

taken thereon, and the appropriation and division thereof, and the contributions, payments, and allowances to be made by each or either of them to the other of them in respect thereof, and any other matters incident to, or consequent on, any such purchase, lease, working and use.

To empower all or any of the creditors and proprietors of the Epsom and Leatherhead Railway Company, and of the Wimbledon and Dorking Railway Company, to accept, as or in part of the purchase money, rent, or other consideration, for any such purchase or lease, mortgages, bonds, annuities, rent-charges, stock, or shares of the two Companies, jointly or severally, or of either of them.

To provide (if deemed expedient) for the dissolution of the Epsom and Leatherhead Railway Company.

And it is also proposed by the intended Act to amend or repeal, so far as may be necessary, the several local and personal Acts following, or some of them, viz. :—19 and 20 Victoria, chapter 92; 22 Victoria, chapter 3, relating to the Epsom and Leatherhead Railway Company; 5 and 6 William 4, chapter 10; 6 and 7 William 4, chapter 121; 7 William 4, and 1 Victoria, chapter 119, 1 and 2 Victoria, chapter 20; 2 and 3 Victoria, chapter 18; 3 and 4 Victoria, chapter 129; 6 and 7 Victoria, chapters 27 and 62; 7 and 8 Victoria, chapters 67, 91, 92, and 97; 8 and 9 Victoria, chapter 52, 113, 196, 199, and 200; 9 and 10 Victoria, chapters 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Victoria, chapters 167, 244, and 276; 11 and 12 Victoria, chapter 136; 16 and 17 Victoria, chapters 41, 86, 88, 100 and 180; 17 and 18 Victoria, chapters 61, 68 and 210; 18 and 19 Victoria, chapters 114 and 169; 19 and 20 Victoria, chapters 87 and 105; 20 and 21 Victoria, chapters 60, 72, 133 and 143; 21 and 22 Victoria, chapters 57, 84, 101, 104 and 118; 22 Victoria, chapter 3; 22 and 23 Victoria, chapters 69, 81, 98, 112, 125 and 134, relating to the London, Brighton, and South Coast Railway Company; and 4 and 5 William 4th, chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 39; 7 and 8 Victoria, chapters 5, 63 and 86; 8 and 9 Victoria, chapters 86, 88, 93, 107, 121, 165, 185 and 189; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125 and 157; 51 George 3rd, chapter 196; 12 and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; 14 and 15 Victoria, chapter 83; 16 and 17 Victoria, chapters 99 and 164; 17 and 18 Victoria, chapters 186 and 208; 18 and 19 Victoria, chapters 177 and 188; 19 and 20 Victoria, chapter 120; 20 and 21 Victoria, chapters 18, 72, 121 and 136; 21 and 22 Victoria, chapters 56, 58, 67, 89 and 101; 22 Victoria, chapter 3; and 22 and 23 Victoria, chapters 31, 44, 81, 95, and 134, relating to the London and South Western Railway Company, and "The Wimbledon and Dorking Railway Act, 1857," and "The Wimbledon and Dorking and Epsom and Leatherhead Railways (Epsom Joint Station) Act, 1859."

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

Dated this 10th day of November, 1859.

Bircham, Dalrymple and Drake, Parliament-street, London;

Faithfull and Son, Brighton;

Solicitors for the intended Act.

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 railways and works, or either of them.

To make lateral deviations from the lines of the said proposed railways and works, or either of them, to the extent and within the limits defined upon 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.

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

Railway Clearing House. (Ireland.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for facilitating proceedings at law and in equity and otherwise, in matters arising out of, or relating to, the Irish Railway Clearing system, and for enabling the committee of Delegates from Irish Railway and other Companies associated, or to be associated, under the Irish Railway Clearing System, principally for the settlement of the accounts of "the receipts for through traffic in which two or more Companies are interested, and of those arising out of the use by a Company of other Companies carrying stock, and to afford facilities for the working of through traffic generally," to sue and be sued in the name of the secretary or other officer of the said committee, and for better and more effectually carrying out the said railway clearing system.

And provision will be made in the intended Act for the admission to, and withdrawal and expulsion from, the said clearing house system of railway, steam packet, canal, and other trading Companies, Corporations, Partnerships, and Public Carriers; for regulating the mode in which delegates from, or representatives of, such Companies, Corporations, Partnerships, and persons shall be chosen and admitted members of the said committee, and for the holding of meetings, voting at such meetings, and the appointment, resignation, or removal of the chairman and other officers of the said committee, and for otherwise regulating the proceedings of the said committee; for confirming the rules, regulations, and bye-laws made or to be made by the said committee, and to confer other powers, rights, and privileges on the committee, and the members and officers thereof; for the custody and disposal of monies received by the said committee, the settlement and adjustment of the accounts of the clearing house, and the balances due to or from the several Companies

and other parties who may be, or shall have been, parties to the clearing house system, and the contributions to be made from time to time by such Companies and parties, the recovery from any such Company or party of any balances or sums, with or without interest, due to any other Company or party, or on account of the clearing house, and for indemnifying the said committee and their officers against all actions, costs, damages, and expenses.

And it is also intended by the said Act to provide for the reference and submission by any Companies or other persons who may be parties to the clearing house system of any matter in dispute between such Companies and parties to and for the decision and award of the said committee or any one or more of the members of such committee, to be chosen by, and out of, the said committee, or to any arbitrators and umpire, to be nominated by the said committee or such members of such committee.

And it is intended by the said Act to vary or extinguish all existing rights and privileges which may in any manner impede or interfere with the aforesaid purposes, and to make all provisions incidental or accessory to the purposes aforesaid, or any of them, or which may be thought expedient in carrying out the objects of the Act.

Printed copies of the 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 7th day of November, 1859.

Barrington, Son, and Jeffers, Solicitors for the Bill, 10, Ely-place, Dublin.

Glossop and Marple Bridge Turnpike Trust. (Continuation of Trust; Further Term: Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge, the powers and provisions of the local and personal Act of 5th George 4, chapter 35, intituled, "An Act for amending and improving the road from Glossop to Marple Bridge, in the county of Derby, and the several branches of roads leading to and from the same;" and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act, in extension of the original term, or to repeal the said Act, and to make further provision and create a further term, with reference to the said road and branches of roads, or some part or parts thereof. And power will be taken in the said Bill, to continue or alter the tolls, rates, and duties, authorised by the said Act to be taken on the said road or branches of roads, to levy new tolls, rates, or duties thereon, or on some part or parts thereof, and to confer, vary, or extinguish, exemptions from the payment of such tolls, rates, or duties, to vary the application of the tolls, rates, or duties, to extinguish, pay off, compound, and make other arrangements with reference to the mortgages, debts, and other charges, on the said road and branches of roads, and tolls, and the interest thereon, to vary and extinguish some of the rights, privileges, and remedies, of the mortgagees, and other creditors therein, and to confer, vary, or extinguish, other rights and privileges.

And notice is hereby also given, that printed copies of the said 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 9th day of November, 1859.

M. J. Ellison, Clerk to the Trustees of the said Turnpike Trust.