctions with the main line of the Great Northern Railway, at about 130 yards north of the point where that railway crosses the New Cut of the River Don, in the parish of Doncaster, passing through or into the following parishes and places, or some of them:—that is to say, Doncaster parish and township, Langthwaite with Tilts, Balby with Hexthorpe, Long Sandall with Wheatley, Arksey, Bentley with Arksey, Almoutholme Bodles, Doncaster Bridge End, Scawthorpe, Shaftholme, Stockbridge, Spotborough parish and township, Cadeby, Cusworth, Doncaster Bridge, Brodsworth parish and township, Pigburn, Scawsby, Adwick-le-Street parish and township, Hampole Owston parish and township, Skellow, Carcroft, Holme, Burghwallis parish and township, Sutton, Robin Hood's Well, Haywood, South Kirkby parish and township, South Elmsall, North Elmsall, Hamphall Stubbs, Skelbrooke, Mensthorpe, Wrangbrook, Moorhorpe, Hooton Pagnell parish and township, Bilham, Moorhouse, Bilham Row, Badsworth parish and township, Upton, Thorp Audlin, Wentbridge, Hemsworth parish and township, Little Hemsworth, Felkirk parish and township, Havercroft with Cold Hiendley, South Hiendley, Shafton, Brierley, Upper Hiendley, Grimethorpe, Wragby parish and township, Hasle, otherwise Hesse, Hill Top, West

Hardwick, Huntswick with Foulby and Nostal, Winterset Ryhill, Ackworth parish and township, High Ackworth, Low Ackworth, Moor Top, Warmfield with Heath, Sharleston, Kirkthorpe, Agbrig, Newland-cum-Woodhouse Moor, Crofton parish and township, Birkwood, Sandall Magna parish and township, Crigglestone, Walton, Melthorpe Pledwick, Woodthorpe, Standbridge, and Hill Top, and terminating in the said parish of Crofton, by a junction or junctions with the Wakefield, Pontefract, Doncaster, and Goole Branch of the Lancashire and Yorkshire Railway, at or near the point where that railway passes under the Midland Railway. The said intended railway will be wholly situate in the West Riding of Yorkshire.

2. The Bill will contain power for the purchase of lands, houses, and other property, compulsorily for the purposes of the said intended railway and works, and will authorise the levying of tolls, rates, and charges, in respect thereof; and it will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845."

3. It is intended that the Bill should either incorporate a Company for the foregoing purposes or should vest the necessary powers in the Great Northern Railway Company; and if a Company shall be incorporated, the Bill will enable the Great Northern Railway Company to subscribe towards the capital to be raised under the powers of the Bill, and will enable the two Companies to enter from time to time, into agreements for the working, maintenance, and use, by the Great Northern Railway Company, of the intended railway, and for the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon; and to agree also with respect to the interchange, accommodation, and conveyance of traffic coming from, or destined for, the undertakings of the two Companies; and also with respect to the payments to be made, and the conditions to be performed, with respect to such working, maintenance, use, and services. The Bill will also authorise the appointment of Joint Committees for carrying into effect the agreements so made.

4. For the purposes aforesaid, the Bill will authorise the Great Northern Railway Company to raise additional capital by shares, or stock, and by loan, and to attach to such capital a preference, or priority of dividend or interest, or other advantage, over the existing capital of the Company. It will also authorise that Company to guarantee the payment of interest or dividend on the capital of the Company to be incorporated by the Bill, or on any part of that capital.

5. The Bill will alter and enlarge the powers of "The Great Northern Railway Act, 1846," and of the several other Acts relating to the Great Northern Railway Company.

6. Duplicate plans and sections, describing the line and levels of the said intended railway, and the lands, houses, and other property which may be required for the same—books of reference to the plans, containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of those lands, houses, and other property—a published map, shewing the general line and direction of the said railway, and a copy of this notice—will, on or before the 30th day of November instant, be deposited at the office of the Clerk of the Peace for the West Riding of Yorkshire, at Wakefield; and a copy of so much of the plans, sections, and books of reference, as relates