

or any of the canals of the said devisees, in trust, from, to, or over the railways of the before-mentioned companies or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and, in default of agreement, for referring to the Board of Trade or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities, are to be afforded and effected; and, so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or any or either of them, are now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed to take power to enable the Company, and the before-mentioned companies, devisees, and Earl, or any or either of them, to enter into agreements for an interchange of traffic, and for respectively working and using their respective lines of railway, canals, and works, or any or either of them.

And it is intended to incorporate with the said Act "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," or some part or parts thereof.

And it is proposed, for all or any of the purposes aforesaid, to alter, amend, extend, and enlarge, and, if need be, to repeal some of the powers and provisions of the following Acts relating to the London and North Western Railway Company, namely 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. cap. 131; 22 and 23 Vict. caps. 1, 2, 5, 83, 113, 124, 126, and 134; 23 and 24 Vict. cap. 77; 23 and 24 Vict. cap. 79; 23 and 24 Vict. cap. 111; and any other Acts of the said Company and the following Acts relating to the Great Northern Railway Company: "The Great Northern Railway Act, 1846" (9 and 10 Vict. cap. 71); 10 and 11 Vict. cap. 148; 11 and 12 Vict. cap. 114; 14 and 15 Vict. cap. 45; 16 and 17 Vict. cap. 60; 18 and 19 Vict. cap. 124; 20 and 21 Vict. cap. 138; and the Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies Act, 1858 (21 and 22 Vict. cap. 113); the 22 Vict. cap. 35; the 23 and 24 Vict. cap. 67, and any other Acts relating to the Great Northern Railway Company. The Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz., "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849," 12 and 13 Vict. cap. 81; 13 and 14 Vict. cap. 94; 14 and 15 Vict. cap. 114; 15 and 16 Vict. caps. 83 and 114; 16 and 17 Vict. caps. 52 and 145; 18 and 19 Vict. caps. 91 and 129; 21 and 22 Vict. cap. 75; 23 and 24 Vict. cap. 15; and any other Acts relating to the said last-mentioned Company, and also the following Act relating to the Warrington and Stockport Railway Company, viz., Local and Personal Acts, 14 and 15 Vict. cap. 71; 16 and

17 Vict. cap. 218; 16 and 17 Vict. cap. 122; and 21 and 22 Vict. cap. 150; and any other Acts relating to the said last-mentioned Company: and also the following Acts relating to the St. Helens Canal and Railway Company, viz., Local and Personal Acts, 8 and 9 Vict. cap. 117; 9 and 10 Vict. cap. 183; 10 and 11 Vict. cap. 271; 16 and 17 Vict. cap. 134; 20 and 21 Vict. cap. 16; 22 and 23 Vict. cap. 138; and any other Acts relating to the said last-mentioned Company, and also the following Acts relating to the Manchester, South Junction, and Altrincham Railway Company: 8 and 9 Vict. cap. 111; 10 and 11 Vict. cap. 73; 11 and 12 Vict. cap. 58; 21 and 22 Vict. cap. 136; and any other Acts relating to the last-mentioned Company; the Cheshire Midland Railway Act, 1860; and the Stockport and Woodley Junction Railway Act, 1860; and also the following Acts (Local and Personal): 10 Geo. II, cap. 9; 32 Geo. II, cap. 2; 33 Geo. II, cap. 2; 2 Geo. III, cap. 2; 6 Geo. III, cap. 17; 35 Geo. III, cap. 44; 7 Geo. I, cap. 15; 34 Geo. III, cap. 37; 6 and 7 Will. IV, cap. 115; 3 Vict. cap. 15; 45 Geo. III, cap. 81; 3 and 4 Vict. cap. 35; 5 and 6 Vict. cap. 30; 8 and 9 Vict. cap. 29; 10 Vict. cap. 2; 11 and 12 Vict. cap. 12; 14 and 15 Vict. cap. 12; 16 Vict. cap. 37; 20 and 21 Vict. cap. 4; relating to the Duke of Bridgewater's Canal; or to repeal and re-enact with modifications and alterations, such of the powers and provisions of the said Acts or any of them as may be necessary for the purposes aforesaid.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the Bill or proposed Act for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1860.

Vaughan, Lingard, Vaughan, and Lingard,
Stockport and Manchester, Solicitors.
Wyatt and Co., Westminster, Parliamentary
Agents.

Worcester, Bromyard, and Leominster Railway.
(Incorporation of Company; Construction of Railway from the West Midland Railway, near the Bransford Station to the Shrewsbury and Hereford Railway, near Leominster; Construction of another Railway from Stoke Prior to the Leominster and Kington Railway; Arrangements with the West Midland, and Shrewsbury and Hereford, and Leominster and Kington Railway Companies; Powers in reference to use of a portion of Shrewsbury and Hereford Railway, and the Leominster Station; Subscription by West Midland, the Shrewsbury, and Hereford, and Leominster and Kington Railway Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a company with the following, or some of the following, among other powers (that is to say): To make an maintain a railway, with all proper works, approaches, stations, and conveniences connected therewith, commencing in the parish of Powick, in the county of Worcester, by a junction there with the West Midland Railway, at or near a certain point where that railway crosses the road leading from Bransford Bridge to Bransford Court, and terminating in the Chapelry of Ivington, in the parish of Leominster, in the county of Hereford, by a junction there with the Shrewsbury and Hereford Railway, at or near a point where that railway crosses the River

Arrow, and which intended railway will pass from, in, through, or into, the several parishes, townships, townlands, and extra-parochial and other places following, or some of them (that is to say), Powick, Bransford, Leigh, Lulsley, Alfrick, Knightwick, and Suckley, all in the county of Worcester, Whitbourne, Linton, Stanford Bishop, Bromyard, Norton, Winslow, Avenbury, Wackton, otherwise Wacton, Bredebury, Batterley, Edvin Ralph, Westwood, Docklow, Hatfield, Puddleston, Humber, Stoke Prior, Ivington, Eaton, and Leominster, all in the county of Hereford; secondly, a railway commencing in the parish of Stoke Prior, in the county of Hereford, by a junction with the proposed line above described, at or near a point, 880 yards or thereabouts, from the aforesaid junction thereof with the Shrewsbury and Hereford Railway, and terminating in the parish of Leominster, in the county of Hereford, by a junction there with the Leominster and Kington Railway, at or near a point 154 yards, or thereabouts, eastward of the point where that railway crosses the turnpike road leading from Leominster to Richard's Castle, and which intended railway will pass from, or through, or into, the several parishes, townships, townlands, and extra-parochial places following, or some of them (that is to say), Stoke Prior, Ivington, Eaton, and Leominster, in the county of Hereford.

To purchase by compulsion lands, houses, and other property, for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, or property, so proposed to be purchased, 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 cross, alter, divert, or stop up all highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere, for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways and works, and to levy tolls, rates, and charges for, and in respect of, the use of the said intended railways and works, and grant exemptions from such tolls, rates, and charges, and certain other rights and privileges relating thereto.

To enable the Company to be incorporated by the said intended Act, to make and enter into arrangements and agreements with the West Midland Railway Company, the Shrewsbury and Hereford Railway Company, and the Leominster and Kington Railway Company, or any or either of such Companies with respect to the maintenance, working and use of the said intended railways, or any part thereof, or of the stations belonging thereto by the said Companies, or any or either of them, or with respect to the maintenance, working, and use of the West Midland Railway, the Shrewsbury and Hereford Railway, and the Leominster and Kington Railway, or any part or parts thereof respectively, or of the stations belonging to such railways, or any of them, by the Company to be incorporated as aforesaid, and with respect to the interchange of traffic upon the railways of the said Companies respectively, and with respect to the apportionment of the tolls and profits arising therefrom.

To enable the Company to be incorporated as aforesaid to lay down a second line of rails upon so much of the Shrewsbury and Hereford Railway as lies between the junction of the railway first above described and the Leominster Station, and to execute and perform all such works as may be necessary for that purpose.

To enable the Company to be incorporated as aforesaid, and all parties lawfully using their railways to run over and use with their engines, carriages, and waggons, or with engines, carriages, and waggons, coming or going to or from the said intended railways such second line as aforesaid, and so much of the Shrewsbury and Hereford Railway as lies between the proposed junction of the said first-mentioned intended railway with the Shrewsbury and Hereford Railway and the junction of the Shrewsbury and Hereford Railway with the Leominster and Kington Railway, and all station-sidings, watering-places, and other conveniences connected therewith, on payment of such tolls, rates, and charges, and upon such other terms and conditions as may be agreed on, or as shall be prescribed or provided by the said intended Act.

To enable the Company to be incorporated as aforesaid, and all parties lawfully using their railways to purchase or acquire an interest in, or a right of user with their engines, carriages, and waggons, and for the purposes of their traffic the station of the Shrewsbury and Hereford Railway Company at Leominster, and all buildings, watering places, sidings, works, and conveniences connected therewith, upon such terms and conditions as may be agreed on or as shall be prescribed or provided by the said intended Act.

To enable the West Midland Railway Company, the Leominster and Kington Railway Company, the Shrewsbury and Hereford Railway Company, or any or either of them, to subscribe to and take and hold shares in the said capital of the said intended Company, and to apply their corporate funds to or raise further capital for such purpose or purposes, either by the creation of shares with or without a guaranteed or preferential dividend or by borrowing on mortgage or bond, or by all or any of the means aforesaid, or by some other means to be provided by the said intended Act.

To alter, amend, extend, and enlarge, as far as may be necessary, or if need be to repeal for the purposes aforesaid, the provisions of some or one of the following Acts, or some of them (that is to say), the Acts relating to the West Midland Railway Company, viz.:—Local and Personal Act, 23 and 24 Vic. c. 31, and the other Acts relating to the Companies, by that Act amalgamated, also the Shrewsbury and Hereford Railway Act, 19 and 20 Vic. cap. 47, and any other Act or Acts relating to the Shrewsbury and Hereford Railway Company, and also the Leominster and Kington Railway Act, 1854, and any other Act relating to the Leominster and Kington Railway Company.

And notice is hereby given, that duplicate plans and sections describing the lines and levels of the said intended railways, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such land and property; as also a published map, with the said intended lines of railway delineated thereon; and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November now instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Worcester, at Worcester, and at the office of the Clerk of the Peace for the county of Hereford, at Hereford; 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 in or through which the railways will be constructed, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode; and in case of any extra-parochial

place, then with the parish clerk of an adjoining parish.

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

Dated this 6th day of November, 1860.

C. Pidcock, Worcester.

T. Barneby, Worcester.

Burchells, 5, Broad Sanctuary, Westminster.

Solicitors for the Bill.

South Essex Waterworks.

(Incorporation of Company; Construction of Works, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for all or some of the following purposes (that is to say):

1. To incorporate a Company and enable such Company to supply water to the inhabitants and other persons within the several towns and places of Grays Thurrock, Little Thurrock, West Thurrock, Purfleet, Aveley, Rainham, Barking, East Ham, Ilford, Hornchurch, Romford, Dagenham, Brentwood, Great Warley, Little Warley, South Weald, North and South Ockendon, Cranham, and Stifford, and the respective neighbourhoods of such towns and places, all in the southern part of the county of Essex.

2. To acquire the right to take, divert, intercept, impound, and use the water from certain chalk-pits situate at Grays Thurrock aforesaid, on an estate claimed to be the property of Richard Meeson, Esq.

3. To construct in the said parish of Grays Thurrock, on certain land in the said chalk pits, a pumping station, with engines, tanks, machinery, apparatus, and appliances, and all necessary approaches thereto.

4. To form and construct, or lay down the several reservoirs and aqueducts or mainpipes hereinafter mentioned, that is to say: an aqueduct or mainpipe commencing at or near the pumping station before described, and terminating in the parishes of Great Warley and Little Warley, or one of them, in a piece of land occupied in connection with the barracks at Warley, and which land towards the north is bounded by a road leading from the "Horse and Groom Inn," and passing between the hospital and the barracks at Warley, and towards the south-west is bounded partly by Little Warley Common and partly by land in the occupation of Dr. English, and to be connected with the reservoir next hereinafter described.

A reservoir on the said piece of land before described, in the said parishes of Great Warley and Little Warley, or one of them.

Another aqueduct or mainpipe, commencing at or near the pumping station before described, and terminating in a field in the parish of Aveley, near the south-western entrance to Belhus Park, in the occupation of Robert Ingram, and referred to by the number 176 on the Tithe Map of the said parish, and to be connected with the reservoir next hereinafter described.

A reservoir in the said field lastly before described in the said parish of Aveley.

An aqueduct or mainpipe commencing at the reservoir lastly described, and terminating at or near the Barking station of the London, Tilbury, and Southend Railway, in the parish of Barking.

Two aqueducts or mainpipes, branching out of the aqueduct or mainpipe lastly described, one commencing at or near the junction of the roads from Wennington to Purfleet, and from Wennington to Aveley, in the parish of Aveley, and terminating at or near the barracks at Purfleet, in the parish of West Thurrock, and the other commencing at or near Beam Bridge, in the parish of Hornchurch, and terminating at or near the Romford Station of the Eastern Counties Railway, in the parish of Romford.

Which said reservoirs and aqueducts or mainpipes will be situate in or pass from, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say: Grays Thurrock, West Thurrock, Little Thurrock, Stifford, Aveley, South Ockendon, North Ockendon, Great Warley, Little Warley, South Weald, Hornchurch, Dagenham, Wennington, Rainham, Barking, Romford, and Havering-atte-Bower, all in the county of Essex.

To purchase by compulsion or agreement, and otherwise, take on lease and take grants or easements over lands, houses, rights of water, and other property, for the purposes of the undertaking; and to levy rates, rents, and charges in respect of water supplied by the Company.

To cross under or by the side of, and to stop up, either temporarily or permanently, roads, railways, streams and watercourses, for the purpose of laying down, and to authorize the laying down such culverts, cuts, drains, branch-pipes, service-pipes, distributing-pipes, sluices, fire-plugs, washout cocks, and other works, apparatus, and appendages, as may be necessary or proper for obtaining, storing, conveying, and delivering the water of the Company, and for more conveniently using, draining, and cleansing the several works hereinbefore mentioned.

To confer, vary, or extinguish, rights and privileges over all lands, houses, hereditaments, rights of water, and other property to be taken, acquired, or interfered with by the Company.

To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "Waterworks Clauses Act, 1847."

Duplicate plans and sections, describing the situation, lines, and levels of such reservoirs, aqueducts, or mainpipes, and the lands in, through, or upon which the same respectively will be situate or made; a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the lands, houses, and property which may be taken, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at Chelmsford.

And on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to the several parishes aforesaid, and also a copy of the Gazette notice, will be deposited with the parish clerk of each of the said parishes at his residence; and as regards any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

Printed copies of the proposed Bill will, on or before the 22nd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1860.

T. H. Devonshire, 8, Old Jewry, Solicitor.

Dyson and Co., 24, Parliament-street, Parliamentary Agents,