



# The London Gazette.

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SATURDAY, NOVEMBER 26, 1836.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway or railways with proper bridges, tunnels, buildings, staiths, warehouses, and other works and conveniences thereto; and also with carriages properly constructed to be propelled thereon by locomotive steam engines, or other sufficient power, for the passage of waggons, carts, and other carriages, horses, cattle and passengers; to commence at or upon the Chilton branch of a railway called the Clarence Railway, in a certain close situate in the township and parish of Merrington, in the county of Durham, now occupied by Thomas Wall, and extending from thence to and into and terminating at or in a certain railway, called the Stockton and Darlington Railway, at or near the 22<sup>3</sup>/<sub>4</sub> mile post, in the township of Saint Helens Auckland, in the parish of Saint Andrews Auckland, in the said county of Durham, which said railway or railways, with the bridges, tunnels, buildings, staiths, warehouses, works, conveniences, appendages and appurtenances thereto, is and are intended to be made, carried, and maintained in, through, to, from and out of the several parishes, townships, hamlets or places of Merrington, Windleston, Middleston, Coundon, Coundon Grange, Howlish, Bondgate in Auckland, Saint Andrew Auckland, Bishop-Auckland, Saint Helen's Auckland, Pollards Lands, Etherley and West Auckland, all in the said county of Durham; together with two collateral branches from and out of the said proposed railway or railways, with proper bridges, tunnels, buildings, staiths, warehouses, and other works and conveniences connected therewith respectively, for the passage of waggons, carts, and other carriages, horses, cattle, and passengers hereinafter mentioned, that is to say, one of the said

branches to commence at or in a certain close, situate in the said township of Saint Helens Auckland, now occupied by Thomas Houlst and Company, and passing across, over, or through the said Stockton and Darlington Railway, and thence through a close situate in the said township of Saint Helens Auckland, now occupied by Charles Thompson, and terminating upon the line of the Haggerleazes branch of the said Stockton and Darlington Railway, in the said township of St. Helens Auckland, in the said county of Durham; and the other of the said branches to commence at or in a certain close situate in the said township and parish of Saint Andrew Auckland now occupied by William Seymour and Luke Seymour, and extending to, passing through, or into the several parishes, townships, hamlets, or places of Saint Andrew Auckland, Bondgate in Auckland, Bishop Auckland, Pollards Lands and Etherley and terminating in a certain close, in the occupation of William Hume, situate in the said township or place of Bondgate in Auckland, in the said parish of Saint Andrew Auckland, in the said county of Durham, in which said Act provisions are intended to be made for levying, collecting, and taking certain tolls and duties for passing along the said railway or railways, and for the use of the said warehouses, wharfs, works and conveniences and powers will be obtained for diverting the course of the several streams, brooks, and rivulets on the line or lines of the said intended railway, or railways, and branches as may be found necessary, and for enabling the owners and occupiers of lands through which the said railway or railways and branches shall pass, to make and lay collateral branches into the same railway or railways, and branches. — Dated this 8th day of November 1836.

Thomas Wheldon, Solicitor, Barnard Castle.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a dock or docks in, upon, or near a certain piece of land, called the Warren, in the township of Thornton, in the parish of Poulton, in the county palatine of Lancaster, to communicate with the River Wyre at a part thereof called or known by the name of the Cold Dubbs, for the reception of ships, barges, lighters, and other vessels; and also for making basins, piers, sluices, locks, wharfs, quays, bridges, railways, paths, roads, approaches, avenues, and other works, erections, and conveniences respectively connected therewith, and for the use and occupation thereof.—Dated 28th day of October 1836.

*Owen T. Alger*, Solicitor.

**N**OTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill for altering and extending the powers and provisions of an Act, passed in the fifth and sixth year of the reign of His present Majesty, intituled "An Act for making a railway from Preston to Wyre, and for improving the harbour of Wyre, in the county palatine of Lancaster," in which Bill powers will be contained for making an alteration in, or deviation from, the line of the said railway as laid down on the plan deposited, pursuant to the directions of the said Act, with the Clerk of the Peace for the county palatine of Lancaster; such alteration or deviation to commence in a field, in the township of Weeton, in the parish of Kirkham, numbered 11 on the said plan, and to terminate in a certain field, in the township of Hardhorn, in the parish of Poulton, numbered 2 on the said plan, and to be made in, and to pass from, through, or into the said several parishes of Kirkham and Poulton, and the said several townships of Weeton and Hardhorn, and Great Singleton, in the said county palatine of Lancaster; and that it is intended to abandon such portions of the said railway, within the several parishes and townships, as by reason of the said proposed alterations or deviation will be rendered useless or unnecessary.

And notice is hereby also given, that it is intended to insert in the said Bill a power to deviate from the line or course of the said alteration or deviation, to any extent not exceeding one hundred yards on either side of such line.—Dated this 31st day of October 1836.

*Owen T. Alger*, Solicitor.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend and render more effectual the powers and provisions of an Act, passed in the sixth and seventh years of the reign of His present Majesty King William the Fourth, intituled "An Act for making and maintaining a pier, wharf, and other works, at Greenwich, in the county of Kent," and to enlarge the said pier, and extend the accommodation thereat, for steam packets, boats, and other vessels using the said pier, and of the public resorting thereto; and to make suitable approaches thereto by the purchase of certain wharfs, messuages, tenements, buildings,

and premises, with the respective appurtenances thereunto belonging. All which said wharfs, messuages, tenements, buildings, and premises, with their respective appurtenances, are situate in Fishers-lane, in the parish of Saint Alphage otherwise called Saint Alphege Greenwich, in the said county of Kent, and to alter, vary, or increase the tolls, rates, and duties authorised to be taken by the said Act, and to obtain such additional powers as may be necessary fully to carry into effect the purposes of the said Bill.—Dated this 10th day of November 1836.

*Charles Joseph Carrar*, Solicitor for the Bill,  
Blue-stile, Greenwich, Kent.

#### Harwich Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the proposed Eastern Counties Railway, at or near to a certain place abutting upon the high road between the North-bridge, Colchester, and the village of Mile-end, being about three furlongs north of the former place, in the parishes of Lexden and Saint Michael Mile-end, or one of them, and county of Essex, and to terminate at or near to a certain quay and wharf, in the possession and occupation of Thomas Cobbold, Esquire, in the parish of Saint Nicholas, Harwich, and borough of Harwich, and county of Essex; which said railway is intended to pass from, in, through, or into the several parishes, townships, and extra parochial or other places of Lexden, Saint Michael Mile-end, Saint Botolph, All Saints, Saint James, Greensted, Ardleigh, Great Bromley, Little Bromley, Mistley, Bradfield, Wix, Wrabness, Ramsey, Dovercourt, and Saint Nicholas, Harwich, and the borough of Harwich, or some of them, all in the county of Essex.

And it is intended to apply for power, in and by the said intended Act, to deviate in the construction of the said railway to any extent, not exceeding one hundred yards, on either side of the line laid out, or intended to be laid out, on the plan of the said railway to be hereafter deposited with the Clerk of the Peace for the county of Essex.

And it is also intended to apply for power by the said Act to make and construct a certain wet dock or docks, with all necessary and convenient approaches, quays, piers, wharfs, jetties, warehouses, and other erections and buildings connected therewith, at the termination of the said railway, in the parish of Saint Nicholas and borough of Harwich aforesaid, and to levy and raise rates, tolls, and duties for the use of the same respectively.

*Taylor, Turner, Sharpe, and Field*, 41, Bedford-row; *Winter, Williams, and Fossick*, 16, Bedford-row; Solicitors for the Bill.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act for making and maintaining a railway, with all proper approaches, warehouses, wharfs, landing-places, tunnels, bridges, viaducts, works, and conveniences connected therewith, commencing at or near the intended termina-

tion of the Manchester and Bolton Railway, in Bradford-square, in the township of Great Bolton, in the parish of Bolton-le-moors, in the county palatine of Lancaster, passing from, in, through, or into the several parishes of Bolton-le-moors, Dean, Standish, Chorley, Leyland, Brindle, Blackburn, Penwortham, and Preston, or some of them, in the same county; and also passing from, in, through, or into the several boroughs, townships, hamlets, and extra parochial and other places of Great Bolton, Little Bolton, Rymworth, Heaton, Lostock, Horwich, Blackrod, Anderton, Adlington, Heath-Charnock, Duxbury, Chorley, Heapy, Whittle Hills, Whittle-in-le-woods otherwise Whittle-en-le-woods otherwise Whittle-le-woods, Clayton-in-le-woods otherwise Clayton-en-le-woods otherwise Clayton-le-woods, Brindle, Cuerden, Walton-in-le-dale otherwise Walton-en-le-dale otherwise Walton-le-dale, Bamber-bridge, Penwortham, Fishwick, and Preston, or some of them, in the said county palatine of Lancaster, and terminating at or near the canal basin and wharfs, belonging to the Company of Proprietors of the Lancaster Canal Navigation, on the northerly side of a certain street, called Fisher-gate, in the borough and township of Preston, in the parish of Preston, in the said county palatine; also for making and maintaining an extension of the said main line or branch railway from and out of the said first mentioned railway, with all proper approaches, works, and conveniences connected therewith, commencing on the south westerly side of the said first mentioned railway, at or near to a plot of vacant land, situate between a certain street, called Trinity-street, and a certain other street, called or intended to be called Byng-street, in the said township of Great Bolton, in the parish of Bolton-le-moors, and county aforesaid, passing from and through and terminating within the said township of Great Bolton, in the parish of Bolton-le-moors, in the said county, at or near the bottom of the inclined plane of the Bolton and Leigh Railway, near Fletcher-street bridge.

And it is intended to take power by the said Act to deviate from the line or lines of the said intended railway and extended or branch railway respectively, as laid out, or intended to be laid out, on the plans thereof to be deposited prior to the said application to Parliament, in compliance with the Standing Orders of Parliament relating thereto, by altering the direction of the said line or lines of the said intended railway and extension or branch railway, or either of them, to any extent not exceeding one hundred yards on either side of the same respectively, save and except where the property, lying within the said distance, shall have been omitted to be numbered on the said plans, so to be deposited as aforesaid, or mentioned in the book of reference to be lodged therewith, in compliance with the said Standing Orders, of Parliament.

And it is further intended to apply for power by the said Act to purchase, lease, or rent the canal and tramroad or railway, and the lands, wharfs, stations, warehouses, engines, bridges, and other erections and buildings, and the several conveniences connected therewith, belonging to the Company of Proprietors of the Lancaster Canal Navigation, and situate and being within the several parishes of

Wigan, Bolton-le-moors, Standish, Chorley, Leyland, Brindle, Blackburn, Penwortham, and Preston, or some of them, in the same county, and also situate and being within the several boroughs, townships, hamlets, and extra parochial and other places of Aspull, Haigh, Blackrod, Adlington, Heath-Charnock, Duxbury, Chorley, Heapy, Whittle Hills, Whittle-in-le-woods otherwise Whittle-en-le-woods otherwise Whittle-le-woods, Clayton-in-le-woods otherwise Clayton-en-le-woods otherwise Clayton-le-woods, Brindle, Walton-in-le-dale otherwise Walton-en-le-dale otherwise Walton-le-dale, Bamber-bridge, Penwortham, Fishwick, and Preston, or some of them, in the said county palatine of Lancaster, and all rights and privileges of the said Company, in any manner affecting the same respectively; and also to enable the said last mentioned Company of Proprietors to sell, lease, and dispose of the same; and also to take power to alter and divert the line of the said last mentioned tramroad or railway, through and in the several parishes of Blackburn and Preston, or one of them, in the said county, and also through and in the said township of Walton-in-le-dale otherwise Walton-en-le-dale otherwise Walton-le-dale, and the said borough and township of Preston, or one of them, in the said county of Lancaster, and to abandon such portions thereof, within the said several parishes of Blackburn and Preston, or one of them, in the said county, and also within the said township of Walton-in-le-dale otherwise Walton-en-le-dale otherwise Walton-le-dale, and the said borough and township of Preston, or one of them, in the said county, as by reason of such diversion, or by reason of the construction of the said intended new line or lines of railway may be deemed useless or unnecessary.

And it is also intended to apply for power by the said Act to levy and raise tolls for the use of the said railway and extended or branch railway, and the conveniences connected therewith, and to alter and vary or increase the present rate of tollage authorised to be taken for the use of the said canal and tramroad or railway, or either of them, and the conveniences connected therewith respectively, within the several parishes, townships, and extra parochial and other places aforesaid.—Dated this 14th day of November 1836.

*John Woodhouse, Solicitor, Bolton.*

**NOTICE** is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for making, constructing, and maintaining a railway, with proper works and conveniences connected therewith, to commence by means of a junction with the London and Greenwich Railway, in the parish of Saint Paul Deptford, in the county of Kent, passing from, through, or into the several parishes, townships, and extra parochial or other places of Saint Paul Deptford, Saint Nicholas Deptford, Deptford, Saint Alphage or Saint Alphege Greenwich, Greenwich, Charlton, Woolwich, and the Marine Barracks and the Royal Sappers and Miners Barracks Woolwich, Plumstead, East Wickham, Welling, Bexley, Erith, Crayford, Dartford, Stone next Dartford, Greenhithe, Swanscomb, Northfleet, Gravesend, Milton next Gravesend, Denton, Chalk, Shorne, Merston, High-ham, Cliff, Frindsbury, Strood, Saint Margaret in

the city of Rochester, Fort Clarence, Saint Nicholas in the city of Rochester, Rochester, the precincts of Rochester Cathedral, Troy Town, Fort Pitt, Saint Mary Chatham, Chatham, Lidsing otherwise Lidging, Gillingham, Grange otherwise Grench, Rainham, Upchurch, Newington, Bobbing, Milton next Sittingbourne, Sittingbourne, Murston, Bapchild, Tong, Teynham, Norton, Luddenham, Buckland, Stone next Faversham, Davington, Faversham, Ospringe, Preston next Faversham, Boughton under the Bleau, Dane-street, Selling, Chilham, Whitehill, Shalmsford-street, Chartham, Horton, Milton next Canterbury otherwise Milton Chapelry, and Harbledown, in the county of Kent, Thannington, Holy Cross Westgate without Canterbury, Saint Dunstan Canterbury, Saint Stephen otherwise Hackington, Saint Mildred Canterbury, Saint Peter Canterbury, Saint Mary Northgate Canterbury, Canterbury, and Fordwich, in the city and county of the city of Canterbury, and in the county of Kent, or one of them, Sturry, Wickhambreux otherwise Wickhambreaux otherwise Wickham, Westbere, Stodmarsh, Littlebourn, Ickham, Preston next Wingham, Wingham, Stourmouth, Elmstone, Ash next Sandwich, Westmarsh, Minster Isle of Thanet, Saint Lawrence Isle of Thanet, and Ramsgate, in the said county of Kent, and to terminate in a piece of land, at or near to a place, called Trafalgar-place, in the parish of Ramsgate, in the said county of Kent; and also a railway, branching out of the said railway, to commence in a piece of land in Ash Level, on the north side of Bearding-street, in the said parish of Ash, passing from, through, or into the several parishes, townships, and extra parochial or other places of Ash next Sandwich, Woodnesborough otherwise Winsborough, Saint Mary Sandwich, Saint Peter the Apostle Sandwich, Saint Clement Sandwich, Sandwich, Saint Bartholomew, Ham, Eastry, Word otherwise Worth, Sholden otherwise Sholden, Northborne otherwise Northbourn, Deal, Upper Deal, Great Mongeham, Walmer, Ripple, Ringwold otherwise Ringswold, Kingsdown, Oxney, Saint Margaret at Cliff, East Langdon, Westcliffe, Guston, Saint James Dover, the precincts of the Castle of Dover, and Dover, and to terminate in a piece of land, at or near to the Castle-jetty, in the said parish of Saint James Dover, and in the said precincts or extra parochial district of the Castle of Dover, or one of them, in the said county of Kent; and also a railway, branching out of the said first mentioned railway, to commence in a piece of land, in Ash Level aforesaid, near the River Stour, in the said parish of Ash, and to terminate, in the second mentioned railway, in a piece of land, at or near to a place called Fleet, in the said parish of Ash; and also a railway, branching out of the said second mentioned railway, to commence in a piece of land, at or near a place called Fright Common, in the said parish of Deal, and to terminate in a piece of land, on the west side of a street or place called West-street, Deal, in the said parish of Deal.

It is also intended to apply for powers in the said Bill to authorise the taking such fares, tolls, rates, dues, rents, or sums of money as shall be mentioned in the said Bill, and also for purchasing and holding lands, tenements, buildings, heredita-

ments, and other property within the said several towns, parishes, extra parochial and other places.

And notice is hereby further given, that power will be applied for in the said Bill to deviate from the respective lines of the said railways, laid down as on the plan to be deposited with the Clerk of the Peace for the said county of Kent, to any extent not exceeding one hundred yards on each side of such respective lines.—Dated 7th November 1836.

*James Vallance*, Earl-street, Blackfriars;  
*Currie and Woodgate*, Lincoln's-inn; Solicitors for the Bill.

*A. H. MacDougall*, 46, Parliament-street, Parliamentary Agent.

Hyde Park and Richmond Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining a railway or railways, with all necessary works and conveniences connected therewith, to commence at or near Hyde Park Corner, in the parish of Saint Margaret Westminster, in the county of Middlesex, and to terminate at or near Saint John's-place, Richmond, in the parish of Saint Mary Magdalen, Richmond, in the county of Surrey: also, a branch railway from or out of such railway, commencing at or near the road leading to Gunnersbury, in the parish of Saint Mary Acton, in the county of Middlesex, and terminating at or near Messrs. Booth's distillery, in the town of Old Brentford, in the parish of Saint Mary Ealing, and of Saint Mary Hanwell, or one them, in the said county of Middlesex, which said railway or railways, and branch railway, is, or are intended to pass from, in, through, or into the several parishes, townships, districts, and extra-parochial, or other places following, (that is to say,) Saint George Hanover-square, Saint Margaret Westminster, Saint Luke Chelsea, Knightsbridge, Brompton, Kensington Gore, Saint Mary Abbots Kensington, Earls Court, All Saints, Fulham, Saint Paul, Hammersmith, Saint Mary Acton, Gunnersbury, Saint Nicholas, Chiswick, Saint Mary Ealing, Saint Mary Hanwell, Old Brentford, and New Brentford, or some of them, all in the county of Middlesex, Saint Mary Barnes, Mortlake, Saint Anne, Kew, East Sheen, and Saint Mary Magdalen, Richmond, or some of them, all in the county of Surrey; and it is intended to apply for powers in the said Act, to deviate in the construction of the said intended railway or railways, and branch railway respectively, to any extent, not exceeding one hundred yards on either side of the line or lines laid out, or intended to be laid out on the plans thereof, to be deposited prior to the said intended application in pursuance of the standing orders of Parliament relating thereto, save and except where the property situate within such distance, shall not be numbered on the said plans, or mentioned in the books of reference to be deposited therewith in compliance with the said standing orders: and it is further intended to apply for power by the said Act, to levy and raise tolls on all persons or carriages using the said railway or railways, and branch railway, or any part thereof.—Dated this 14th day of November, 1836.

*John Evans*, Solicitor for the Bill, 53, Lincoln's-Inn Fields.

## London and Brighton Railway.

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway with all proper works and conveniences connected therewith, commencing by a junction with the proposed London and Croydon Railway, at or near the station of the said London and Croydon Railway near the town of Croydon, in the parish of Croydon, in the county of Surrey; and terminating at or near the town-hall at Brighton, in the parish of Brighton, in the county of Sussex, and which said line will pass from, in, through, or into the several parishes, townships, and extra parochial or other places following, that is to say, Croydon, Beddington, Woodmanstone otherwise Woodmansterne, Coulsdon otherwise Coulsden, Chaldon, Chipstead otherwise Chipsted, Merstham, Gatton, Nutfield, Reigate, Horley, Charlwood, or some of them in the county of Surrey; I field, Ruspar, Beeding otherwise Lower Beeding otherwise Seale, Horsham, Broadwater, Nuthurst, Cowfold, West Grinstead, otherwise West Grinstead, Shermanbury, Henfield, Woodmancote, Ashurst, Edburton, with the hamlet of Folking otherwise Fulking, Poynings, Newtimber, Mangleton, Portslade, West Bletchington otherwise West Bletchington, Patcham, Preston, Steyning, Beeding otherwise Upper Beeding otherwise Beeding-street, Old Shoreham, New Shoreham, Kingston otherwise Kingston by Sea otherwise Kingston Bowsey, Southwick, Aldrington otherwise Atherington, Hove, Brighton otherwise Brighthelmstone, or some of them, in the county of Sussex. And also to make a branch line of railway, commencing at the aforesaid junction with the London and Croydon Railway, and terminating at or near New Bridge-street, Vauxhall, in the parish of Lambeth, and county of Surrey, and passing from, in, through, or into the several parishes, townships, and extra parochial or other places, following, that is to say, Croydon, Mitcham, Streatham, Lower Footing otherwise Tooting Graveney, Upper Tooting, Clapham, Battersea, Lambeth, or some of them in the county of Surrey: also to make another branch line of railway, commencing at or near Wiggy Farm, in the parish Reigate, in the said county of Surrey, and terminating near the Church at Reigate aforesaid, and passing through the said parish of Reigate: also to make another branch line of railway, commencing at or near the water mill at Merstham, in the county of Surrey, and terminating by a junction with the parliamentary line of the South-Eastern Railway, at or near Mark's Farm, on the eastern side of Stafford's Wood, in the parish of Limpsfield, in the said county of Surrey, and passing from, in, through, or into the several parishes, townships, and extra parochial or other places following, that is to say, Merstham, Nutfield, Catterham otherwise Caterham, Bletchingly otherwise Bletchingley, Godstone, Tandridge, Oxted otherwise Oxted, and Limpsfield, in the said county of Surrey.

It is also intended to apply for powers in the said Act to alter and divert the line or course of the Croydon and Reigate Turnpike Road, in the parishes of Croydon, Beddington, Woodmanstone, otherwise

Woodmansterne, Coulsdon otherwise Coulsden, Chipstead, and Merstham, aforesaid, or some of them, to the extent shown, or intended to be shown on the plans, to be deposited as hereafter mentioned.

It is also intended to apply for power in the said Act to deviate in the construction of the said railway, and branches to any extent not exceeding one hundred yards on either side of the lines laid down, or intended to be laid down on the plans thereof, to be hereafter deposited with the clerks of the peace for the counties of Surrey and Sussex, in the private Bill-office of the House of Commons, and in the Parliament-office of the House of Lords, in pursuance of the standing orders of Parliament relating thereto, save and except where the said lines or any part thereof shall pass through any towns, and in such case the power to deviate will be limited to twenty yards on either side of the said lines.—Dated this 1st day of November, 1836.

*Burchell and Kilgour,*  
Red Lion-square;  
*Roy, Blunt, Duncan and Johnston,*  
10, Liverpool-street,  
and 19, Great George-street.

## London Rochester and Chatham Railway.

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway with all proper works and conveniences connected therewith, commencing at, or near the site of the old ship building yard, in a tongue of land on the north shore of the river Medway, in the parish of Frindsbury, in the county of Kent, passing from, through, or into the several parishes, townships, and extra parochial, or other places of Frindsbury, Stroud, Stroud Extra, Shorne and Merston, Higham, Chalke Milton otherwise Milton next Gravesend and Gravesend, or some of them in the county of Kent, and terminating at, or near Waites Hotel on the southern bank of the river Thames, in the parish of Milton next Gravesend aforesaid; And further, to make and maintain a railway with all proper works and conveniences connected therewith, commencing at or near the Ferry at Tilbury Fort, in the parish of West Tilbury, in the county of Essex, passing from, through, or into the several parishes, townships and extra parochial or other places of West Tilbury, Little Thurrock, Grays Thurrock, Stifford, South Ockendon, north Ockendon, or some of them, in the county of Essex, and terminating by a junction with the proposed Thames Haven Railway, at, or near the road leading from South Ockendon to North Ockendon aforesaid, in the parish of South Ockendon; And it is also intended to apply for power by the said Act to deviate in the construction of the said railway or railways to any extent not exceeding one hundred yards on either side of the line or lines thereof, as laid down or intended to be laid down on the plans to be hereafter to be deposited with the clerks of the peace for the counties of Essex and Kent respectively, with the clerks of the several parishes aforesaid in the Private Bill-office, of the

House of Commons, and also in the Parliament-office of the House of Lords, in pursuance of the standing orders of Parliament relating thereto, save and except where the said line or lines, or any part thereof, shall pass through any towns, and in such case, the power to deviate will be limited to twenty yards on either side of the said line or lines, and also to make and construct such wharfs, piers, jetties, landing and unloading places, and all proper and necessary conveniences connected therewith at the termination of the said intended railways in the several parishes of Frindsbury and Milton next Gravesend, in the county of Kent, and in the parish of West Tilbury, in the said county of Essex, as may be necessary or convenient for the landing or embarking of goods, passengers and cattle, and to levy and raise rates and tolls for the use of the same.—Dated this 1st day of November, 1836.

*Roy, Blunt, Duncan and Johnston,*  
10, Liverpool-street, London.  
*Walter Hills, Chatham.*

Eastern Counties Railway from London to Norwich and Yarmouth by Romford, Chelmsford, Colchester and Ipswich.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, enlarge, and render more effectual certain of the powers and provisions of an Act passed in the sixth and seventh years of the reign of His present Majesty King William the Fourth, entitled, "An Act for making a railway from London to Norwich and Yarmouth, by Romford, Chelmsford, Colchester, and Ipswich, to be called the Eastern Counties Railway, And (that it is intended to apply for power by the said amended Act to alter or vary and deviate from the line of the said railway as laid down on the plans thereof, deposited with the clerks of the peace for the several counties of Middlesex, Essex, Suffolk, and Norfolk, and city and county of Norwich, from a point on the said line, near to the Dye's Alms-Houses, in the parish of Saint Matthew, Bethnal Green, in the county of Middlesex aforesaid, to a certain other point in Saint Ann-street, in the hamlet of Mile End, Old Town, in the parish of Saint Dunstan's, Stepney, and said county of Middlesex; and also from another point in the said line near to the boundary between the parishes of Witham and Rivenhall, in the county of Essex, to a certain other point near to Crab's Farm, in the parish of Kelvedon, and said county of Essex. And also from a point on the said line near to Trowse Hall, in the parish of Trowse, Newton, and county of Norfolk, to a certain other point on the said line near to Whitton Hall, in the parish of Whitton, also in the said county of Norfolk, and also to make and maintain a new line or lines of railway, with all proper works and conveniences connected therewith, between the said different points of deviation, passing as to the first of such deviations, from, in, through, or into the parishes of Saint Matthew, Bethnal Green, and hamlet of Mile End, Old Town, in the parish of Saint Dunstan's, Stepney, both in the county of Middlesex; as to the second of such deviations passing from, in, through,

or into the parishes of Witham, Rivenhall, and Kelvedon, in the county of Essex. And as to the third of such deviations passing from, in, through, or into the parishes of Trowse, Newton, Thorp, Postwicke, Great Plumstead, and Whitton, or some or them, all in the county of Norfolk. And further, that it is intended to apply for power by the said amended Act, to abandon such portions of the original line of the said railway, as at present authorized to be made within the parishes of Saint Matthew, Bethnal Green, and hamlet of Mile End, Old Town, in the parish of Saint Dunstan's, Stepney, both in the county of Middlesex, the parishes of Witham, Rivenhall, and Kelvedon, in the county of Essex, and the parishes of Trowse, Newton, and Whitton, in the county of Norfolk, as may be rendered useless or unnecessary by reason of the said intended deviations; and also to alter or deviate from the line or course of the said amended railway or railways, as shewn or intended to be shewn on the plans thereon, to be hereafter deposited, prior to the said intended application, in pursuance of the standing orders of Parliament relating thereto, to any extent not exceeding 100 yards on either side of the said line, save and except where the same is intended to pass through the several parishes of Saint Matthew, Bethnal Green, and hamlet of Mile End, Old Town, in the parish of Saint Dunstan's, in Stepney, and in such case, to any extent not exceeding twenty yards on either side of the said line. And also, save and except where the property lying within either of the said distances, shall not be numbered on the plans so to be deposited as aforesaid, or mentioned in the books of reference to be lodged therewith, according to the said standing orders.

*Roy, Blunt, Duncan and Johnston,*  
10, Liverpool-street, London.

Ipswich and Bury St. Edmund's Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill to obtain an Act for making and maintaining a railway or railways, erections, and all other necessary works which may be required or connected therewith, which said railway or railways is or are intended to commence at or near Stoke Bridge, in the borough of Ipswich, in the county of Suffolk, and to terminate in, at, or near Bury St. Edmund's, in the same county; that is to say, as regards Bury St. Edmund's aforesaid, in, at, or near the Vine Fields, adjoining the Botanical Gardens, and such said railway or railways is or are intended to pass into, through, over and along the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tithings, extra-parochial fields, or places following, that is to say: St. Mary at Stoke, Ipswich, St. Peter at Ipswich, St. Matthew at Ipswich, Sproughton, Washbrook, Copdock, Wherstead, Belstead, Chattisham, Hintlesham, Hadleigh, Aldham, Whatfield, Nedging, Nowton otherwise Naughton, Bildeston, Kettlebaston, Wattisham, Hitcham, Brettenham, Thorpe Morieux, Felsham, Gedding, Bradfield, St. Clare, Bradfield St. George, Welnetham Parva, Rushbrook, Newton, Rougham, St. Mary's, Bury St. Edmund's, St. James, Bury St. Edmund's;

with a branch railway or railways, commencing by a junction with the said proposed line of railway in the parish of Nedging aforesaid, and terminating at the east side of the town or parish of Lavenham, in the said county, and which said branch railway or railways is or are intended to pass into, through, over and along the several parishes, townships, hamlets, villages, districts, or places of Bildeston, Monks-Eleigh, Brent Eleigh, Kettlebaston, Preston, and Lavenham, or some of them; and also, with another branch railway or other branch railways, commencing by a junction with the said proposed line of railway first mentioned, in the said parishes of Hitcham and Brettenham, or one of them, and terminating at the West side of the town or parish of Stowmarket, in the said county, and which said last mentioned branch railway or railways is or are intended to pass into, through, over, and upon the several parishes, townships, hamlets, villages or places of Brettenham, Little Finborough, Great Finborough, Buxhall, and Stowmarket, or some of them, all in the said county.

It is also intended to apply for power in the said Act to deviate from the said line of railway to an extent not exceeding twenty yards on either side of the said line or lines respectively, in passing through any town; and to an extent not exceeding one hundred yards on either side of the said line or lines respectively, where not passing through any town; and power will be taken in the said Act to alter or divert the turnpike roads, in the said parishes, or some of them, to the extent shewn or intended to be shewn on the plans of the said railway or branches respectively, to be deposited with the clerk of the peace for the county of Suffolk.—Dated the 10th day of November, 1836.

Solicitors, *John Chevallier Cobbold*, Ipswich; *J. & J. H. Borton*, Bury St. Edmunds; *Roy, Blunt, Duncan & Johnston*, Liverpool street, London.

#### Glasgow, Paisley, and Greenock Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a railway or railways, branch or branches, for the passage of coaches, chaises, waggons, carts, and steam or other carriages: and with proper warehouses, wharfs, landing-places, tunnels, bridges, and suitable and commodious erections, works, roads, communications, and conveniences attached thereto, or connected therewith. Which said railway or railways, is or are intended to commence at or near to a house in Greenock, commonly called, or known by the name of the mansion house of Greenock, in the old or west parish, and new or middle parish of Greenock, both or one of them, in the town of Greenock, and to terminate at or near to the bridge over to the river Clyde, called the Glasgow bridge, in the parish of Govan or Gorbals, or both or one of them, and county of Lanark or county of Renfrew, or both or one of them. And such said railway or railways, is or are intended to pass from, into, through, over, near to, or along the several burghs, towns, villages, parishes, townships, extra-parochial fields, or places following, or some of them, that is

to say, Greenock, Port-Glasgow, Blackston or Bishopton, Paisley, Kingston, Tradeston, Gorbals, and Glasgow;—the several parishes of Greenock; in particular, the old or west parish of Greenock, the new or middle parish of Greenock, and east parish of Greenock; the parish of Port-Glasgow, the parish of Kilmalcolm, the parish of Erskine, the parish of Inchinnan, the united parishes of Houston and Killallan, the Parish of Kilbarchan, the parish of Renfrew, the several parishes of Paisley; in particular, the abbey parish of Paisley; the high church parish of Paisley, the new north parish of Paisley, the middle parish of Paisley, and the west parish of Paisley, or some of them, in the county of Renfrew; the parish of Govan, in the counties of Lanark and Renfrew, both or one of them, and parish of Gorbals, in the county of Lanark.

It is also intended to apply for leave to make, construct, and maintain a branch from the main line above described, from, at, or near to Delingburn-street, or Bogle-street, in the town of Greenock, by or near to Virginia-street and Rue-end-street, in the said town, to the harbours, docks, and quays of Greenock; the whole of which places are situated in the several parishes of Greenock; in particular, in the old or west, new or middle, and east parishes of Greenock, and county of Renfrew. Also, to make, construct, and maintain a branch from the said main line, at or near to Port-Glasgow or Newark, to the Harbours, docks, and quays of Port-Glasgow, all in the parish of Port-Glasgow, in the said county.

It is also intended to apply for powers to alter, divert, change, or vary the line, levels, or inclinations of water courses, turnpike roads, highways, streets, and all other roads, whether public or private, in so far as the same may be necessary or proper for carrying into execution the whole or any of the works of, or connected with the said railway or railways, branch or branches; in particular, the line or course of the highway or turnpike road in the parish of Port-Glasgow, leading from the town of Port-Glasgow by Kilmalcolm; and also the line or course of the turnpike road leading from Greenock by Port-Glasgow, in the county of Renfrew, to Glasgow, in the county of Lanark, in the several parishes and townships of Port-Glasgow, Kilmalcolm, and Inchinnan, in the said county of Renfrew, or some or one of them, to the extent shewn, or intended to be shewn, in the plan to be deposited as hereinafter mentioned.

It is also intended to apply for powers in the said Bill to purchase, acquire, dispose of, and hold lands, tenements, hereditaments, and other heritages, within the said several burghs, or towns, villages, parishes, townships, and extra-parochial fields, or places for the aforesaid purposes, and to raise funds for the same; and for levying such fares rates, tolls, dues, rents, or sums of money, as shall be mentioned in the said bill.

And notice is also hereby given, that power will be applied for in the said Bill, to deviate from the said several lines of the said intended railway, or railways, branch or branches, to the extent of one hundred yards, on either side of the said several lines laid down, or to be laid down, on the plans



thereof, to be hereafter deposited with the clerks of the peace for the counties of Renfrew and Lanark, and with the schoolmasters of the several parishes aforesaid, and in the Private Bill Office of the House of Commons, and in the Parliament Office of the House of Lords, in pursuance of the standing orders of Parliament relating thereto, except in respect of such parts of the said lines as shall pass through any towns where the power to deviate will be limited to twenty-five yards on either side of the side lines.—Dated this 8th day of November, 1836.

*Turner and McKellar, 3, Church Place, Greenock; Roy, Blunt, Duncan, and Johnston, 10, Liverpool Street, London.*

Cheltenham, Oxford, and London and Birmingham Union Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway (with proper works and conveniences connected therewith), commencing at or near the old Bath road, in a certain field belonging to John Arkell, in the occupation of John Humphris, in the parish of Charlton Kings, in the county of Gloucester, and terminating at the London and Birmingham Railway, in a certain field belonging to the Trustees of the late Earl of Bridgewater, in the possession of Peter Parrett, in the parish of Marsworth, in the county of Buckingham, and which said railway is intended to pass from, in, through, and into the several parishes, townships, and extra-parochial or other places following, that is to say—Charlton Kings, Cheltenham, Cockshorn, Leckhampton, Cudnall, Dowdeswell, Andoverford, Whittington, Sevenhampton, Syreford, Shipton Solers, Shipton Olive otherwise Shipton Oliffe, Withington, Broadwell End, Woodside, Compton Abdale, Chedworth, Hasleton, Yanworth, Stowell, Foss Bridge, Coln Saint Dennis, Calcot, Ablington, Bibury, Kilkenny, Aldsworth, Windrush, Great Barrington, Little Barrington, East Leach Turville, East Leach Martin, otherwise Burthorpe, Botherope, and Southrop, or some of them, all in the county of Gloucester; Westwell, Holwell, Broadwell, Bradwell, Burford, Upton, Signett, Aschall, Stone Lands, Norton Brize otherwise Brize Norton, Minster Lovel, Ducklington, Witney, Crawley, Curbridge, Hailey, Coggs, Ensham, Freeland, South Leigh, Handboro', Church Handboro', Long Handboro', Cassington, Worton, Yarnon, Begbrook, Woolvercot, Upper Woolvercot, Lower Woolvercot, Kidlington, Gosfort, Water Eaton, Great Cutslow, Little Cutslow, Saint Giles, Summerstown, Islip, Wood Eaton, Marston, Saint Clement's Oxford, Elsfield, Headington, Bays Water, Barton, Becklev, Stanton Saint John, Woodperry, Forest Hill, Shotover, Cuddesden, Holton, Waterperry, Thunley, Thame, Old Thame, New Thame, and Priest End, or some of them, all in the county of Oxford; Shilton, in the county of Berks; Worminghall, Oakley, Moorleys, Ixhill, Ickford, Shabbington, Hornage, Easington, Long Crendon, Scots Grove, Haddenham, Kingsey, Aston Sandford, Westington, Dinton, Upton, Aston Mullins, Ford, West Dinton, Stone, Bishop Stone, Hart-

well, Southwarp, Southrop, Aylesbury, Walton, Stoke Mandaville, Bedgrove, Bierton, Worlds-End Green, Broughton, Western Turville, Halton, Aston Clinton, Buckland, Drayton Beauchamp, Marsworth, Startops End, and Pitstone otherwise Pightlesthorne, or some of them, all in the county of Buckingham; Tring, Little Tring, Wilstone, Long Marstone, and Aldbury, or some of them, all in the county of Hertford. And also to make and maintain an extension of the said principal or main railway, commencing at or near the old Bath Road, in the said field belonging to the said John Arkell, in the occupation of the said John Humphris, in the parish of Charlton Kings, and county of Gloucester aforesaid, and terminating at the Cheltenham and Great Western Union Railway, in a certain field belonging to Richard Roy, Esquire, in the occupation of John Harper, James Franklin, and William Wells, in the hamlet of Alstone, in the parish of Cheltenham, and county of Gloucester aforesaid; and passing from, in, through, and into the several parishes, townships, and extra-parochial or other places following, that is to say—Charlton Kings, Cheltenham, Naunton and Sandford, Westal, Alstone, and Arle, or some of them, all in the said county of Gloucester.

And also to make and maintain a branch line of railway from the said principal or main railway to or near Oxford, in the county of Oxford, commencing at the western end or extremity thereof, in a certain field belonging to the Earl of Guildford, in the occupation of Martin Tagg, in the parish of Elsfield, in the county of Oxford, and at the eastern end or extremity thereof, in another field belonging to Edward Latimier, Esquire, and in the occupation of James Harding, in the parish of Headington, in the county of Oxford aforesaid, and terminating in a certain field belonging to and in the occupation of James Morrell, Esquire, in the parish of Saint Clement's, Oxford, in the county of Oxford aforesaid, and passing from, in, through, and into the several parishes, townships, and extra-parochial or other places following, that is to say—Elsfield, Marston, Headington, and Saint Clement's, Oxford, or some of them, all in the county of Oxford.

And notice is hereby also given, that power will be applied for in such Act, to divert or alter to the extent shown or intended to be shown on the plans to be hereafter deposited in pursuance of the standing orders of Parliament, the course of the several turnpike roads passing through or into the several parishes of Cheltenham, Charlton Kings, Dowdeswell, Whittington, Sevenhampton, Shipton Solers, Withington, Stowell, Coln Saint Dennis, and Aldsworth, all in the county of Gloucester, and through or into the parish of Shilton, in the county of Berks, and through or into the parishes of Norton Brize otherwise Brize Norton, Curbridge, Witney, Crawley, Hailey, Coggs, Ensham, South Leigh, Woolvercot, Upper Woolvercot, Lower Woolvercot, Water Eaton, Headington, and Stanton Saint John, all in the county of Oxford, and through or into the parishes of Long Crendon, Haddenham, Aylesbury, and Aston Clinton, all in the county of Buckingham.

And notice is hereby also given, that power will



be applied for in the said Bill, to deviate from the line laid out on the plans, deposited as hereinbefore mentioned, to any extent which may be necessary or expedient, not exceeding ten yards in any city or town, or one hundred yards not in any city or town.

Dated the 4th day of November, 1836.

*Barker and Son*, Birmingham; *Roy, Blunt, Duncan, and Johnston*, Liverpool-street, London; *Bubb and Lingwood*, Cheltenham, Solicitors for the Bill.

Beccles, Bungay, and Harleston Railway, to join the Eastern Counties' Railway at or near Dickleburgh Mill.

**N**OTICE is hereby given, that an application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a railway to be called the Beccles, Bungay, and Harleston Railway, to commence at or near the Lime Wharf, in the parish of Beccles, in the county of Suffolk, and lying west of the town of Beccles, and to terminate at or near to the Windmill, in the parish of Dickleburgh, in the county of Norfolk; and there to join the Eastern Counties' Railway; and also to make and maintain such bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, docks, quays, roads, and other works as may be material or necessary to the said proposed railway, or for the more complete use and enjoyment thereof; and which said proposed railway is intended to pass and be made from, in, through, or into the several parishes, townships, or extra parochial places following, that is to say, Beccles, Barsham, Shipmeadow, Mettingham, Bungay, Flixton, and Homersfield, all in the county of Suffolk; Gillingham All Saints, Gelderstone, Ellingham, Ditchingham, Earsham, Alburgh, Denton, Wortwell, Redenhall, Harleston, Starston, Needham, Pulham Saint Mary the Virgin, Pulham Saint Mary Magdalen, Rushall, and Dickleburgh, all in the county of Norfolk; and it is also intended to apply for powers to be granted by the said Bill, to authorise the deviating from the line of the said intended railway as laid down in the plans intended to be deposited, in pursuance of the standing orders of Parliament, to the extent of twenty yards on either side of the said line in market towns, and one hundred yards on either side of the said line in any other places; and also for taking such fares, tolls, dues, rates, and sums of money as shall be mentioned in the said Bill, and for purchasing and holding lands, tenements, and hereditaments, within the said several parishes, townships, and extra parochial places, or elsewhere, for the purposes aforesaid.

*Roy, Blunt, Duncan, and Johnston*, No. 10, Liverpool-street, London; *Rackam* and *Morse, John Oddin Taylor*, Norwich; Solicitors for the Bill.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a railway, to be called the Norwich and Leicester Railway, to commence at or

near the site of Saint Benedict's Gates, in the parish of Saint Benedict, in the city of Norwich, and to terminate in or near the parish of Cossington, in the county of Leicester, where the said railway is intended to join the Midland Counties Railway, with branch railways therefrom to March and Wisbeach respectively, both in the Isle of Ely, in the county of Cambridge; and also to make and maintain bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, docks, quays, roads, and other works material or necessary to the said railway, and branch railways, or any of them, or for the more complete use and enjoyment thereof respectively; and which said proposed railway and branch railways, are intended to pass, and be made from, in, through, or into the several parishes, hamlets, townships, or extra parochial places following, that is to say, Saint Benedict, Saint Giles, Saint Swithin, Heigham, Eaton, Earham, and Hellesdon, in the said city of Norwich, and county of the same city; Hellesdon, Colney, Bowthorpe, Bawburgh, Marlingford, Barford, Easton, Colton, Hovingham, East Tuddenham, Welborne, Hockering, Mattishall, Mattishall Bergh, North Tuddenham, Yaxham, Whinberg, Westfield, Shipdham, East Dereham, Scarning, Wendling, West Bradenham, East Bradenham, Fransham Magna, Fransham Parva, Necton, Holme Hale, North Pickenham, Little Dunham, Swaffham, Cockley Cley, Shingham; Beechamwell Saint John, Beechamwell Saint Mary, Beechamwell All Saints, Caldecote, Barton Bendish, Marham, Fincham, Stradsett, Crimplysham, West Dereham, Bexwell, West Ryston, Downham Market, Upwell, and Denver, all in the county of Norfolk; Neetmore, Bynnimore, and Tuxmore Fen, March, Norwood Side, Norwood Gravel, Norwold Green, Coldham, Ladder's Fens, Waldersey, Elm, Wisbeach, Whittle End, Boroughmore Common, Ransou More, White Fen, Whittlesea Fens, Severals, Estrea Fens, Estrea, Horse Croft, Lipney, Hards Cotes, Whittlesea, Whittlesea Field, Northey Gravel, Severals in Standground, and Middle Level, all part of the Bedford Level, in the Isle of Ely, in the county of Cambridge; Peterborough Little Fen, East Field, Peterborough, Peterborough Saint John the Baptist, Paston, Werrington, Walton, Dogsthorpe, Longthorpe, Marholme, Helpstone, Woodcroft, Southorpe, Uford, Bainton, Ashton, Barnack, Pilsgate, Stamford Baron, and Saint Martin's, all in the county of Northampton; Uffington and Stamford, both in the county of Lincoln; Tinwell, Great or Bridge Casterton, Ingthorp, Ticken Coat, Empingham, Whitwell, Hambleton, Egleton, Burley, Oakham, Langham, Ashwell, Whissendine and Teigh, all in the county of Rutland; Stapleford, Burton Lazars, Brentingby, Melton Mowbray, Kettleby, Eye, Sysonby, Kirby Bellars, Asfordby, Frisby, Rotherby, Brooksby, Holy Thrussington, Rearsby, Ratcliff, Sileby, Syston, and Cossington, all in the county of Leicester; and it is also intended to apply for powers, to be granted by the said Bill, to authorise the deviating from the line of the said intended railways, as laid down in the plans intended to be deposited in pursuance of the standing orders of Parliament to the extent of twenty yards on either side of the said line, in cities and market towns, and one hundred yards on either side of the said line in any other places; and also for taking such fares, tolls, dues,

rates, and sums of money, as shall be mentioned in the said Bill, and for purchasing and holding lands, tenements, and hereditaments within the said several parishes, townships, and extra parochial places, or elsewhere, for the purposes aforesaid.

*Roy, Blunt, Duncan, and Johnston*, 10, Liverpool-street, London; *Rockham and Morse, John Oddin Taylor*, Norwich; Solicitors for the Bill.

#### York and North Midland Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to obtain an Act to alter, amend, explain, repeal, enlarge, and render more effectual, some of the powers and provisions of an Act passed in the sixth year of the reign of His present Majesty, King William the Fourth, entitled "An Act for making a railway from the city of York to and into the township of Altofts, with various branches of railway, all in the West Riding of the county of York, or county of the said city." And that application is also intended to be made for powers in such Bill and Act to make certain deviations from the present authorized line of the said railway called the York and North Midland Railway, as prescribed by the said Act already passed, and as delineated in the plans and books of reference of the same railway, which in the said Act are mentioned to have been deposited with the several clerks of the peace for the said West Riding of the county of York, the city and county of the city of York, and the liberty of Saint Peter of York, the lines of which deviations are intended to be made or pass as follows, that is to say;—one of such deviations, commencing at a point on the said present authorized line of the said York and North Midland Railway, in the township of Copmanthorpe, in the parish of Saint Mary Bishophill, the younger, in the county of the city of York, and the West Riding of the county of York, or one of them, in, at, or near a certain tract or parcel of land, called Copmanthorpe Moor, in the said township of Copmanthorpe, and parish of Saint Mary Bishophill the younger, and terminating at another point on the said present authorized line of the said railway in the township of Sherburn, in the parish of Sherburn, in the said West Riding of the county of York, in, at, or near a certain close or parcel of land in the said township of Sherburn and parish of Sherburn, the property of Richard Oliver Gascoigne, Esquire, and in the occupation of Richard Handley, and which intended deviation will pass from, in, through, or into the parishes, townships, and extra-parochial and other places of Saint Mary Bishophill the younger, Copmanthorpe, Colton, Bilborough, Oxton, Steeton, Appleton, Appleton Roebuck, Nun-Appleton, Bolton-Percy, Pallithorpe, and Hornington, or some of them, all in the county of the city of York, and the West Riding of the county of York, or one of them; Bolton-Percy, Kirby-Wharfe, Kirby-cum-Milford, otherwise Milforth, North Milford, otherwise North Milforth, Ulleskelf, Church Fenton, Little Fenton, South Fenton, Saxton, Saxton with Scarthingwells, Towton,

Sherburn, Barkston, South Milford, otherwise South Milforth, and Lenerton, all in the said West Riding of the county of York, or some of them: another of such deviations, commencing at a point on the said present authorized line of the said York and North Midland Railway, in the said township of Copmanthorpe, in the said parish of Saint Mary Bishophill the younger, in the said county of the city of York, and the said West Riding of the county of York, or one of them, in, at, or near a certain close or parcel of land in the said township of Copmanthorpe, and parish of Saint Mary Bishophill the younger, the property of Henry Richard Wood, Esquire, and in the occupation of Matthew Allan, and terminating at another point on the said present authorized line of the said York and North Midland Railway, in the said township of Sherburn, in the said parish of Sherburn, in the said West Riding of the county of York, in, at, or near a certain close or parcel of land in the said township of Sherburn and parish of Sherburn, the property of the said Richard Oliver Gascoigne, and in the occupation of Thomas Swaine, and passing from, in, through, or into the parishes, townships, and extra-parochial and other places of Saint Mary Bishophill the younger, Copmanthorpe, Bishophorpe, Colton, Acaster Malbis, Acaster Selby, Appleton, Appleton Roebuck, Nun-Appleton, and Bolton-Percy, or some of them, all in the county of the city of York, and the West Riding of the county of York, or one of them, Ryther, Ossendike, Ryther-cum-Ossendike, Kirby-Wharfe, Ulleskelf, Church Fenton, Little Fenton, South Fenton, Biggin, Lenerton, Cawood, Wistow, Sherburn, and South Milford, otherwise South Milforth, all in the said West Riding of the county of York, or some of them: another of such deviations, commencing at a point on the said present authorized line of the said York and North Midland Railway, in the said township of Sherburn, in the said parish of Sherburn, in the said West Riding of the county of York, in, at, or near a certain close or parcel of land in the said township of Sherburn and parish of Sherburn, the property of the said Richard Oliver Gascoigne, and in the occupation of Thomas Swaine, and terminating at a point on the line of the Leeds and Selby Railway, in the said township of Sherburn, in the said parish of Sherburn, in the said West Riding of the county of York, in, at, or near a certain close or parcel of land in the same township and parish, the property of, and in the occupation of, Abraham Rhodes, Esquire, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Sherburn, South Milford, otherwise South Milforth, Lumby Huddlestone, Huddlestone-cum-Lumby, and Monk Fryston, all in the said West Riding of the county of York, or some of them: another of such deviations commencing at a point on the said present authorized line of the said York and North Midland Railway, in the township of Monk Fryston, in the parish of Monk Fryston, in the said West Riding of the county of York, in, at, or near a certain close or parcel of land in the same township and parish, the property of the trustees of the late Robert Pickup, deceased, and the trustees of the late William Hill, deceased, and in the occupation of William Pickup, and Thomas

Hill, and terminating at another point on the line of the said Leeds and Selby Railway in the township of South Milford, in the said parish of Sherburn, in the said West Riding of the county of York, in, at, or near a certain close or parcel of land in the said township of South Milford and parish of Sherburn, the property of and in the occupation of the said Abraham Rhodes, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places, of Sherburn, South Milford, otherwise South Milforth, Lumby Huddlestone, Huddlestone-cum-Lumby, and Monk Fryston, all in the said West Riding of the county of York, or some of them: and another of such deviations, commencing at a point on the present authorized line of the said York and North Midland Railway, in the township of Lumby, otherwise Huddlestone-cum-Lumby, in the said parish of Sherburn, in the said West Riding of the county of York; in, at, or near a certain close or parcel of land in the said township of Lumby, otherwise Huddlestone-cum-Lumby, and parish of Sherburn, the property of and in the occupation of John Gouthwaite, and terminating at a point on the present authorized line of the North Midland Railway, in the township of Methley, in the parish of Methley, in the said West Riding of the county of York, in, at, or near a certain close or parcel of land in the said township and parish of Methley, the property of the Earl of Mexborough, and in the occupation of John Smirthwaite, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Sherburn, South Milford, otherwise South Milforth, Lumby Huddlestone, Huddlestone-cum-Lumby, Monk Fryston, Brotherton, Burton Salmon, Hillam, Byram, Byram-cum-Poole, Ledsham, Fairburn, Ferry Fryston, Water Fryston, Wheldale, Ledstone, Newton-Abberth, Castleford, Kippax, Allerton-Bywater, Great Preston, Little Preston, Methley, Mickletown Woodrow, Rothwell, Woodlesford, and Oulton, otherwise Oulton-cum-Woodlesford, all in the said West Riding of the county of York, or some of them; with a branch from the line of such last-mentioned deviation, commencing in, at, or near a certain close or parcel of land in the said township and parish of Methley, in the said West Riding of the county of York, the property of and in the occupation of William Read, and terminating at another point on the present authorized line of the said North Midland Railway in the said township and parish of Methley, in the said West Riding of the county of York, in, at, or near a certain other close or parcel of land in the same township and parish, the property of the said Earl of Mexborough, and in the occupation of John Farrar, and passing from, in, through, or into the parishes, townships, extra-parochial, and other places of Methley Mickletown, and Woodrow, or some of them: and that it is also intended to obtain powers to abandon such portions of the said present authorized line of the said York and North Midland Railway, within the several parishes, townships, and other places of Saint Mary Bishophill the younger, Copmanthorpe, Colton, Steeton, Hornington, and Bolton-Percy, in the county of the city of York, and the West Riding of the county of York, or one of them Bolton Percy, Kirby Wharfe, Kirby-cum-

Milford, North Milford, otherwise North Milforth, Saxton, Saxton-cum-Scarthingwells, Church Fenton, Sherburn, South Milford, otherwise South Milforth, Hambleton, Brayton, Huddlestone-Lumby, Huddlestone-cum-Lumby, Monk Fryston, Burton Salmon, Hillam, Brotherton, Ledsham, Fairburn, Water Fryston, Ferry Fryston, Wheldale, Castleford, Featherstone Whitewood, Normanton, Altofts, and Methley, all in the said West Riding of the county of York, and also within any other parishes and townships within the said county of the city of York, and the said West Riding of the county of York, as by reason of the deviations or alterations before mentioned will be rendered useless and unnecessary.

And notice is hereby also given, that it is also intended to apply for power in the said Bill and Act to deviate to any extent from the several and respective lines of the said several deviations or new railways or branches respectively, as such lines respectively will be laid out in the maps or plans thereof which will be deposited for public inspection with the clerks of the peace and the parish clerks according to the standing orders of Parliament, not exceeding one hundred yards on either side of such said respective lines.—Dated this 10th day of November, 1836.

*Henry Newton, Blanchard and Richardson,* Solicitors, York.

#### Great Leinster and Munster Railway, Kilkenny Line.

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session, for leave to bring in a Bill to obtain an Act for making and maintaining a railway, or railways, from Dublin to Kilkenny, with all necessary works which may be required or connected therewith, which said railway or railways is, or are, intended to commence at or near Kilmainham, in the townland of Inchicore, in the parish of St. James, and county of Dublin, and to terminate in the lands of Pennefather's Lot, in the parish of Saint John, and county of the city of Kilkenny; and it is intended that such railway or railways should pass from, in, through, and into the several parishes, townlands, or sub-denominations following; that is to say:—the townlands, or sub-denominations of Kilmainham, Inchicore Cow and Calf Butcher's Arms, Ballyfermot, Palmerstown, Cursis-stream, Irishtown, Ballydowd, Ballyowen, Escar, Dodsborough, Finstown Arderrig, Ringwood, and part of the Commons of Celbridge in the parishes or unions of Saint James, Ballyfermot, Chapelizod, Palmerstown, Escar, Lucan, Arderrig, Newcastle and Saggard, in the county of Dublin; the townlands or sub-denominations of Stackumney, Elm Hall, Baulscot, part of the Commons of Celbridge, Commons of Lyons, Dangan, Carneystown, Reeves, Ballycommon, Tipperstown Clownings, Whitechurch, Barronrath, Turnings, Killeenmore Daars, Sherlockstown, Sallins, Monreath, Osbertown, Jigginstown, Halverstown, Newhall, Ladystown, Lowistown, Clownings, Great Connell, Killealan, Croutenstown Walshestown, part of the Curragh of Kildare, Ballysax, Martinstown, Ballyshannon Mullaghmine, Feerawn, Kilrush, Boulabeg, Tinnakill, Skerrees Ballinabarna, Rathgrumley, Blackwood, Kylevotha, Ardmore, Augha-

nure, Geraldine, Tullygory, Gallowshill, Athy Lands, Saint Michael's Glebe, or Chaunterland, Newtown, Bleachyard Andrew, Birchill, Fort Barrington and Bennettsbridge, in the parishes or unions of Celbridge, Kill, Donacomper, Castle Dillon, Lyons, Whitechurch, Bodenstown, Naas, Caragh, Ladystown, Great Connell, Morristownbiller, Ballysax, Carne, Ballyshannon, Kilrush, Fentstown, Narraghmore, Timolin Kilberry, Saint Michael's and Saint John's Athy, in the county of Kildare, and as to part of the Curragh of Kildare, extra parochial; the townlands or sub-denominations of Upper Ardellis, and Lower Ardellis, in the parish or union of Fontstown in the King's County; the townlands, or sub-denominations of Heathfield, Garroona, Shanganabeg, Millrace, Shanganamore, Ballinrea Mountbrook, Moanmore, Clonpierce, Cullena, Ballinagar, Killaban, Clonbeacon, Gurteen, Teerearnan, Coole-nagh, Rossenagh, Ballinrahin, Moorfield, Cooperhill, Ballyharmon, Coolhenry, Lambstown, Herondale, Curraw, Killeshin, Springhill, Ballymoydra, Rossmore, Ballyhide, Clogrenan, in the parishes or unions of Saint John's, Athy, Tankardstown Ballyadams, Killabin, Killeshin, Cloydagh, in the Queens County; the townlands or sub-denominations of Clogrenan, Fonthill Ballinabranagh, Currane, Bally-gown, Fomard, Coolnakisha, Craanavoneen, Seskin, Coolmakerawn, Farranacura, Moanduffe, Bawnlead, Banagagool, and Moanmore, in the parishes or unions of Cloydagh, Tullowgreen, and Old Leighlin, in the county of Carlow; the townlands or sub-denominations of Shankill, Jordanstown, Kellymount, Kilmacahill, Garryduff, Shragadey Ballyquirk, Brick-awn, Commons of Gowran, Common Bog, Rathcusack, Talbotshill, Sheafield, Commons of Earl's Bog, Blanchfieldstown, Abbeygrove, Clifden, Maddocks-town Bog, Highrath, Searth of Clifden, Rathboran Lavistown, Templemartin, Rathanmore and Lyrath, in the parishes or unions of Shankill, Kilmacahill, Gowran, Blanchvillskill, Blanchfieldstown, Claragh, Blackrath, and Templemartin, in the county of Kilkenny; the townlands or sub-denominations of Templemartin, Garretshill, Leggetsrath, Hebron, Blanchfield's Land, Atamont and Pennefather's Lot, in the parishes or unions of Templemartin, Saint John's, and Saint Mauls, in the county of the city of Kilkenny.

It is also intended to apply for powers in the said Act, to authorize the said company to take and raise such tolls, rates, and sums of money as shall be therein mentioned; and also to purchase and hold lands, tenements, and hereditaments within the above-named places, for the purposes of the said undertaking; and also to deviate from any part or parts of the line of the said intended railway, (as delineated upon the plans or maps, to be deposited with the clerks of the peace for the several counties through which the said railway will pass,) to the extent of one hundred yards.—Dated the 7th day of November 1836.

*Matthew Barrington, Dublin; and Fladgate, Young, and Jackson, 12, Essex-street, Strand, Solicitors for the bill.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session for an Act or Acts to alter, amend,

explain, repeal, enlarge, and render more effectual some of the powers and provisions of the several Acts relating to the Grand Junction Railway; and also to make and maintain a railway, with proper works and conveniences connected therewith, commencing by a junction with the Grand Junction Railway, in the parish of Castle Church, near the town of Stafford, in the county of Stafford, and terminating by a junction with the London and Birmingham Railway, in the parish of Rugby, near the town of Rugby, in the county of Warwick; and which said new railway is intended to pass from, through, or into the several parishes, parochial chapelries, townships, hamlets, or places of Stafford, Saint Mary's Stafford, Saint Chads Stafford, Tillington, Doxey, Seighford, Creswell, Castle Church, Forebridge, Lammascote, Marston, The Hough, Yarnet, Whitgreave, Rickerscote, Crossfields, Coton, Kinaston, Kingston, Baswich, Berkswich, Radford, Saint Thomas, Brancott, Stockton, Bednall, Tixall, Shugborough, Haywood, Great Haywood, Little Haywood, Milford, Coppenhall, Silkmore, Silkmoor, Cannock Chase, Rugeley, Cannock, Hagley, Acton, Acton Hill, Walton, Brockton, Barnfields, Weeping Cross, Oakhedge, Wolseley, Colton, Parchfield, Bellamoore, Bishton, Farewell, Colwich, Near Coley, Upper Coley, Moreton, Moreton Grange, Hambley, Boothhurst, Cawarden, Haunch Hall, Vicars Cop-pice, Black Slough, Cawarden Spring, Bentley, Old Bentley, Raikend, Holly Bank, Brereton, Hawksyard, Armitage, Armitage and Handsacre, Lea Hall, Longdon, Ridware, Pipe Ridware, Freeford, Freeford Hall, Mavesyn, Ridware, Hill Ridware, Kings Bromley, Bromley Regis, Brereton Hill, Birchenfields, Handsacre, Elford, March-Barn, Each Hills, Bromley, Ravenshaw Wood, Ashton Hay, Brookhay, Woodhouse, Tomhay Wood, Elm-hurst, Curborough, Elmhurst and Curcrough, Stichbrook, Over Barn, Streethay, Stowe, Bexmore, Brereton, Alrewas, Blithbury, Hamstall Ridware, Alrewas Hay, Ashton Hay, Cleathill, Farewell with Chorley, Brownsfields, Lichfield, Saint Mary's Lichfield, Saint Michael's Lichfield, Greenhill, Saint Chad's Lichfield, Whittington, Huddlesford, Wood End, Fisherwick, Hademore, Tamhorne, Crawford, Coton, Pone's Mill, Lincroft, Woodhouses, Edge Hill, Pipe Hill, Wall Fulfin, Bolehall, Tamworth, Bonehill, Whittington, Fazeley, Swinfen, Hazelor, Weeford, Swinfen and Pack-ington, Hints, Kettlebrook, Packington, Hopwas, Hopwas Hayes, Comberford, Wiggington, Bidders-cote, Biddescote, Bitterscote, Syerscote, Sterscote and Coton, or some of them, all in the county of Stafford; Lichfield, Saint Mary Lichfield, Stowe, Saint Michael's Lichfield, Greenhill, and Saint Chad's Lichfield, or some of them, all in the city and county of the city of Lichfield, or one of them; Ansty in the city and county of the city of Coventry, or one of them; Tamworth, Bolehall, Tamworth Castle, Polesworth, Alvecote, Shuttington, Reping-ton, Amington, Amingdon, Warwickshire Moor, Hall End, Pooley, Stanidelf, Stony Delph or Stone Delph, Wharton, Wareton, Dordon, Whit-tington, Wilnecote, Waverton, Warton, Grendon, Baddesley, Ensor, Baddesley, Endsor, Glascote, Atherstone, Bramecote, Wavington, Hollyhurst, Bolehall, and Glascote, Seckington, Shuttendon,

Ansley, Coton, Coton Childers, Chilvers Coton, Mancetter, Manchester, Caldecote, Stockingford, Nuneaton, Baxterley, Merevale, Wheatley, Dost-hill, Weddington, Arley, Nether Whitacre, Over Whitacre, Kingsbury, Statfold, Seckington, Austrey, Newton Regis, Stoke Golding, Galley, Galley Common, Chapel End, Hartshill, Griffie, Horeston, Attleborough, Harborough, Marston-Jabet, Weston, Weston in Arden, Bedworth, Coombe, Coombefields, Stretton, Stretton under Fosse, Tuttlehill, Street, Ashton, Pailton, Oldbury, Birchley, Shenton, Dadlington, Stapleton, Barwell, Higham, Monks Kirby, Willy, Newbold, Newbold Revel, Newbold upon Avon, Church Lawton, Newnham, Newnham Regis, Ryton, Ryton upon Dunsmore, Ashurst, Shiltonfield, Hungerfield, Brinklow, Wolston, Long Lawford, Binley, Upper Stretton, Withybrooke, Shilton, Ansty, Bulkington, Wolvey, Burton Hastings, Copston, Affleborough, Barnacle, Hopsford, King's Newnham, Harborough, Harborough Magna, Holbrook Grange, Harborough Parva, Easenhall, Church Lawford, Little Lawford, Bretford, Bilton, Lawford Heath, and Rugby, or some of them, all in the county of Warwick; and Sheepy, Great Sheepy, Merevale, Pinwall, Pinwall Grange, Witherley, Orton, Orton-on-the-Hill, Ratcliffe, Culey; Ratcliffe and Culey, and Fenny Drayton, or some of them, all in the county of Leicester, and also to make and maintain a branch railway from and out of the said new railway, with proper works, stations, and conveniences connected therewith, or adjoining thereto, commencing in the parish of Saint Michael, Lichfield, and terminating at or near to Stowe Pool, in the parish of Saint Chad, Lichfield, and passing from, through, or into the several parishes, townships, and extra parochial, and other places of Saint Michael, Lichfield, Elmhurst, Curborough, Curborough and Elmhurst, Farewell, Streethay and Saint Chad, otherwise Stowe Lichfield, or some of them.

And notice is hereby further given, that power will be applied for in the said intended Act or Acts, to deviate (to the extent of one hundred yards on each side, from the line or lines of the said intended railway, as the same will be defined in the plans thereof to be deposited pursuant to the standing orders of Parliament.—Liverpool, 31st October 1836.

*Clay and Swift, Solicitors.*

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to alter, amend, and enlarge some of the powers and provisions of a certain Act of Parliament passed in the fifth and sixth years of the reign of his present Majesty King William the Fourth, intituled, "An Act for making a Railway from Bristol to join the London and Birmingham Railway near London, to be called, 'The Great Western Railway,' with branches therefrom to the towns of Bradford and Trowbridge, in the county of Wilts;" and also of a certain other Act of Parliament passed in the sixth year of the reign of his said Majesty King William the Fourth, intituled, "An Act to alter the line of the Great Western Railway, and to amend the Act relating thereto" and that it is intended to seek power by the said Act so

to be applied for, to alter, vary, and deviate from the line or course of the said railway as at present authorized to be made, from a certain point on the said line in the parish of Sonning and county of Berks, to a certain other point on the said line in the parish of Basildon in the same county; also from a certain point on the said line in the parish of Uffington in the county of Berks, to a certain other point on the said line in the parish of Lydiard Tregoz otherwise Liddiard Tregooze, in the county of Wilts; also from a certain point on the said line in the parish of Chippenham in the county last aforesaid, to a certain other point on the said line in the parish of Bathwick in the county of Somerset; and also to alter and divert or to deviate from the line or course of the branch railway leading to the town of Bradford, as authorized by the said Act of the fifth and sixth years of the reign of his said Majesty King William the Fourth, from a point on the said line in the parish of Melksham to another point on the said line in the parish of Broughton Gifford, both in the county of Wilts; and to abandon so much of the said original line or lines of railway, and the branch therefrom respectively, as lies between the said points of deviation, and to make and maintain a new line of railway, with all proper works and conveniences connected therewith, between the said several points, passing, as to the first of such deviations from, in, through or into the several parishes, townships, and extra-parochial or other places of Sonning, Early, St. Mary's, and St. Lawrence Reading, Tilehurst, Purley, Pangbourn, and Basildon, or some of them, in the county of Berks, and Whitechurch, in the counties of Berks and Oxford, or one of them; as to the second of such deviations passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Uffington, Baulking, Woolston, Compton Beauchamp, Knighton, Shrivenham, Longcote, Beckett, Ashbury, Odstone, and Bourton; or some of them, in the county of Berks, Highworth, Sevenhampton, South Marston, Stanton Fitzwarren, Stratton St. Margaret's, Upper Stratton, Swindon, Eastcott, Westcott, Rodbourn Cheney, Even Swindon, Moredon, Haydon, Lydiard Tregoz, otherwise Liddiard Tregooze, Lydiard Millicent, Shaw, and Wroughton, or some of them, in the county of Wilts; and as to the third of such deviations passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Chippenham, Langley Burrell, Hardenhuish, Laycock, Corsham, otherwise Corsham Regis, Ditcheridge, otherwise Ditteridge, Box, or some of them, in the county of Wilts, and Bathford, Bathampton, and Bathwick, or some of them, in the county of Somerset; and as to the last of such deviations passing from, in, through, or into the several parishes of Melksham and Broughton Gifford, in the said county of Wilts.

And it is also intended to apply for power, by the said intended Act, to deviate in the construction of the said amended railway or railways so intended to be applied for, to any extent not exceeding one hundred yards on either side of the line or lines thereof laid out, or intended to be laid out, on the plans of the said amended railway or

railways, to be hereafter deposited with the several clerks of the peace for the counties of Berks, Oxford, Wilts, and Somerset, in pursuance of the standing orders of Parliament relating thereto, where the property lying within the said distance shall be included in the said plans and in the books of reference, to be deposited therewith; and also to alter and divert the line or course of the Reading and Oxford Turnpike Road within the parish of Basildon, in the county of Berks; the line or course of the Wilts and Berks Canal with the branch therefrom to Longcote, within the parishes, townships, and extra-parochial or other places of Uffington, Woolston, Compton Beauchamp, Knighton, Shrivensham, Longcote, Beckett, Ashbury, Ostone, and Bourton, or some of them, in the county of Berks; the line or course of the North Wilts Canal, within the parishes, townships, and extra-parochial or other places of Swindon, Eastcote, Rodbourn Cheney, Even Swindon, Moredon, Haydon, Lydiard Millicent, and Shaw, or some of them, in the county of Wilts; the line or course of the Bath and London Turnpike Road within the parishes or townships of Ditcheridge, otherwise Ditteridge, and Box, or one of them, in the county of Wilts, and Bathford, in the county of Somerset; and also the line or course of the Kennet and Avon Canal within the parishes of Bathwick and Bathampton, or one of them, in the said county of Somerset, to the extent shewn, or intended to be shewn, on the said plans, to be deposited as hereinbefore mentioned. And it is also further intended to apply for power, by the said intended Act, to purchase and take certain lands and buildings lying contiguous to the line of railway, in the parishes of St. Lawrence and St. Mary's Reading, or one of them, in the county of Berks; and also certain lands and buildings in the parish of Temple, otherwise Holy Cross, within the borough of the city of Bristol, and county of the same city, contiguous to Temple Meads, for the purpose of making proper and commodious depôts or stations and approaches to the said Railway.—Dated this 4th day of November, 1836.

*Swain, Stevens, and Co.*, London; *Oshornes and Ward*, Bristol; Solicitors for the Bill.

#### South-Western Railway.

**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 a railway, with proper works and conveniences connected therewith, commencing by a junction with the London and Southampton Railway, in the parish of Worting in the county of Southampton, and terminating by a junction with the intended Bristol and Exeter Railway, in the parish of West Monkton in the county of Somerset; and also a branch railway from the said first-mentioned railway, commencing in the parishes of Mottisfont otherwise Mottson, Broughton, and King's Sombourn otherwise King's Somborne, or some or one of them, in the said county of Southampton, and terminating by a junction with the said London and Southampton Railway, in the parish of Kingsworthy in the same county; which said railway and branch railway is or are intended to pass through or into

the several parishes, townships, and extra-parochial or other places of Worting, Basingstoke, East Ham, West Ham, Cliddesden, Winslade, Kempshot otherwise Kempshott, Eastrop otherwise Eastrope, Basing, Sherborne Saint John otherwise East Sherborne, Monks' Sherborne, and West Sherborne, Woodgarston, Chineham, Farleigh Wallop, Wootton Saint Lawrence, East Oakley, Hannington, Ibworth otherwise Ebbworth, Newfoundland, Stoney Heath, Mallsanger, Tangiers, Sheardown, Manydown, Somerdown, Upper Wootton, Ramsdale, Church Oakley, Hall Place, Clarken Green, Dean otherwise Deane, Steventon, North Waltham, Ash otherwise Ashe, Ash Warren, South Litchfield, North Oakley, Kingsclere, Overton, Southington, Polhampton otherwise Poolhampton, Quidhampton, Laverstock otherwise Laverstoke, Freefolk Manor, Bear Mill, Sedmonton otherwise Sidmonton, Whitchurch, Freefolk, Freefolk Priors, Charcot otherwise Charlcott, Cold Henley, Litchfield, Saint Mary Bourne, Andover, Traveller's Rest, Holdings, Knoll Farm, Tufton otherwise Tuckington, Upper Tufton otherwise Tuckington, Lower Tufton otherwise Tuckington, Tufton Warren, Bullington, Hurstbourne Priors otherwise Down Hurstbourne, Upper Tything, Middleton, Long Parish otherwise Middleton, East Yeaston, West Yeaston, Forton, Gavelacre otherwise Gaveacre, Barton Stacey, Cranbourne, Drayton, Hand Dyke, Bransbury, Newton Stacey, Wherwell otherwise Holwell, Dublin Farm, Mount Pleasant otherwise Wind Whistle, Cottonworth, Fullerton, Kiticombe otherwise Titicomb otherwise Tidcombe, Bridge, Trent Hill, Westover, Chilbolton, Goodworth, Clatford, Lower Clatford, Upper Clatford, Leckford, Leckford otherwise Lakeford-Abbots, Leckford-Ridges, Longstock, Longstock Northend, Longstock Southend, Upper otherwise Over Wallop, Middle Wallop, Nether or Lower Wallop, Houghton, North Houghton, Houghton Drayton, White Sheet, Stockbridge, Stockbridge End, King's Sombourn otherwise King's Somborne, Upper otherwise Up Sombourn otherwise Somborne, Little Sombourn otherwise Somborne, Bossington, Pitleworth, Blackmoor, Spearewell, Brook, Upper Eldon otherwise Upper Elton otherwise Upper Eltan, Lower Eldon otherwise Lower Elton otherwise Lower Eltan, Mottisfont otherwise Mottson, Broughton, Ashley, Michaelmarsh otherwise Mitlammarsh otherwise Mitchelmersh, Lockerley, Great Bentley, Little Bentley, East Tytherley otherwise East Tytharley otherwise East Tudarley, East Dean otherwise East Deane, West Tytherley otherwise West Tytharley otherwise West Tudarley, West Dean otherwise West Deane, French Moor, East Grimstead otherwise East Grimstead, Brashfield, Farley Chamberlayne, Lainston, Sparsholt, Rookley, Crawley, Mitcheldever, Littleton, Wonston, Stoke Charity, Week, Saint Bartholomew Hyde in and near the city of Winchester, Martyr Worthy, Worthy Mortimer, Headbourn or Headborne Worthy, Abbott's Worthy and King's Worthy, or some of them, in the said county of Southampton; of East Grimstead otherwise East Grimstead, West Dean otherwise West Deane, West Grimstead otherwise West Grimstead, Whiteparish, Cowesfield, Newton, Downton, Farley, Alderbury, Whaddon, Shootend, Clarendon otherwise Clarendon Park, Laverstock

and Ford, Milford, Nunton, Odstock, Pitton, Stratford, New Sarum otherwise Salisbury, Saint Edmund in the city of New Sarum, Saint Martin in the city of New Sarum, Saint Thomas in the city of New Sarum, Fisherton Anger, Close of New Sarum, East Harnham, Britford, West Harnham, Netherhampton, Coome-Bisset, Stratford Saint Anthony otherwise Toney Stratford otherwise Stoney Stratford, Bishopstone, Fugglestone Saint Peter, Quidhampton, Bemerton, Burden's Ball, South Newton, Wilton, Ditchampton, Bullbridge, Ugford, North Burcombe, South Burcombe, Great Wishford, Little Wishford, Stoford Tythings, Stapleford, Barford Saint Martin, Broadchalke, Grovely Wood, Hanging Langford, Steeple Langford, Little Langford, Compton Chamberlain, Baverstock, East Hurdcot otherwise Harcot otherwise Hurcot, West Hurdcot otherwise Harcot otherwise Hurcot, Dinton, Dalens Farm, Teffont Magna otherwise Upper Teffont, Fovant, Wily, Deptford, Teffont Ewyas, otherwise Teffont Evias otherwise Lower Teffont, Sutton Mandeville, Swallow-Cliffe, Ansty, Chilmark, East Tisbury, Chicksgrove, Wardour, West Tisbury, Staple, Tisbury, Hatch, Fonthill-Bishop, Fonthill-Gifford, Semley, East Knoyle, Sedghill, Mere otherwise Meer, Zeals, Chaddenwick, Mere Woodlands, Mere Town, Donhead Saint Andrew, Easton, Donhead Saint Mary, Charlton, Doggershall, Hayston, and West Knoyle, or some of them, in the county of Wilts; of Gillingham, Milton, Preston otherwise Pierstone otherwise Pierson otherwise Pearson, Bourton, Marston, Wyke or Weeke, Silton, Motcomb otherwise Motcombe, East Stour otherwise East Stower, Buckhorn-Weston, West Stour otherwise West Stower, Kington Magna otherwise Kinton Magna or Keinton Magna, Stower Provost otherwise Stour Provost, Marnhull, Todber otherwise Todbere, Fifehead Magdalen, Saint James Shaftesbury, Saint Margaret's Marsh, Iwerne Minster, Manston, Hinton Saint Mary, Stalbridge, Thornhill, Gomershay, Sturminster-Newton, Fifehead-Neville, Lydlinch, Stourton-Caundle, Purse-Caundle, Stock-Gaylard, Haselbury-Bryant, Pulham, Mappowder, Bishops-Caundle, Bishops-Down, Densham, Caundle-Marsh, Haydon, Folke, Glanvillas-Wootton, Buckland Newton, Mintern-Magna, North Wootton, Sherborne, Long-Burton, Hermitage, Holnest, Leweston, Hilfield, Sydling Saint Nicholas, Lillington, Bubb Down otherwise Melbury Bubb, Beerhacket, Knighton, Leigh, Chetnole, Yetminster, Thornford, Clifton, Ryme-Intrinseca, Melbury-Osmond, Stoke, Lewcombe, Halstock, and Bradford Abbas, or some of them, in the county of Dorset; of Henstridge, Holwell, Goat-Hill, Closworth, Barwick otherwise Berwick, Stoford, Sutton-Bingham, Pendomer, Overcompton, Nether Compton, Trent, Yeovil, East Coker, West Coker, Hardington-Mandeville, Mudford, Ashington, Lyminster, Preston, Preston Plucknett, Brimpton otherwise Brympton, Alvington, Odcombe, East Chinnock, Thorn Coffin otherwise Thorn Prior, Lufton, Chilthorne-Domer, Montacute, Stoke under Hamdon, East Stoke, West Stoke, Tintinhull, Martock, Bower-Hinton, Ilchester, Sock Dennis, Wyndham Sock, Muchelney, Drayton, Kingsbury, Kingsbury Episcopi, East Lambrook, Curry Rivell, Earnshill, South Petherton, Shepton-Beauchamp, Stocklinch-Magdalen, Stocklinch Ottersay, Bar-

rington, Puckington otherwise Pugginton, Langport-Eastover, Huish-Episcopi, Pitney, High Ham, Long Sutton, Somerton, Kingsmoor, Ilminster, Isle-Brewers, North Bradon, South Bradon, Swell, Isle-Abbotts otherwise Abbots-Isle, Badbury, Ilton, Broadway, Donyat, Curry Mallett, Ashill, Fivehead, Beer Crocombe, Hatch-Beauchamp otherwise Hatch, Bickenhall, Staple Fitzpaine, West Hatch, Curland, Thorn otherwise Thorn Falcon, Thurlbeer, Stoke Saint Mary, North Curry, Stoke Saint Gregory, Orchard-Portman, Ryston otherwise Rushton otherwise Ruishton, Creech Saint Michael, Durston, West Monekton, Thurloxton, Trull, Cheddon-Fitzpaine, Taunton Saint James, Taunton Saint Mary Magdalen, Wilton, Chardstock, Pitminster, Kingston, Staplegrove, Bishopshull otherwise Hull-Bishops, Bradford, and West Buckland, or some of them, in the said county of Somerset. And in which Bill powers are intended to be inserted to divert or alter all such turnpike-roads, canals, and navigations, as may be required to be diverted or altered for the construction of such railway and branch railway.

And notice is hereby further given, that power will be applied for in the said Bill to deviate from the lines of the said railway and branch railway, laid down on the plans to be deposited with the clerks of the peace of the counties aforesaid, to any extent not exceeding one hundred yards on each side thereof.—Dated this 5th day of November 1836.

*King and Whitaker*, Gray's Inn Square, London.

#### South-Eastern Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, extend, explain, enlarge, and render more effectual, some of the powers and provisions of an Act passed in the sixth year of the reign of His present Majesty King William the Fourth, intitled An Act for making a railway from the London and Croydon Railway to Dover, to be called the South-Eastern Railway, and that it is intended to obtain powers by the said amended Act, to make certain alterations and extensions of, and deviations from, the present line of the said intended railway called the South-Eastern Railway, as prescribed by the said Act already passed, and as delineated on the plans of the same railway, which, in pursuance of the directions of the said Act, have been deposited with the clerks of the peace for the counties of Surrey and Kent respectively; that is to say, as to one such extension, alteration, and deviation, commencing at or near a certain place called Archcliffe-square, between Archcliffe Fort and Dover Harbour, in the parishes of Saint Mary the Virgin, Dover, and Hougham, or one of them, in the county of Kent, and touching the present line of the said South-Eastern Railway at or near a certain field in the township of Folkestone, in the said county of Kent, and numbered 60 on the said plans, and terminating at or near a certain road on the present line of the said South-Eastern Railway, in the parish of Newington, in the said county of Kent, numbered 5 on the said plans. And as to another such alteration and deviation, commencing at or near a certain road leading from



Tudeley to Hartlake Bridge, on the present line of the said South-Eastern Railway, so prescribed and delineated as before mentioned, in the said parish of Tudeley, in the said county of Kent, numbered 18 on the said plans, and touching the line of the said last mentioned railway at or near a certain road in the parish of Leigh, in the said county of Kent, numbered 3 on the said plans, and terminating at or near a certain other road on the present line of the said last mentioned railway, in the parish of Chiddingstone, in the said county of Kent, numbered 63 on the said plans. And as to another such alteration, extension, and deviation, commencing at or near a certain road leading from Lympsfield to Edenbridge, on the present line of the said South-Eastern Railway, so prescribed and delineated as before mentioned in the parish of Lympsfield, in the said county of Surrey, numbered 11 on the said plans, and touching the line of the said last-mentioned railway, at or near a certain field in the parishes of Warlingham and Catterham, or one of them, both in the county of Surrey, numbered 11 and 6 on the said plans respectively; and also touching the line of the said last-mentioned railway at or near a certain road in the parish of Sanderstead, in the said county of Surrey, numbered 9 on the said plans, forming a junction with the proposed line of the London and Croydon Railway, at or near a certain place called Penge Common, in the parish of Battersea, in the said county of Surrey, proceeding thence to and terminating at or near a certain public house called the Duke of Clarence, near the Obelisk in Saint George's Fields, in the parish of Saint George the Martyr, in the Borough of Southwark, in the county of Surrey. And as to another such alteration, extension, and deviation, commencing at or near a certain road on the present line of the said South-Eastern Railway, so prescribed and delineated as before-mentioned, in the parish of Edenbridge, in the county of Kent, numbered 61 on the said plans, and touching the line of the said last-mentioned railway at or near the north corner of Marden Park, in the parish of Godstone, in the county of Surrey, numbered 11 on the said plans, and also touching the line of the said last-mentioned railway at or near a certain field in the parishes of Warlingham and Catterham, or one of them, both in the said county of Surrey, numbered 11 and 6 on the said plans respectively; and also touching the line of the said last-mentioned railway at or near a certain road in the parish of Sanderstead, in the said county of Surrey, numbered 9 on the said plans, forming a junction with the proposed line of the London and Croydon Railway, at or near a certain place called Penge Common, in the parish of Battersea, in the said county of Surrey, and proceeding thence to and terminating at or near a certain Public House called the Duke of Clarence, near the Obelisk in Saint George's Fields, in the parish of Saint George the Martyr, in the borough of Southwark, in the county of Surrey; and it is also intended to apply for powers, by the same Act or Acts, to make and maintain a railway or railways, with proper works and conveniences connected therewith, between the said several points of deviation and extension, and passing from, in, through, and into the several parishes, townships, and extra-parochial and

other places of Saint Mary the Virgin Dover, Saint James the Apostle Dover, Hougham, Capel-le-Ferne, Folkestone; Folkestone Township, Cheriton, Newington, Saltwood, Postling, Standford, Sellenge, Aldington, Smeeth, Brabourne, Mersham, Tudeley, Capel, Tunbridge, Leigh, Penshurst, Chiddingstone, Brasted, Westerham, Sundridge, Hever, Edenbridge, Beckenham, Sydenham, Lewisham, and Saint Paul De-tford, or some of them, in the county of Kent; Lympsfield, Oxted, Titsey, Crowhurst, Godstone, Nutfield, Bletchingley, Woldingham, Tandridge, Chelsham, Warlingham, Catterham, Chaldon, Coulsdon, Farley, Sanderstead, Selsdon, Croydon, Addington, Norwood, Dulwich, Streatham, Peckham, Walworth, Saint Mary Lambeth, Penge, Battersea, Saint Paul Deptford, Saint Giles Camberwell, Saint Mary Newington, and Saint George the Martyr, Southwark, or some of them, in the county of Surrey; and also to enable the South-Eastern Railway Company to levy and raise tolls in respect of the said altered and extended lines. And it is also intended by the said amended Act or Acts to obtain powers to abandon such portions of the said present original line of the said South-Eastern Railway within the several parishes, townships, or places of Hougham, Capel-le-Ferne, Folkestone, Cheriton, Newington, Tudeley, Tunbridge, Leigh, Penshurst, Chiddingstone, Brasted, Hever, and Edenbridge, in the said county of Kent; Lympsfield, Oxted, Woldingham, Godstone, Tandridge, Warlingham, Catterham, Coulsdon, Sanderstead, and Croydon, in the said county of Surrey; and also within any other parishes, townships, and places within the said counties of Kent and Surrey, or either of them, as by reason of the several deviations or alterations before mentioned will be rendered useless and unnecessary.

And notice is hereby also given, that power will be applied for in the said amended Act, to deviate in the construction of the said altered and extended railway or railways and deviations, respectively, for the making of which, powers are so intended to be applied for as aforesaid, to any extent not exceeding one hundred yards on either side of the line or lines thereof, laid out or intended to be laid out, on the plans thereof to be hereafter deposited with the clerks of the peace for the counties of Kent and Surrey respectively.

And notice is hereby also given, that power will be applied for in the said intended Act to alter and divert the line or course of a certain turnpike-road leading from Godstone to Croydon, both in the county of Surrey, within the parishes of Godstone, Oxted, Woldingham, Tandridge, Warlingham, Catterham, Coulsdon, Sanderstead, and Croydon, or some or one of them.—Dated this 10th day of November 1836.

*Clutton and Fearon, Solicitors.*

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the western end of Store-street, at or near its junction with the London-road, both in the township of Manchester, in the parish of Manchester, in the county palatine of

Lancaster, and terminating by a junction with the proposed Birmingham and Derby Junction Railway, in the township of Bolehall, in the parish of Tamworth, in the county of Warwick, and passing from, through, and into the several parishes, townships, and extra-parochial and other places of Manchester, Chorlton-upon-Medlock, Chorlton Row, Ardwick, Rusholme, otherwise Rushulme, Gorton, Kirkmanshulme, Newton with Kirkmanshulme, Newton, Moss Side, Withington, Levenshulme, Burnage, Reddish, and Heaton Norris, or some of them in the county palatine of Lancaster, Stockport, Bramall, otherwise Bramhall, otherwise Bromhall, Norbury, Offerton, Torkington, Doghill Green, Cheadle, Cheadle Bulkeley, Cheadle Moseley, Edgeley, Adswold, Cale Green, Handford, otherwise Hanforth, Handforth with Bosden, Hazel Grove, otherwise Bullocks Smithy, Prestbury, Woodford, Poynton, otherwise Pointon, Poynton and Worth, otherwise Pointon and Worth, Hope Green, Yowards, Marple, Lyme, Lyme Handley, Worth, Adlington, Alsager, Shrigley, Pott Shrigley, Bollington, Tytherington, otherwise Titherington, Hurdsfield, Macclesfield, Dane's Moss, Thorneycroft, Sutton, Fallibroome, otherwise Fallibroom, Upton, Bosley, otherwise Boseley, North Rode, Newton, Butley-cum-Newton; Butley, Mottram Andrew, otherwise Mottram Saint Andrew, Gawsworth, otherwise Goseworth, High Lane, Asbury, Buglawton, otherwise Lawton, Smallwood, Summerford, otherwise Somerford, Dane-in-Shaw, Congleton, Newbold Astbury, Newport, Moreton, Moreton-cum-Alcumlow, Odd Rode, Rode, Ramsdell, Radnor, Hulme-Walfield, otherwise Hulme-Walfield, Eaton, Davenport, Somerford Booths, Lawton, otherwise Church Lawton, and Hall Green, or some of them, in the county palatine of Chester; Hall Green, Audley, Talk, otherwise Talk on the Hill, otherwise Talk-o'-th'-Hill, otherwise Talk Hamlet, Hollins, Woolstanton, Oldcott, Thursfield, Dunkirk, Golden Hill, Brieryhurst, otherwise Brerhurst, Chatterley, Chell, Wedgwood, Ravens cliff, otherwise Ranscliff, Kidcrew, New-Chapel, Stadmorslow, otherwise Stadmorslow, Tunstall, Tunstall Court, Greenfields, Sandyford, Longport, Longbridge, Middleport, Burslem, Abbey Hulton, otherwise Hulton Abbey, Sneyd, Rushton Grange, Stoke, otherwise Stoke-upon-Trent, Penkhull, Booths, Penkhull with Booths, Hanley, Shelton, Etruria, Lane-End, Longton, otherwise Lonton, Fenton Culvert, Fenton, Little Fenton, Great Fenton, Fenton Vivian, Boteslow, otherwise Botslow, Bucknall, Bagnall, Clayton, Trentham, Blurton, Blurton Highwood, Blurton and Lightwood, Hanford, otherwise Handford, Hanchurch, Barlaston, otherwise Barlastan, Eaves, Wood Eaves, Park Fields, Stone, Tittensor, Beech, Walton, Little Aston, Aston Stoke, Aston Stoke and Burston, Burston, Hardwick, Fulford, Stallington, Fulford and Stallington, Normicott, otherwise Normicote, Hilderstone, Kibbestone, otherwise Kibblestone, Darlaston, Oulton, Meaford, Meaford Farms, Outlanes, Moddershall, Sandon, Stafford, Saint Mary Stafford, Saint Chad Stafford, otherwise the united parishes of Saint Mary and Saint Chad Stafford, Marston, Enson, Salt, Salt and Enson, Tillington, Hopton, Coton, Hopton and Coton, Gayton, Weston-upon-Trent, Shirleywich, Stowe, Amerton, Hixon, Chartley,

Chartley-cum-Membris, Chartley Holme, Colwich, Fradswell, Great Haywood, Little Haywood, Farley, Near Coley, otherwise Coley, Moreton, Bishton, Colton, Bellamour, Parchfields, Rugeley, Brereton, Mavesyn Ridware, otherwise Malvesyn Ridware, Blithbury, Hill Ridware, Raikend, Pipe Ridware, Hamstall Ridware, Armitage and Hansacre, Armitage, Hansacre, Kings Bromley, otherwise Bromley Regis, Alrewas, Orgreave, Fradley, Alrewas Hay, otherwise Alrewas Hays, Ashton Hay, Woodend, Longdon, Cleathill, Farewell, Farewell with Chorley, Lichfield, Saint Mary Lichfield, Saint Chad otherwise Stowe Lichfield, Saint Michael Lichfield, Elmhurst, Curborough, Curborough and Elmhurst, Stichbrook, Pones Mill, Lincroft, Woodhouses, Edgill, Pipe Hill, Wall, Streethay, Brown's-fields, Fulfin, Freeford, Tamhorn, Haselor, Fisherwick, otherwise Fisherwick in Lichfield, Huddlesford, Whittington, Weeford, Packington, Swinfen, Swinfen and Packington, Hints, Tamworth, Kettlebrook, Wiggington, Crawford, otherwise Crawford Meadow, Coton, Hopwas, Hopwas Hayes, Bonehill, Bidderscote, otherwise Biddescote, otherwise Bitterscote, Fazeley, Syerscote, otherwise Sterscote, and Comberford, or some of them, in the county of Stafford, and in the city and county of the city of Lichfield, or one of them; Tamworth, Bolehall, Glascote, Bolehall and Glascote, Wilnecote, Kettlebrook, Tamworth Castle, Amington, Stonydelph, and Amington and Stonydelph, or some of them, in the county of Warwick; and also to make and maintain a branch railway from and out of the said first-mentioned railway, with all proper works and conveniences connected therewith, commencing in the parish of Armitage, otherwise Armitage and Hansacre, in the county of Stafford, and terminating by a junction with the proposed Birmingham and Derby Junction Railway, in the township of Wichnor, in the parish of Tatenhill, in the same county of Stafford, and passing from, through, or into the several parishes, townships, and extra parochial, and other places, of Armitage, Hansacre, Armitage and Hansacre, Mavesyn Ridware, otherwise Malvesyn Ridware, Pipe Ridware, Kings Bromley, otherwise Kromley Regis, Riley Hill, Alrewas Hay, otherwise Alrewas Hays, Yoxall, Alrewas, Orgreave, Fradley, Tatenhill, Wichnor, Barton, Barton under Needwood, and Salters Street, or some of them, in the said county of Stafford; and also to make and maintain another branch railway or railways from and out of the said first-mentioned railway, with all proper works and conveniences connected therewith, commencing in the parish of Saint Michael Lichfield, in the city and county of the city of Lichfield, and county of Stafford, or one of them, and terminating in a field in the occupation of Daniel Proudman, on the north side of Stowe Pool, in the said parish of Saint Chad Lichfield, and passing from, through, or into the several parishes, townships, and extra parochial, and other places of Saint Michael Lichfield, Elmhurst, Curborough, Curborough and Elmhurst, Farewell, Street Hay, and Saint Chad otherwise Stowe Lichfield, or some or one of them, in the county of Stafford, and in the city and county of the city of Lichfield, or one of them, and also to make and maintain another branch railway from and out of the said first-mentioned railway, with all proper works and conveniences

connected therewith, commencing at or near the village of Stoke, in the township of Aston Stoke and Burston, in Hilderstone quarter, in the parish of Stone, in the said county of Stafford, and terminating by a junction with the proposed Grand Junction Railway, in or near the township of Mill Meece, in the parish of Ecclesall, otherwise Eccleshall, in the said county of Stafford, and passing from, through, or into the several parishes, townships, and extra-parochial, and other places of Stone, Stoke, Aston Stoke and Burston, Little Aston, Beech, Walton, Darlaston, Swinerton, Yarnfield, Chebsey, Cold Norton, Norton Farms, Ecclesall, otherwise Eccleshall, Cotes, Cold Meece, Three Farms, Standon, Wallford, Bowers, Slinston, and Mill Meece, or some of them, in the said county of Stafford; and also to make and maintain another branch railway from and out of the said first-mentioned railway, with all proper works and conveniences connected therewith, commencing in the township of Meaford, otherwise Meaford-Farms, in Kibbestone Quarter, otherwise Kibblestone Quarter, in the parish of Stone, and terminating by a junction with the said proposed Grand Junction Railway, in the parish and township of Chebsey, in the said county of Stafford, and passing from, through, or into the several parishes, townships, and extra-parochial and other places of Meaford, Meaford-Farms, Kibbestone, otherwise Kibblestone, Stone, Beech, Oulton, Darlaston, Walton, Swinerton, Yarnfield, Cold Norton, Norton-farms, Chebsey, Baddenhall, Scammill, Saint Mary Stafford, Whitgreave, and Shallowford, or some of them in the said county of Stafford. And also to make and maintain another branch railway, from and out of the said first mentioned railway, with all proper works and conveniences connected therewith, and commencing at or near a place called Ladders Stile, in the township of North Rode, in the parish of Prestbury, in the county of Chester, and terminating at or near the Caldon Canal, in the township of Longsdon in Endon Quarter, and in the parish of Leek in the said county of Stafford, and passing from, through, or into the several parishes, townships, quarters, and extra-parochial and other places, of Prestbury, Gawsworth otherwise Goseworth, Sutton, North Rode, and Bosley otherwise Boseley, or some of them in the said county of Chester, and Leek, Lowe, Leek Frith, Tittlesworth, Heaton, Rudyard otherwise Rudyerd, Rushton James, and Rushton Spencer, Endon, Longsdon, Stanley, Bradnoss, and Oncott, or some of them in the said county of Stafford. And it is intended by the said Act to take power to deviate from the line or lines of the said railway and branch railways respectively, as the same are intended to be laid out on the plans thereof, hereafter to be deposited with the several clerks of the peace for the counties of Lancaster, Chester, Stafford, Warwick, and the city and county of the city of Lichfield to any extent not exceeding one hundred yards on either side of the said railway and branch railways respectively, save and except where the same is or are intended to pass through lands covered with houses, and in such case to any extent not exceeding ten yards on either side of the said railway, and branch railways respectively; and also save and except where the property situate

within the said distances, or either of them shall have been omitted to be numbered on the plans so to be deposited as aforesaid. And it is further intended to take power by the said Act to alter and divert for the purpose of the said railway, the line of the turnpike road leading from Stockport to Macclesfield, in the township of Adlington, in the parish of Prestbury, in the county of Chester aforesaid, and also the line of the turnpike road leading from Rugeley to Stone, within the parishes of Stowe and Colwich, or one of them, in the county of Stafford aforesaid, and also the line of the Grand Trunk or Trent and Mersey Canal in the parishes of Stone, Colton and Armitage, otherwise Armitage and Hansacre, in the county of Stafford aforesaid, in manner, and to the extent to be shewn on the plans hereafter to be deposited as before-mentioned.—Dated this 2d day of November 1836.

*Stater and Heelis, Manchester; Few, Hamilton, and Few, London.*

Railway from Warwick and Leamington to join the London and Birmingham Railway, near Coventry.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a Railway or Railways, with all proper works and conveniences connected therewith, commencing in the parish of St. Nicholas, in the borough of Warwick, in the county of Warwick, in certain fields near to the *Porto Bello* tavern, at Emscote, on the western side of the river Avon, and on the northern side of the public highway there leading from Warwick to Leamington, and terminating by a junction with the London and Birmingham Railway, in the parish of St. Michael, in the county of the city of Coventry, near to a place called Hearsall Common. And which said Railway or Railways is, or are intended to pass, from through or into the several parishes, townships, and extra parochial, and other places of Saint Nicholas, Emscote, and Saint Mary, or some of them, all in the said borough of Warwick; Milverton, Leek Wootton, Wootton Grange, Bulkington, Kenilworth, Stoneleigh, Crackley, Milburn, Cryfield, Hurst, Kirby Corner, Canley, and Fletchamstead or some of them, all in the said county of Warwick; and Stivichall, Stivichall-common, and Saint Michael, or some of them, all in the county of the city of Coventry.

And also to make and maintain a branch railway, or branch railways, from and out of the said first mentioned railway or railways, with all proper works and conveniences connected therewith, commencing in the township of Canley, in the parish of Stoneleigh, in the county of Warwick, and terminating by a junction with the said London and Birmingham Railway in the township of Fletchamstead in the same parish.

And notice is also hereby given, that it is intended by the said Act to take power to deviate from the line of the said railway or railways, as the same is intended to be laid out on the plans thereof, hereafter to be deposited with the several clerks of the peace for the county of Warwick, the city of Coventry, and

the borough of Warwick, to any extent not exceeding one hundred yards on either side of the line of the said railway or railways, save and except where the same is intended to pass through any town or land covered with houses, and in such case, to any extent not exceeding ten yards on either side of the line of the said railway or railways. And also, save and except where the property situate within the said distances, or either of them, shall not have been numbered on the plans so to be deposited as aforesaid.—Dated this 9th day of November, 1836.

*Corrie and Carter, Solicitors, Birmingham.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act or Acts to alter, amend, explain, repeal, enlarge, and render more effectual some of the powers and provisions of an Act passed in the sixth year of the reign of his present Majesty King William the fourth, entitled "An Act for making a Railway from the London and Birmingham Railway, near Birmingham, to Derby, to be called the Birmingham and Derby Junction Railway, with a Branch;" and to make and maintain a railway or railways, with proper works and conveniences connected therewith, and proper approaches thereto, commencing by a junction with the said Birmingham and Derby Junction Railway, in a certain field in the township of Bolehall, in the parish of Tamworth, in the country of Warwick, and numbered 15 on the plan of the said Birmingham and Derby Junction Railway, deposited with the clerk of the peace for the said county of Warwick, and terminating by a junction with the London and Birmingham Railway, in a certain field in the parish of Rugby, in the said county of Warwick, and numbered 61 on the plan of the said London and Birmingham Railway, deposited with the clerk of the peace for the said county of Warwick, and adjoining to the Turnpike-road leading from Rugby to Lutterworth, in the same county, on the Western side thereof, where it is intersected by the line of the said London and Birmingham Railway.

And which said proposed railway or railways, is, or are intended to pass from, through, or into the several parishes, townships, and extra-parochial, and other places of Tamworth, Tamworth Castle, Bolehall, Glascote, Bolehall and Glascote, Warwickshire Moor, Amington, Stoney-Delph Wilncote; Shuttington, Alveccote, Polesworth, Pooley, Waverton, otherwise Warton, Bramcote, Grendon, and Whittington, or some of them, all in the said county of Warwick.

Merevale, Pinwall, Newhouse otherwise Newhall, Sheepy otherwise Great Sheepy, the Mythe, Radcliffe Culy, Witherley, and Fenny Drayton, or some of them, all in the county of Leicester.

Merevale, Mancetter otherwise Manchester, Atherstone, Hartshill, Oldbury, Caldecote, Weddington, Nuneaton, Stockingford, Attleborough, Horeston, Chilvers-Coton, Griffe, Bulkington, Marston-Jabet, Burton Hastings, Wolvey, Bramcote, Weston otherwise Weston-in-Arden, Ryeton, Barnacle, Hollyhurst, Bedworth, Collycroft, Shilton, Withybrooke, and Hopsford, or some of them, all in the said county of Warwick.

Shilton and Ansty, in the county of the city of Coventry.

Ansty, Coombe, Coombe Fields, Monk's Kirby, Stretton otherwise Stretton-under-Fosse, Stretaston, Pailton, Newbold-Revel, Brinklow, Wolston, Bretford, Eesenhall, Hungerfield, Harborough Magna otherwise Great Harborough, Little Harborough, Cosford, Church Lawford, King's Newnham, Newbold-on-Avon, Little Lawford, Long Lawford, Bilton, and Rugby, or some of them, all in the said county of Warwick.

And Notice is hereby further given, that it is also intended to obtain powers in the said next Session of Parliament to make a deviation from the present line of the said proposed Birmingham and Derby Junction Railway, as prescribed by the said Act already passed, and as delineated on and described in the plans and books of reference thereof, which in the said Act are mentioned to have been deposited with the several clerks of the peace for the several counties and places of Warwick, Worcester, Stafford, and Derby, and for the borough of Derby, that is to say, commencing at a point of the present line of the said Birmingham and Derby Junction Railway so prescribed and delineated as before mentioned, in the parish of Aston juxta Birmingham, in the said county of Warwick, and in a field numbered 64 on the said plans thereof so deposited as aforesaid, and terminating at another point in the present line of the said last-mentioned railway, in the parish of Kingsbury, in the said county of Warwick, and in a field numbered 72 on the said plan thereof, so deposited as aforesaid, one passing through the parishes, townships, and extra parochial and other places of Aston, otherwise Aston juxta Birmingham, Castle Bromwich, Water Orton, Coleshill, Gilstone, otherwise Gilsdon, Curdworth, Dunton, Newlands, Wishaw, Hams, Lea Marston, Marston otherwise Merstone, Lea, Coton Hall, Coton and Marston, Hurley, Bodmoor Green, Bodmoor Heath, Drakenage, Kingsbury and Hemlingford, or some of them, all in the said county of Warwick.

And that it is also intended to obtain powers to abandon such portions of the said present original line of the said Birmingham and Derby Junction Railway, within the several parishes, townships, or places of Aston, otherwise Aston juxta Birmingham, Coleshill, Shustoke, Blyth-end, Merevale, Gunton otherwise Ousthirne, Lea Marston, Lea, Nether Whitacre, Kingsbury, Halloughton, Coton and Marston, and Drakenage, and also within any other parishes and townships in the said county of Warwick, as by reason of the deviation or alteration before mentioned will be rendered useless and unnecessary.

And also to make, construct, and maintain a railway or railways with proper works and conveniences in, upon, over, or along such new line, or altered or diverted portion of the original line of the said Birmingham and Derby Junction Railway. And also power to abandon the branch line of the said Birmingham and Derby Junction Railway, authorised to be made by the said Act already passed, commencing by a junction with the London and Birmingham Railway, in the parish of Hampton-in-Arden, in the said county of Warwick, and terminating in the parish of Nether Whitacre, in the same county.

And notice is hereby also given, that power will be applied for in the said intended Act or Acts to deviate in the construction of the said several intended railways, as the same will be laid out on the plans thereof, hereafter to be deposited with the several clerks of the peace, of the several counties of Warwick, Leicestershire, and the city of Coventry, to any extent not exceeding one hundred yards on either side of the line of the said railways respectively, save and except where the same are intended to pass through any town or land covered with houses, and in such case to any extent not exceeding ten yards on either side of the line of the said railways, and also save and except where the property situate within the said distances or either of them, shall not have been numbered on the plans so to be deposited as aforesaid.

And it is further intended to take power by the said Act or Acts to alter and divert for the purposes of the said intended railways, the line of the Oxford Canal, in the township of Easenhall, in the parish of Monk's Kirby, in the county of Warwick, and also certain portions of the old line of the said Oxford Canal, in the parishes and townships of Church Lawford, King's Newnham, Newbold-upon-Avon, Little Lawford, and Little Harborough, or some of them, in the said county of Warwick, to the extent and in the manner to be shewn on the plans and sections hereafter to be deposited, as before mentioned.—Dated this 3rd day of October, 1836.

*Corrie and Carter, Solicitors, Birmingham.*

South-eastern, Brighton, Lewes, and Newhaven  
Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to make and maintain a railway or railways, with all proper approaches, depôts, stations, and other works and conveniences connected therewith, to commence by a junction with the proposed south-eastern railway, at or near to the village of Oxted, in the parish of Oxted, in the county of Surrey, with a separate commencement between the places called Tyler's Green and the Cross Ways, in the parish of Godstone, in the same county, and to terminate at or near a place called the Carlton Hill, otherwise Richmond Hill, in the parish of Brighthelmston, otherwise Brighton, in the county of Sussex: also to make and maintain a branch railway or branch railways, with all proper works and conveniences connected therewith, commencing from and out of the said first-mentioned railway or railways, at or near to certain tenements, called the Mud Houses, in the parish of Falmer, in the county last aforesaid, and to terminate at or near to a piece of land called the Barrack Ground, at the northern end of a place called Winterbourne Hollow, in the parish of Saint Peter and Saint Mary Westout, otherwise Saint Ann Lewes, in the same county; also to make and maintain another branch railway or branch railways, with all proper works and conveniences connected therewith, commencing from and out of the said last-mentioned railway or railways, at or near to the second mile-post from Lewes,

on the turnpike-road to Brighton, in the said parish of Saint Peter and St. Mary Westout, otherwise Saint Ann Lewes, and to terminate at or near to a place called Court Farm, in the parish of Meeching, otherwise Newhaven, and county of Sussex aforesaid, which said railway or railways, and branch railways respectively, is or are intended to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is say, as to the said first-mentioned railway or railways from, in, through or into the several parishes, townships and extra-parochial or other places of Bletchingley, Godstone, Oxted, Crowhurst, Tandridge, Lympsfield, Lingfield, Horne, Burstow, Horley, Cophorne, or some of them, in the county of Surrey, and Worth, Cophorne, East Grinstead, West Hoathly, Balcombe, Ardingly, Horsted Keynes, Lindfield, Cuckfield, Wivelsfield, Chailey, Plumpton, Westmeston, Chilmington, Saint John under the Castle of Lewes, Hamsey, Saint Peter and Saint Mary Westout, otherwise Saint Ann Lewes, Falmer, Stanmer, Patcham, Withdean, Preston, Ovingdean, Rottingdean, Brighthelmston, otherwise Brighton, or some of them, in the county of Sussex; as to the said first-mentioned branch railway, or branch railways from, in, through, or into the several parishes, townships, and extra-parochial or other places of Falmer, Saint Peter, and Saint Mary Westout, otherwise Saint Ann Lewes, and Lewes, or some of them, all in the said county of Sussex; and as to the said last-mentioned branch railway, or branch railways from, in, through or into the several parishes, townships, and extra-parochial or other places of Saint Peter and Saint Mary Westout, otherwise Saint Ann Lewes, Kingstons, near Lewes, Hord, Rodmill, otherwise Rodmell, Southease, Telscombe, Piddinghoe, and Meeching, otherwise Newhaven, or some of them, all in the same county of Sussex aforesaid. And it is intended to apply for power by the said Act to deviate in the construction of the said railway or railways, and branch railways respectively, to the extent of one hundred yards on either side of the line or lines laid out or intended to be laid out in the plans thereof, to be hereafter deposited with the clerks of the peace for the counties of Surrey and Sussex respectively in pursuance of the standing orders of Parliament relating thereto; and also to alter and divert the line or course of the highway, leading from Lewes to Meeching, otherwise Newhaven, within the said parish of Southease, in the same county, to the extent shewn, or intended to be shewn on the plans, so to be deposited with the said clerks of the peace as hereinbefore mentioned.—Dated this 11th day of November, 1836.

*Clutton and Fearon, Temple; Currie and Woodgate, Lincoln's-Inn; Solicitors for the Bill.*

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act to make and establish a cemetery for the interment of the dead, with one or more chapel or chapels, and suitable approaches thereto, and other conveniences connected therewith, within the several parishes of Lyncombe and Widcombe, Bathwick,

and Walcot, or some or one of them in the city and borough of Bath and county of Somerset, and Weston, Charlecombe, Swainswick, Bath Easton, Bathampton otherwise Bath Hampton, and Claverton, or some or one of them in the said county of Somerset.

And it is intended to apply for power, by the said Act, to purchase and hold lands within the said parishes or some of them, and to raise money for the purposes aforesaid.—Dated the 3d day of November 1836.

*Mant and Bruce, Solicitors for the Bill.*

NOTICE is hereby given, that application is intended to be made to Parliament during the next session, for leave to bring in a Bill for making or maintaining a railway or railways from Sheffield to join the North Midland Railway, at or near to Woodhouse-mill, with all necessary and proper stations, works, and conveniences connected therewith, for the passage of coaches, waggons, and other carriages; which railway is proposed to commence in the township and parish of Sheffield, in the west riding of the county of York, at or near the Cattle-market there, and to proceed thence to, or near to, Woodhouse-mill aforesaid, in the township and parish of Aston with Aughton, in the said riding, and to pass from or through and into the several parishes of Sheffield, Rotherham, and Handsworth, and Aston with Aughton, and the several townships of Sheffield, Attercliffe cum Darnall, Tinsley, Catcliff, Orgreave, Handsworth or Handsworth Woodhouse, and Aston with Aughton, all in the said west riding of the county of York.

And notice is hereby also given, that the said Act is intended to contain powers to deviate from the line or lines laid out on the map or plan of such intended railway or railways one hundred yards on either side thereof, save and except where the same is or are intended to pass through lands covered with houses, and, in such case, to any extent, not exceeding ten yards, on either side of the said railway or railways; and to contain a power to alter and divert the line of the turnpike road from Worksop, in the county of Nottingham, to Attercliffe aforesaid, at or near to Woodhouse-mill aforesaid.

*Bernard John Wake, Wilson and Younge.*

Sheffield, 8th November 1836.

NOTICE is hereby given, that application is intended to be made to Parliament during the next session, for leave to bring in a Bill, in order to obtain an Act, to alter, extend, and amend certain powers and provisions in the several Acts of Parliament of the thirty-third, thirty-eighth, and forty-ninth of George the Third, relating to the Stainforth and Keadby Canal navigation, in the counties of York and Lincoln; and to enable the Company of Proprietors of the said navigation to sell, transfer, or otherwise convey that navigation, with the lands and hereditaments thereunto belonging, to the Company of Proprietors of the navigation of the River Dun; and to enable the said last mentioned Company to purchase

and hold the said Stainforth and Keadby canal, lands, and hereditaments, and to vest the powers and authorities contained in the said several Acts in the said Company of Proprietors of the navigation of the River Dun.—Dated this 10th day of November 1836.

*W. Beckitt, Clerk to the said Stainforth and Keadby Canal Company.*

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to make and maintain a Railway, with all proper works and conveniences connected therewith, commencing from, and intended to join with, the proposed London and Birmingham Railway at or near Hockley, in the hamlet of Brandon, in the parish of Woolston, otherwise Wolston, otherwise Wolfricheston, in the county of Warwick, and terminating on the southern side of the Oxford and Cheltenham Turnpike-road, at or near a certain mill called Oxeney Mill, in the parish of Saint Thomas à Becket, in the county and city of Oxford, or of one of them, and passing from, through, and into the several parishes, townships, and extra-parochial, and other places of Woolston, otherwise Wolston, otherwise Wolfricheston, Marston, otherwise Merston, Bingley otherwise Binley, Brandon, Bretford, Ryton otherwise Rieton upon Duns Moor, Stretton, Stretton upon Duns Moor, Princethorpe, Frankton, Wappenbury, Eathrope otherwise Eathorpe, Marton, Birdingbury otherwise Birdinbury otherwise Birbury, Leamington Hastings, Hill, Hardwick, Bradwell otherwise Broadwell, Deepdale, Long Itchington, Bascote, Stoneythorpe, Stockton, Southam, Ladbroke, Ascote otherwise Chapel Ascote, Radbourn otherwise Radburn, Lower Radbourn otherwise Lower Radburn, Upper Radbourn otherwise Upper Radburn, Hodnill otherwise Hodnel Hoddenhall, Watergall, Will's Pastures, Wormleighton, Ston-ton, Fenny Compton, Farnborough, Lower Boddington, Upper Boddington, Aston in the Walls otherwise Aston le Walls otherwise Aston le Walleys, Appletree otherwise Apeltre, Mollington, Claydon, Clattercutt, otherwise Clatercote, Prescott, Wardington otherwise Wardenton, Williams-cote otherwise Wilescote, Coton otherwise Cotes, Cropedy, Little Bourton, Great Bourton, Hanwell, Hardwick, Neithrop otherwise Neithorpe otherwise Netherthorpe, Chalcombe otherwise Chacombe, Banbury, Huscote, Grimesbury, Overthorpe, Middleton Cheney or Chenduit, Warkwork, Nethercote, Nethercop, Walton, Astrop otherwise Astrope otherwise Asthorpe, Charlton, King's Sutton, Newbottle, Bodicott, Adderbury, Milton, West Adderbury otherwise Adderbury West, East Adderbury otherwise Adderbury East, Aynho otherwise Aynhoe, Croughton, Clifton, Souldern, Deddington, Fritwell, Somerton, Duns Tew, North Aston, Middle Aston, Steeple Aston, Purcell or Lower Heyford, Warren or Upper Heyford, Rousham Kirtlington, Blechingdon, Shipton-upon-Charwell, Hampton Gay, Hampton Poyle, Islip, Thrupp, Tackley, Nethercot, Kidlington, Gosford, Water Eaton, Wood Eaton, Woolvercote otherwise Wolvercote, St. Giles, Port Meadow, Godston, and St. Thomas à Becket, or some of them, in the several counties of Warwick, Northampton, and Oxford, and city of

Oxford, or of some of them. And it is intended to obtain power in the said Act to deviate from the line or course of the said Railway as the same is intended to be laid down on the plans thereof, hereafter to be deposited with the several clerks of the peace for the counties of Oxford, Northampton, and Warwick, to any extent not exceeding one hundred yards on either side of the said Railway, save and except where the same is intended to pass through lands covered with houses, and in such cases to any extent not exceeding ten yards on either side of the said Railway. And that it is also intended to obtain power in the said Act to alter and divert, for the purposes of the said Railway, and in manner to be shewn in the plans hereafter to be deposited as aforesaid, the line of the Oxford Canal, in the said parish of Wormleighton.

Dated the eighth day of November, 1836.

*Few, Hamilton, and Few, London.*

#### Midland Counties Railway.

NOTICE is hereby given, that an application is intended to be made to Parliament, in the ensuing Session, for an Act to alter, amend, explain, repeal, enlarge, and render more effectual some of the powers and provisions of an Act passed in the sixth year of the reign of his present Majesty King William the Fourth, intituled, "An Act for making a Railway, with Branches, commencing at the London and Birmingham Railway, in the parish of Rugby, in the county of Warwick, to communicate with the towns of Leicester, Nottingham, and Derby," to be called "the Midland Counties Railway;" and which said Railway and Branches are authorised by the said Act to be made from, through, or into the parishes, townships, and places of Rugby, Newbold upon Avon, Cosford, Harborough Magna, Monks Kirby, Cestersover, Pailton, Little Walton, Muzwell Leys, Newnham Paddox, and Willey, or some of them, in the county of Warwick; Bittesby, Claybrook, Ullesthorpe, Ashby Parva, Leir, Kimcote, Broughton Astley, Narborough, Cosby, Whetstone, Enderby, Blaby, Countesthorpe, Wigston Magna, Saint Margaret (Leicester), Knighton, Saint Mary (Leicester), Belgrave, Thurmaston (South End), Thurmaston (North End), Barkby, Syston, Cossington, Sibley, Barrow on Soar, Quorndon, Woodthorpe, Loughborough, and Knightthorpe, or some of them, in the county of Leicester; Stanford, Normanton on Soar, Sutton Saint Anne, Sutton Saint Michael, Sutton Bonnington, Kingston on Soar, Thrumpton, Ratcliffe on Soar, the King's Meadows, Wilford, Lenton, Beeston, Chilwell, Toton, and Attenborough, or some of them, in the county of Nottingham; Saint Mary, in the town and county of the town of Nottingham; Long Eaton, Sawley, Wilne, Breaston, Draycott, Ockbrook, Borrowash, Spondon, Chadsheden, and Saint Alkmund (Derby), or some of them, in the county of Derby.

And notice is hereby further given, that by the Act so intended to be applied for, it is intended to obtain power to abandon two of the branch railways specified in the said Act, passed in the sixth year of the reign of his present Majesty, that is to say, a branch from the said Midland Counties Railway, commencing on the north-east side of the

London road in the parish of Saint Margaret, in or near the borough of Leicester, in the said county of Leicester, and terminating on the south-east side of a certain street called Rutland-street, in the said parish of Saint Margaret, in or near the borough of Leicester aforesaid, and in the county of Leicester aforesaid. Also another branch railway from the said Midland Counties Railway, commencing in the said parish of Saint Margaret, in or near the said borough of Leicester, and in the said county of Leicester, at or near a certain foot-path leading from the Uppingham-road to the Spinney-hills, and terminating at or near the east side of Yeoman-street, in the said parish of Saint Margaret, in or near the said borough, and in the said county of Leicester.

And notice is hereby further given, that by the Act so intended to be applied for, it is also proposed to obtain powers and provisions for making and maintaining a branch railway, with proper works and conveniences connected therewith, commencing by a junction with the said Midland Counties Railway in or near certain fields in the parish of Saint Margaret, in or near the said borough of Leicester, and in the said county of Leicester, numbered 19, 20, and 21, on the plan of the said Midland Counties Railway, deposited with the Clerk of the Peace for the said county of Leicester, and terminating at the eastern side of the London-road, in the said parish of Saint Margaret, in or near the said borough of Leicester, and in the said county of Leicester.

And also another branch railway, commencing by a junction with the said Midland Counties Railway in or near the said fields, in the parish of Saint Margaret aforesaid, in or near the said borough of Leicester, in the said county of Leicester, numbered 19, 20, and 21, on the said plan of the said Midland Counties Railway deposited with the Clerk of the Peace for the said county of Leicester, and from thence continued to the southern side of a certain street, called Northampton-street, in the said parish of Saint Margaret, in or near the said borough of Leicester, and in the said county of Leicester, and from thence continued to, and terminating, at the eastern side of the London-road aforesaid, in the said parish of Saint Margaret, in or near the said borough of Leicester, and in the said county of Leicester.

And notice is hereby further given, that application is intended to be made to obtain in the said Act so intended to be applied for, powers and provisions for making and maintaining an extension, elongation, or branch railway, with proper branches, works, and conveniences connected therewith, commencing by a junction with the said Midland Counties Railway at or near the north side or bank of the Cranfleet-cut, in the township of Long Eaton, in the parish of Sawley, in the county of Derby, and terminating by a junction with the North Midland Railway, as now marked out, at or near the road leading from North Wingfield to Tupton, in the township of Tupton, in the parish of North Wingfield, in the said county of Derby.

Also a branch from the said intended extension, elongation, or branch railway, commencing by a



junction with the said last-mentioned railway, in the parish of Alfreton, in the said county of Derby, and terminating at a certain colliery, called the Hucknall Colliery, in the occupation of John Mellors, situate in the township of Hucknall under Huthwaite, in the parish of Sutton in Ashfield, in the said county of Nottingham.

Also a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the parish of Alfreton aforesaid, and terminating in the parish of Pinxton, in the said county of Derby.

Also a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the parish of Selston, in the county of Nottingham, and terminating by a junction with the Mansfield and Pinxton railway, at a point between where the said last-mentioned railway crosses the river Erewash, and an occupation road leading from Hall Green to Pinxton aforesaid, in the parish of Selston, in the said county of Nottingham.

Also, a branch from the said intended extension, elongation, or branch railway, commencing at or near Alfreton iron works, in the several townships of Riddings and Somercotes, in the county of Derby, and terminating by a junction with the said last-mentioned railway, in the said township of Somercotes.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the parish of Selston, in the county of Nottingham, and terminating at or near the Green-hill Lane-road, in Butterley-park, in the said county of Derby.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the township of Somercotes, in the parish of Alfreton, in the county of Derby, and terminating in the township of Nether Birchwood, in the said parish of Alfreton, in the said county of Derby.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the hamlet of Newthorpe, in the parish of Greasley, in the county of Nottingham, near to where the said last-mentioned railway crosses the Nottingham Canal, and terminating at a point called the Watnall-wharf, in the said hamlet of Newthorpe.

Also, a branch from the said intended extension, elongation, or branch railway, commencing at or near Stoneyford colliery, in the township of Codnor, in the parish of Heanor, in the county of Derby, and terminating by a junction with the said last-mentioned railway, in the hamlet of Brinsley, in the parish of Greasley, in the county of Nottingham.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the township of Awsworth, in the parish of Nuthall, in the county of Nottingham, at or near a certain bridge, across the Nottingham Canal, and

terminating at or near a point, called the Nuthall or Awsworth-wharf, in the said township of Awsworth.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, at or near the intersection, in the parish of Cossall, in the county of Nottingham, of the said last-mentioned railway, with a certain railway, called the Babbington Railway, and terminating at or near a certain other part, also in the parish of Cossall, of the said Babbington Railway, on the east side of the Nottingham Canal.

Also, a branch from the said intended extension, elongation, or branch railway, commencing at or near the west side of the road, forming the main street of the town of Ilkeston, in the parish of Ilkeston, in the county of Derby, and terminating by a junction with the said last-mentioned railway, in the parish of Cossall, in the county of Nottingham.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, on the west side or bank of the Nottingham Canal, in the parish or township of Cossall, in the county of Nottingham, and terminating at the Strelley-park colliery, in the parish of Strelley, in the said county of Nottingham.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the parish of Eastwood, in the county of Nottingham, and terminating at the Scarsdale colliery, in the hamlet or township of Loscoe, in the parish of Heanor, in the county of Derby.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the said last-mentioned railway, in the parish of Stanton-by-Dale, in the county of Derby, and terminating on the north bank of, and near or adjoining to the Nutbrook Canal, at or near to the point where the said canal joins the Erewash Canal, in the said parish of Stanton-by-Dale, in the said county of Derby.

Also, a branch from the said intended extension, elongation, or branch railway, commencing by a junction with the Midland Counties Railway, in the township of Chilwell, in the parish of Attenborough, in the county of Nottingham, and terminating by a junction with the said intended extension, elongation, or branch Railway, in the parish of Stapleford, in the county of Nottingham.

And which said intended extension, elongation, or branch railway or railways, and branch railway and railways, some or one of them is or are intended to pass from, in, through, into, or over, the several parishes, townships, and extra-parochial or other places, of Saint Margaret, in or near, the borough of Leicester, in the county of Leicester, Long Eaton, Sawley, Sandiacre, Stanton-by-Dale, Little Hallam, Ilkeston, Cotmanhay, Shipley, Langley, Langley Bridge, Milnhay, Loscoe, Codnor, Codnor Park, Aldercar, Pye Bridge, Heanor, Alfreton, Riddings, Somercotes, Cotes Park, Nethen

Birchwood, Pentridge, otherwise Pentrich, Butterley Park, Pinxton, South Normanton, Carnfield, Shirland, Shirland Park, Blackwell, Tibshelf, Morton, Pilsley, Stretton and Clay Lane, Woodthorpe, North Wingfield, and Tupton, or some of them, in the county of Derby; Toton, Attenborough, Stapleford, Trowell, Cossall, Cossall Marsh, Strelley, Awsworth, Nuthall, Watnall, Watnall Chaworth, Watnall Canteloupe, Newthorpe, Langley Bridge, Moor Green, Westwood, Jack's Dale, Bagthorpe, Underwood, Greasley, Brinsley, Eastwood, Selston, Hucknall-under-Huthwaite, and Sutton-in-Ashfield, or some of them, in the county of Nottingham.

And further notice is hereby given, that power will be applied for in the said Act so intended to be applied for, for enabling the owners, lessees, or workers of minerals, being owners, or having the consent of owners of lands, lying within five miles of the said intended extension, elongation, or branch railway, but intercepted from communicating therewith, by the Cromford, Erewash, and Nottingham canals, or any of them, to erect and use such bridge or bridges across such canals, or any of them, as without hindering, impeding, or doing damage to the navigation of the said canals, or any of them, may enable such owners, lessees, or workers of minerals, to communicate over and across such canals, or any of them, by private railways or tramroads, with such intended extension, elongation, or branch railway. And also to enable such owners, lessees, or workers of minerals, now having or using, or having power to have or use, or construct private railways or tramroads, intersecting the line of such intended extension, elongation, or branch railway, to use such private railways or tramroads for the purpose of communicating with such last-mentioned railway.

And further notice is hereby given, That power will be applied for in the said Act so intended to be applied for, to deviate from the line of the said intended branch or branches, extension, elongation, or branch railway, or the branches thereof, as laid down in the plan to be deposited with the Clerks of the Peace for the respective counties of Leicester, Derby, and Nottingham, to the extent of one hundred yards on each side thereof.—Dated this tenth day of November 1836.

*Leeson and Gell, Nottingham, Berridge, Berridge, and Macaulay, Leicester, Solicitors,*

#### Bristol and Gloucestershire Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to alter, amend, and enlarge the powers and provisions of two several Acts, one passed in the ninth year of the reign of his late Majesty King George the Fourth, intituled, "An Act for making and maintaining a Railway or Tramroad from or near the city of Bristol to Coalpit Heath, in the parish of Westerleigh, in the county of Gloucester," and the other passed in the fourth year of the reign of his present Majesty King William the Fourth, intituled, "An Act to alter, amend, and enlarge the powers of an Act passed in the ninth year of the reign of his late Majesty King George the Fourth, intituled, An Act for making

and maintaining a Railway or Tramroad from or near the city of Bristol to Coalpit Heath, in the parish of Westerleigh, in the county of Gloucester;" and in which Act, so to be applied for, power is intended to be taken to make an extension or new line of Railway, with proper works and conveniences connected therewith, from and out of the said railway, commencing in the parish of Westerleigh in the county of Gloucester, and terminating in the parish of Moreton, otherwise Moreton Valence, in the same county, by a Junction with the Cheltenham and Great Western Union Railway; also a branch railway, with proper works and conveniences connected therewith, from and out of the said first-mentioned railway, commencing in the parish of Saint Philip and Jacob, heretofore in the county of Gloucester, but now in the borough of the city of Bristol and county of the same city, and terminating in the same parish; which said extension or new line of railway and branch railway, will pass from, through, and into the several parishes, townships, and extra-parochial or other places of Saint Philip and Jacob, and Westerleigh aforesaid; Wapley, Yate, Old Sodbury, Chipping Sodbury, Iron Acton, Hall End, Church End, Wickwar, Cromhall, otherwise Abbott's Cromhall, Charfield, Tortworth, Avening, Wotton-under-edge, otherwise Wotton-under-ridge, Huntingford, North Nibley, Berkeley, Stone, Whitehall, Wick, Lower Wick, Alkington, Breadstone, Slinchcombe, Dursley, Cam, Lower Cam, Draycott, Uley, Coaley, Gossington, Slimbridge, Cambridge, Frocester, Leonard Stanley, otherwise Stanley Saint Leonard's, and King's Stanley, within the borough of Stroud, Eastington otherwise Easton, Stonehouse, within the borough of Stroud, Oldend, Standish, Moreton, otherwise Moreton Valence, some or one of them in the county of Gloucester; and Kingswood in the county of Wilts; and it is also intended to apply for power by the said intended Act to alter, amend, divert, or vary certain parts of the said first-mentioned railway, situate in the several parishes, townships, and extra-parochial or other places of Saint Philip and Jacob aforesaid, Saint George, Stapleton, Kingswood, Mangotsfield, Fishponds, Bitton, Oldland, Sciston, Pucklechurch, and Westerleigh, or some or one of them, in the county of Gloucester; and also to alter and divert the line or course of the following turnpike roads, videlicet, —In the Stapleton, Mangotsfield, Toghill, and Bitton division of the Bristol district of turnpike roads, the Toghill road, in the parish or township of Saint George aforesaid, and the Mangotsfield aforesaid;—in the Pucklechurch district of turnpike roads, the Mangotsfield and Pucklechurch road in the parish or township of Pucklechurch aforesaid;—In the Acton Turville district of turnpike roads, the London Road in the parish or township of Westerleigh aforesaid;—In the upper division of the Sodbury district of turnpike roads, the Sodbury Road in the parishes or townships of Westerleigh and Yate aforesaid, or one of them;—In the Kingswood district of turnpike roads, the Wickwar and Charfield Road, in the parish or township of Wickwar aforesaid;—In the Wotton-under-edge division of the Berkeley, Dursley, Wotton-under-edge, Frocester, and Cainscross district

of turnpike roads, the road from Wotton-under-edge to Iron Acton, in the parish or township of Charfield aforesaid, and the road from North Nibley to the Bristol and Gloucester Road, in the parish or township of Berkeley aforesaid;—In the Berkeley and Dursley division of the last-mentioned district, the road from Bristol to Gloucester, in the parishes or townships of Berkeley and Cam aforesaid, or one of them, and in the parish or township of Slimbridge aforesaid, and the road from Cambridge to Dursley, in the parishes or townships of Cam and Slimbridge aforesaid, or one of them;—In the Frocester division of the said last-mentioned district, the road leading from the Bristol and Gloucester road to Frocester, in the parish or township of Frocester aforesaid; and in the Cainscross division of the said last-mentioned district, the road leading from the said last-mentioned road, through Stonehouse to Stroud, in the parish or township of Stonehouse aforesaid. And it is also intended to apply for power, by the said intended Act, to deviate from the lines of the said extension or new line of railway and branch railway, and deviations, as laid down on the plans hereafter to be deposited with the respective Clerks of the Peace for the counties of the city of Bristol, Gloucester, and Wilts, to any extent not exceeding one hundred yards on each side of the lines so laid down. And it is also further intended to apply for power, by the said intended Act, to purchase lands, and to form stations or depôts, in the several parishes, townships, or boroughs, of Catherine Saint Mary, in the city and county of Gloucester, and Cheltenham and Stroud, in the said county of Gloucester; and in which Act provision is also intended to be made to alter or increase the rates, tolls, or duties authorised to be collected by the said Acts, or one of them.—Dated this fourth day of November 1836.

*Osbornes and Ward*, Solicitors for the Bill.

#### Great North of England Railway.

**N**OTICE is hereby given, that application will be made to Parliament, in the ensuing Session, for an Act to alter, amend, and extend some of the powers and provisions of an Act passed in the sixth and seventh years of the reign of his present Majesty King William the Fourth, intituled, "An Act for making a Railway from near the River Tyne to or near the River Tees, to be called 'The Great North of England Railway,' in the county of Durham;" and power will also be applied for in the said amended Act, to make, carry, and maintain a Railway, with all proper works, bridges, and conveniences, connected therewith, in extension of the said Great North of England Railway, commencing at or in the termination of the said Great North of England Railway, in the township of Hurworth, and in the parish of Hurworth-upon-Tees, in the said county of Durham, and to join to, connect with, and terminate in, the York and North Midland Railway, at, in, or upon certain lands called "Hob Moor," belonging to and occupied by the freemen of and in Micklegate Ward, in the city of York, and situate in the parishes of Saint Mary Bishophill the Elder, and Saint Mary Bishophill the Younger, or the one of them, in the said city of York and county

of the same city; which said extended railway, with the works, bridges, and conveniences thereto, is intended to be made, carried, and maintained in, through, from, and out of, the said parish of Hurworth-upon-Tees, and also in, through, from, and out of, the several parishes following (that is to say), Croft, East Cowton, otherwise Long Cowton, Gilling, Birkby, otherwise Bretby, Hutton Bonville, Northallerton, Danby Wiske, North Otterington, Thornton-le-Street, otherwise Thornton-in-the-Street, South Otterington, Kirby Wiske, Thirsk, Topcliffe, Thirkleby, otherwise Great Thirkleby, otherwise High Thirkleby, Kirby Knowle, Sessay, Brafferton, Easingwold, Alne, Newton, otherwise Newton-upon-Ouse, Overton, Skelton, Saint Michael-le-Belfrey, Saint Olave, Mary Gate, Saint Mary-le-Belfrey, Nether Poppleton, otherwise Water Poppleton, Saint Mary Bishophill the Younger, Acomb otherwise Akeham, Saint Mary Bishophill the Elder, Holy Trinity, and Holy Trinity Micklegate, all in the North and West Ridings of the county of York, in the said city of York and the suburbs thereof, and in the county of the same city, and within the liberty of Saint Peter, in the said city of York and county of the same city, and the said North and West Ridings of the said county of York, or some of them, or some part or parts of them, and also in, through, from, and out of, the township of Hurworth aforesaid, in the said county of Durham, and also in, through, from, and out of, the several other townships, hamlets, chapelries, constaberies, extra parochial or other places following (that is to say), Croft, Dalton-upon-Tees, Little Smeaton, East Cowton, otherwise Long Cowton, North Cowton, South Cowton, Birkby, otherwise Bretby, Hutton Bonville, Lazenby, Danby Wiske, Northallerton, Brompton, Yafforth, Romanby, North Otterington, Thornton-le-Beans, otherwise Thornton-in-the-Beans, Thornton-le-Moor, otherwise Thornton-in-the-Moor, Thornton-le-Street, otherwise Thornton-in-the-Street, South Otterington, Newsham, otherwise Newsham-cum-Brecken-brough, otherwise Brakenburg, otherwise Brakenbergh, otherwise Brakenburgh, Kirby Wiske, Thirsk, Saint Hutton, Carlton, otherwise Carlton Miniott, Sow-erby, Topcliffe, Crakehall, Elmira, otherwise Elmer, Elmyre, otherwise Elmer with Crakehall, otherwise Elmyre or Elmer-cum-Crakehall, Dalton, Thirkleby, otherwise Great Thirkleby, otherwise High Thirkleby, Low Thirkleby, Islebeck, Bagby, Carlton Islebeck, Sessay, otherwise Hutton juxta Sessay, Brafferton, Easingwold, Raskelfe, Alne, Tholthorpe, Tollerton, Youlton, Newton-on-Ouse, otherwise Newton-upon-Ouze, Beningbrough, Linton-on-Ouse, otherwise Linton-upon-Ouze, Overton, Shipton, Shipton Smithy, otherwise Skelton Smithy, Skelton, Rawcliffe, otherwise Rockcliffe, Saint Mary-le-Belfrey, Saint Michael-le-Belfrey, Clifton, Nether Poppleton, otherwise Water Poppleton, Over Poppleton, otherwise Upper Poppleton, otherwise Land Poppleton, Acomb otherwise Akeham, Knapton, Saint Mary Bishophill the Younger, Holdgate, otherwise Hologate, and Dring Houses, all in the said North and West Ridings of the said county of York, and in the said city of York, and in the suburbs thereof, and in the county of the same city, and within the liberty of Saint

Peter; in the same city of York and county of the same city, and in the said North and West Ridings of the county of York, or some of them, or some part or parts of them. And it is further intended to apply for power by the said amended Act, to make and maintain a branch railway, from and out of the said intended extension of the said Great North of England Railway, together with proper works, bridges, and other conveniences connected with the same branch, to commence at or in a certain close belonging to Alice Heslop, of Ripon, in the said county of York, and occupied by William Harcastle, and situate in the said township of Holdgate, otherwise Hologate, in the said parish of Saint Mary Bishophill the younger, and to terminate at or in the West side of a certain highway leading from Micklegate Bar, in the said city of York, or the suburbs thereof, to the river Ouse, at the point or place where the said York and North Midland Railway is intended to cross the same highway; which said branch railway, with the works and conveniences connected therewith as aforesaid, is intended to be made, carried, and maintained, in, through, and within the said township of Holdgate, otherwise Hologate, in the said parish of Saint Mary Bishophill the Younger, and in the said liberty of Saint Peter, and in the said county of the city of York, or the one of them. And that it is also further intended to apply for power by the said amended Act, to make and maintain another branch railway, with proper works and conveniences connected therewith, from and out of the said intended extension of the said Great North of England Railway, to commence at, in, or upon a certain close belonging to John Bell, of Thirsk aforesaid, esquire, and occupied by Christopher Gibson, situate in the said township of Carlton, otherwise Carlton Miniott, and in the said parish of Thirsk, and to terminate in or upon the Western side of the town of Thirsk, in a certain close belonging to the devisees in trust under the will of Matthew Butterwick, esquire, deceased, and occupied by James Lee, and situate in the township and parish of Thirsk aforesaid; which said last mentioned branch railway, with the works and conveniences connected therewith as aforesaid, is intended to be made, carried, and maintained, in, through, to, from, and out of the said townships of Carlton, otherwise Carlton Miniott, Sowerby, and Thirsk, and the said parish of Thirsk. And it is also further intended to apply for power by the said amended Act, to make and maintain another branch railway, with proper works and conveniences connected therewith, from and out of the said Great North of England Railway, to commence in a certain close numbered 9, in the plan of the said Great North of England Railway, deposited in the office of the Clerk of the Peace for the said county of Durham, belonging to the most noble the Marquess of Londonderry (part of a farm called Old Durham), situate in the parish of Saint Oswald, in or near the city of Durham, and in the said county of Durham, and occupied by William Grace, as tenant thereof, and to terminate in a certain garden belonging to the said Marquess of Londonderry, and occupied by Robert Manners, situate on the south side of a street, in the city of Durham, called Gilligate, near the Causeway Foot, in the same street, and in the township and parish

of Saint Giles, otherwise Gilesgate, otherwise Gilligate, in the said county of Durham, which said last mentioned branch railway is intended to be made, carried, and maintained in, through, from, and out of the said townships and parishes of Saint Oswald and Saint Giles, otherwise Gilligate, otherwise Gilesgate. And that it is also intended to obtain power to make and maintain a bridge across the river Ouse, for the purposes of and connected with the said intended extension of the said Great North of England Railway, and the said branches therefrom, or the one of them, which said bridge is intended to commence and be made in, from, or out of a certain close called the Ings, belonging to Lord Viscount Downe, and occupied by Benjamin Carr, situate in the township and parish of Overton aforesaid, and to terminate in a certain other close called the Cow Pasture, belonging to Richard Fountayne Wilson, of Melton, in the said county of York, esquire, and occupied by William Sanipson, situate in the said township and parish of Nether Poppleton, other Water Poppleton. And that it is intended to raise money for the purposes of the said recited Act, and the said intended Act, by and out of the existing rates, tolls, or duties, or by new and additional rates, tolls, or duties, or by both of those means, or by some other means, to be provided by the said intended Act. And that it is also further intended to apply for power by the said amended Act, to deviate from, and alter the course of the said extended line of railway, and the branches therefrom, for the making of which respectively the said amended Act is intended to be applied for, to the extent of one hundred yards on each side of the respective lines laid down, or to be laid down, on the plans thereof, to be hereafter deposited with the Clerk of the Peace for the county of Durham, and the North Riding and the West Riding of the county of York, and the city of York, or county of the same city, and the liberty of Saint Peter, respectively. And that it is also further intended to apply for powers to divert the course of the several streams, brooks, and rivulets, roads, and highways, in the line or lines of the said intended extension of the said Great North of England Railway, and the branches therefrom respectively, as may be found necessary.—Dated this 7th day of November, 1836.

*Francis Mewburn and John Coates, Solicitors*  
to the Great North of England Railway  
Company.

Birmingham, Dudley, Stourbridge, and Wolverhampton Railway.

**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, and to obtain an Act, to make and maintain a railway, with proper works and conveniences connected therewith, commencing in the parish of Saint Martin, in the borough of Birmingham, in the county of Warwick, and terminating in the parish, township, or borough of Wolverhampton, in the county of Stafford; and also a branch out of the same railway, with proper works and conveniences thereto, commencing in the parish of Tipton otherwise Tibbing-

ton, in the said county of Stafford, and terminating at or in the parish of Kinver otherwise Kinfare, in the said county of Stafford; which said railway and the branch railway therefrom is or are intended to be made and to pass from, in, through, and into the several parishes, townships, hamlets, liberties, extra-parochial and other places of Saint Martin and All Saints, in the borough of Birmingham, in the county of Warwick; Handsworth, Smethwick Harbourn otherwise Harborne, West Bromwich Rowley Regis, Tipton otherwise Tibbington, Upper Gornal, Lower Gornal, Coseley, Wood Setton, Sedgley, Ettingshall, Brierley, Bilston otherwise Bilstone, Wolverhampton, Kingswinford, the Level, the Delph, the Black Delph, Penn's-Hill, Amblecote otherwise Amblecoat, Rowley Summery, and Kinver otherwise Kinfare, in the county of Stafford; Halesowen, Oldbury otherwise Oldbury Wallaxall, in the county of Salop; Dudley, borough of Dudley, Netherton, Upper Dudley-wood, Lower Dudley-wood, Mushroom-green, Pensnett, Oldswinford, Stourbridge, Amblecote otherwise Amblecoat, and Pedmore, in the county of Worcester, or some of them.

And notice is hereby also given, that power will be applied for in the said intended Act to deviate from the line of the said intended railway and branch railway, as the same will be delineated in the plans thereof to be deposited with the respective Clerks of the Peace for the said counties of Warwick, Stafford, Salop, and Worcester, to any extent not exceeding one hundred yards on either side of such line or lines; and also power to divert and alter the present line or course of certain turnpike roads on the line of, or intersected by, the said railway and branch railway respectively.—Dated this 5th day of November 1836:

*Tyndall and Rawlins, Solicitors, Birmingham.*

#### Severn Navigation.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill for Improving the Navigation of the River Severn, from a place called Stone Bench, in the parish of Elmore, in the county of Gloucester, to the city of Worcester, and from thence to a brook, called Gladder or Whitehouse Brook, in the parish of Areley Kings, in the county of Worcester, by widening, deepening, cleansing, embanking, extending, and enlarging the said River, and by altering and diverting the course thereof in certain places, and making new cuts for the purpose of avoiding angles and bridges, and for rendering the Navigation more commodious in other respects; and which River Severn, the Navigation whereof is so proposed to be improved as aforesaid, is situate within, or passes from, through, into, or near unto the several parishes, townships, hamlets, or places of Elmore, Woolstrop, Quedgley, Hampstead, Minsterworth, Lanthony, otherwise South Hamlet, Littleworth, Tuffley, Churcham, Linton, Over, Highnam, Saint Mary, de Lode, Saint Nicholas, Wotton Saint Mary, Barton Saint Mary, Barnwood, Upton Saint Leonard, Vill of Wotton, North Hamlet, Twigworth Saint Catherine, Longford Saint Catherine, King's Holme Saint Mary,

Saint Michael, Barton Saint Michael, Longford Saint Mary, the Vineyard Hill, Walham Mead, Alney Island, the Town Ham, Little Mead, the Castle of Gloucester, Sandhurst, Maisemore, Ashleworth, Hasfield, Norton, Deerhurst, Tirley, and Forthampton, in the county of Gloucester; Saint Owen, Saint Nicholas, Saint Mary de Lode, North Hamlet, and the Town Ham, in the city and borough of Gloucester, Tewkesbury, Southwick and Park, Mythe and Mythe Hook, in the borough of Tewkesbury, in the said county of Gloucester; Chaceley, Bushley, Ripple, Queenhill, Holdfast, Upton-upon-Severn, Earl's Croome, Hanley, Severn Stoke, Great Malvern, Madresfield, Clevelode, Powick, Kempsey, Saint Peter the Great, Saint John in Bedwardine, Hallow, Claines, Grimley, Ombersley, Holt, Shawley, Astley, Hartlebury, Areley Kings, Lower Mitton, and the Foreign of Kidderminster, in the county of Worcester; Saint Alban, Saint Andrew, All Saints, and Saint Clement, in the city and borough of Worcester; and Saint Peter the Great, Saint Michael in Bedwardine, the College Precincts, Saint Clement, and Claines, in the borough of Worcester. And it is also intended to include in the said Bill powers for making cuts, locks, weirs, dams, sluices, bridges, and approaches thereto, drains, culverts, piers, docks, wharfs, quays, landing places, embankments, towing paths, and other works, for the purposes aforesaid, or in relation thereto, in or through the several parishes, townships, hamlets, or places hereinbefore mentioned, or some of them; and particularly for building a new bridge in the parish of Upton-upon-Severn aforesaid, near the site of the present bridge there, and for making roads, avenues, and approaches thereto, or for altering, repairing, or re-constructing the said present bridge, and altering or diverting the Turnpike Road leading to the same, as may be deemed most advantageous, or as occasion may require. And also, for diverting so much and such parts of the said river, within the said parishes, townships, hamlets, or places of Lanthony, otherwise South Hamlet, North Hamlet, Saint Mary de Lode, Saint Nicholas, the Town Ham, Maisemore, Barnwood, Wotton Saint Mary, Upton Saint Leonard, Over, Highnam, Churcham, Deerhurst, and Forthampton, in the county of Gloucester aforesaid; Saint Mary de Lode, North Hamlet, and the Town Ham, in the city and borough of Gloucester aforesaid; and Bushley, Ripple, Upton-upon-Severn, Hanley, Severn Stoke, Madresfield, Great Malvern, Clevelode, Powick, Grimley, Claines, Ombersley, Holt, Shirawley, Astley, and Hartlebury, in the county of Worcester aforesaid, as by reason of any lateral cuts, locks, weirs, or other works, shall be necessary for carrying into effect the proposed improvements. And it is intended to insert powers in the said Bill to levy Tolls and Rates upon all ships, barges, boats, vessels, and craft, goods, wares, and merchandizes, navigating or carried upon the said river, so far as the said improvement shall extend. And notice is hereby also given, that power will be contained in the said Bill to divert into the said River Severn, or into some extension or variation thereof, or cut communicating therewith, a part of the water from the Gloucester and Berkeley Canal.—Dated this 8th day of November, 1836.

*Bedford and Pidcock, Solicitors to the said Bill.*

London, Exeter, and Falmouth Railway Company.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills for making and maintaining a railway or railways to commence at or near a meadow called the Shoulder of Mutton Meadow, in the parish of Sonning, in the county of Berks, there and at such place or point as shall be determined upon, to communicate or unite with a certain railway now in progress of execution, called the Great Western Railway, when and as the same shall be so far completed from either of its termini, to proceed from thence to unite or communicate with a certain other railway now in the progress of execution, called the London and Southampton Railway, at or in a certain close, field, or parcel of land situate behind the New Poor House at or near Old Basing, in the parish, township, or chapelry of Basing, in the county of Southampton otherwise Hants, and from thence to proceed to and terminate at or in a certain close, piece, or parcel of land, situate in the parish of Durston, in the county of Somerset, there to unite or communicate with a certain other railway likewise in the progress of execution, called the Bristol and Exeter Railway, and which said close is numbered 15 in the map or plan of the said Bristol and Exeter Railway, deposited with the Clerk of the Peace for the county of Somerset; and which said railway or railways, for the making and maintaining of which such powers are to be applied for as aforesaid, will pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places following, that is to say, Sonning otherwise Sunning, Sonning Town, Sonning Eye, Southcott otherwise Southcote, Saint Mary, Saint Lawrence, Saint Giles, Whitley, and Reading, in the county of Berks; Hartley Danmer or Donnex, Twyford, Woodley, Hurst, White Knights, Bulmarsh, Bulmarsh Heath, Early Mead, Early Court, Early, Tittlebourne, Coleman Moor, Tilehurst, Southcot, Theale, Graizely Burghfield, Parley, in the county of Berks; Shinfield otherwise Shiningfield, partly in the hundred of Charlton, in the county of Berks, and partly in the hundred of Amesbury, in the county of Wilts; Swallowfield, partly in the hundred of Charlton, in the county of Berks, and partly in the hundred of Amesbury, in the county of Wilts; Sherfield, Sherfield-green, Heckfield, Branstile, Mortimer, Mortimer West-end, Stratfield Mortimer, Alderminster, Padworth, Aldernaston, Wakefield, Beech Hill, and Wokefield, in the county of Berks; Stratfield Saye, partly in the hundred of Reading, in the county of Berks, and partly in the hundred of Holdshott, in the county of Hants; Silchester, Pamber Stratfield-Turgis otherwise Turgess, Hartley Westpall otherwise Hartley Westpool, Hartley Wintey, Sherfield, Bramley, Cuffal otherwise Cuffaud otherwise Cufaud, Hichfield, Sherfield upon Loddon, Hickfield, Upper Loddon, Newnham, Nately Strewers, Rotherwick, Risely Bramshill, Odiham, Eastrop, Saint Michael, Old Basing, Basing, Basingstoke, Three Mile Cross, Grazeley, Sherborne Saint John otherwise East Sherborne, Sherborne-monks, Monk Sherborne otherwise West Sherborne, Worting, Wootton, or

Wootton Saint Lawrence, Winklebury otherwise Winklesbury otherwise Winklesbarrow, Oakley otherwise Church-oakley, East-oakley, Malshanger, Inhurst, Ibworth, Steventon, Southington, Chutely, Somerdown, Dean, Ashe, Polhampton, Quidhampton, Tadley, Ewhurst, Hannington, Overton, Norrington, Laverstcook, Freefolk, Freefolk-priors, Whitchurch, Baughurst, Lichfield, Saint Mary Bourne, Hartsbourne or Hurtsbourne-priors, Kingsclere, Evingar, Enham Knights, Knights Enham Hurtsborne-tarrant, Enham-kings, Foxcott, Andover, Abbot's-anne, Clatford, Upper Clatford, Lower Clatford, Monkston, Sarson, Ampport, Wallop, Nether Wallop, Middle Wallop, Over Wallop, Upper Wallop, Lower Wallop, Thorngate, Grateley, and Andover, in the county of Southampton otherwise Hants; Newton otherwise Newton Toney, Allington, Boscombe otherwise East Boscombe, Amesbury, Underditch, Goineldon otherwise Gumbledon, Porton, Idmiston, Winterbourn Gunner, Winterbourn Dauntsey otherwise Winterbourn Dantsey, Winterbourn Earls, Hurdcoit otherwise Hurcott, Ford otherwise Winterbourn Ford otherwise Ford and Laverstock, Winterslow otherwise West Winterslow, Pitton and Farley, Laverstock otherwise Laverstock and Ford, Clarendon-park, Milford, Alderbury, Britford, Cawden and Cadworth, East Harnham, the liberty of the Close of New Sarum, Saint Martin, Saint Thomas, and Saint Edmund in the city of New Sarum otherwise Salisbury; Fisherton-Anger, Bemerton, Quidhampton, Fugglestone Saint Peter, Bulbridge, Wilton, Ditchampton, Uxford, South Newton, North Burcombe, Grovely otherwise Grovely Lodge, Wily, Branch and Dole, West Harnham, Toney Stratford otherwise Stratford Toney, Netherampton otherwise Netherampton, South Burcombe, Barford otherwise Barford Saint Martin, Baverstock, Sutton Mandeville, Fovant, Bishopstone, Bishop's Fonthill otherwise Fonthill Bishop, East Knoyle, Downton, Broad Chalke, Semley, Chalke, Compton Chamberlain otherwise Compton Chamberlayne, South Damerham, Dinton, Warminster, Teffont Magna, Dunworth, Teffont Evyas otherwise Teffont Evias, Fonthill Gifford, Swallow Cliff otherwise Swallowcliffe, Ansty, Chalkmark, Wardour, Tisbury, West Tisbury, East Tisbury, Donhead Saint Andrew, Donhead Saint Mary, Donhead, Sedgell, West Knoyle, and Merc, in the county of Wilts; Motcombe, Milton, Gillingham, Bourton, Silton, Buckhorn otherwise Buckhorn Weston, Shaftesbury, and Sixpenny Handley, in the county of Dorset; Saint James, Saint Peter, and the Holy Trinity, in the town and borough of Shaftesbury, in the county of Dorset; Cucklington, Horsington, Stoke-Tristar otherwise Trister, Charlton Musgrave otherwise Charlton Musgrove, Barrow, Bayford, Wincaunton otherwise Wincanton, Ferris Norton, North Cheriton, South Cheriton, Bratton Holton, Whitley, Yarlinton, Shepton Montague, Mapperton otherwise Maperton, Catsash, Charlton Horethorne, Blackford, Compton Pouncefoot, Sutton Montis, North Cadbury, South Cadbury, Bampfild Weston otherwise Weston Bampfild, North Barrow, South Barrow, Sparkford, Babary, Farrington, Stert, Queen Camel otherwise Queen's Camel, East Camel, Downhead, West Camel, Yeovilton, Puddimore, Ilchester, Northover, Charlton Mackrel, Charlton Adan, Charlton Kingston otherwise Kingsdon, Somerton,

Ham, High Ham, Low Ham, Muchelney, Long Sutton, Upton, Knowle, Huish Episcopi, Langport, Aller, Aller Langport otherwise Langport Estover otherwise Langport Eastover, the common lands appertaining or belonging to Aller, Aller Langport otherwise Langport Estover otherwise Langport Eastover, and Huish Episcopi, either or all of them, Kingsbury Episcopi, Pitney, Curry Revell otherwise Curry Rival, Broadway, Hambridge, Drayton, Aller, Oath, Oathill, Week otherwise Wick, Wick Moor otherwise Week Moor, Burton, Moor Town, Capland Abdick, Bulstone, Swell, North Curry, Curry Mallett, Five Head, Ilton, Haich Bechem otherwise Hatch Beauchamp, Othery, Otery, West Hatch, Stoke Saint Gregory, Beer Crocombe, Sedge Moor, West Sedge Moor, New Cuts or Westwall otherwise called Stan Moor, and Curry Moor, Lyng, East Lyng, West Lyng, Buckland, Saint Mary, North Petherton, Creech Saint Michael, and Durston, in the county of Somerset; with a branch diverging from and out of the said railway or railways, and passing from, through, and into the several parishes of Aller, Curry Revel otherwise Curry Rival, Fivehead, Drayton, Stoke Saint Gregory, North Curry, Durston, and Lyng, East Lyng, West Lyng, and Buckland, or some of them, and terminating at or in a certain close, piece, or parcel of land, situate in the parish of Lyng aforesaid, in the said county of Somerset, there again to unite or communicate with the said Bristol and Exeter Railway, and which said close, piece, or parcel of land is numbered 11 in the said map or plan of the said Bristol and Exeter Railway, so deposited as aforesaid; and to make and maintain a branch from and out of such railway or railways, commencing at or near a certain mill, called the Blackwell Mill, in the parish of Queen Camel otherwise Queen's Camel otherwise East Camel aforesaid, in the county of Somerset, and passing from thence from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places following, that is to say, Queen Camel otherwise Queen's Camel otherwise East Camel, Marston Magna, Chilton, Cantiloe, Brimpton, West Camel, Trent, Mudford, and Yeovil, in the county of Somerset; and Over Compton, Nether Compton, Bradford Abbas, and Sherborne, in the county of Dorset, with a point or terminus at or near the turnpike-gate on the eastern side of the town of Yeovil aforesaid, and terminating at or near the turnpike-gate on the western side of the town of Sherborne, in the parish of Sherborne aforesaid, in the county of Dorset; and to make and maintain all necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, depots, warehouses, roads, and other works material or necessary to the said railway or railways, and the branches thereto, for the more complete use and enjoyment of the same respectively.

And it is intended to apply for powers, to be granted in and by the said Bill or Bills, to authorise the taking of such tolls, fares, dues, rates, rents, and sums of money as shall be mentioned in the said Bill or Bills; and for purchasing, taking, and holding lands, tenements, hereditaments, and premises within the said several boroughs, parishes, towns, town-

ships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tythings, extra parochial places, and other places before mentioned and described for the purposes aforesaid; and it is also intended to apply for powers, to be granted in and by the said Bill or Bills, to deviate from the said line of the said intended railway or railways, and the branches thereto, for the making of which respectively powers are so intended to be applied for as aforesaid, as the same will be defined in the said intended application to Parliament, to any extent not exceeding one hundred yards on either side of such line or lines, and the branches thereto as aforesaid.

And notice is hereby likewise given, that it is intended to apply for powers, to be granted in and by the said Bill or Bills, as the same will be defined in such application to Parliament, to divert or alter all such road or roads as shall be necessary to be diverted or altered in the construction or formation of such railway or railways and the branches thereto, and also to divert such navigable rivers, canals, streams, or running waters as may be required to be diverted for the construction or formation of such railway or railways and the branches thereto as aforesaid; and that it is intended to abandon or relinquish so much of the present rivers, canals, streams, or running waters as shall or may be rendered unnecessary or useless by reason of such diversion or diversions as aforesaid, or any of them.— Dated 3d November 1836.

*Birkett and Co., George Stephen, Solicitors for the Bill.*

London, Exeter, and Falmouth Railway Company.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to authorise the making and maintaining a railway or railways, to commence in a certain field, close, piece, or parcel of land, near Cowley-bridge, in the parish of Saint David, in the city and county of the city of Exeter, or the liberties thereof, in the county of Devon, there and at such place as shall be determined upon, to communicate or unite with a certain railway, now in progress of execution, called the Bristol and Exeter Railway, when and so soon as the same shall be so far completed, from either of its termini, and which said field, piece, or parcel of land is numbered 4 in the map or plan deposited, of the said Bristol and Exeter Railway, with the Clerk of the Peace for the county of Devon, and from thence to proceed and terminate at a place, called the Green bank, in the parish of Budock, at or near Falmouth, in the county of Cornwall; and which said railway or railways will pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places following, that is to say, Allhallows-on-the-Walls, Allhallows Goldsmith-street, the precinct of Bedford, the precinct of Bradninch, the precinct of the Close, Saint David, Saint Edmund, Saint George, Saint John, Saint Kerrian, Saint Lawrence, Saint Martin, Saint Mary Arches, Saint Mary Major, Saint Mary Steps, Saint Olave, Saint Pancras, Saint Paul, Saint Petrock, Saint



Sidwell, Saint Stephen, and the Holy Trinity, or some of them, in the city and the county of the city of Exeter, and the liberties of the said city, in the county of Devon; Heavitree, Saint Leonard's Al-phington, Saint Thomas Exwick, Whitstone, Pinhoe, Huxham, Rew, Nether Exe, Upton Pyne, Stoke-cannon, Bramford Speke, Newton, Saint Cyres Throverton, Shobrooke, Crediton, Stockleigh, Pomeroy, Cheriton Fitz-Payne, Upton Hellions, Saint Thomas Exeter, Sandford Tedburn, Saint Mary Cheriton, Bishop Colebrook, Hittesleigh, Bow otherwise Nyma Tracey, Clannaborough, Spreyton, Zeal Monachorum Down, Saint Mary, North Tawton, Bondleigh, South Tawton, Sampford Courtenay, Honeychurch, Belstone, Exborne, Jacobston, Broad-wood Kelly, Monk Okehampton, Okehampton, Kig-beare, Inwardleigh, Hatherleigh, Northlew, High-appton, Beaworthy, Black Torrington, Ashberry, Halwell, Stratton Clovelly, Germansweek otherwise Week, Saint Germans, Ashwater, Clawton, Lifton, Westweek in Lifton, Virginistow, Saint Giles in the Heath, Luffincott, Broad Woodwiger, and Werring-ton, in the county of Devon; Saint Stephen's by Launceston, Newport, Saint Thomas, Saint Thomas the Apostle, Saint Thomas Hamlet, Saint Mary Magdalene, Launceston, Lawhitton, South Pether-win, Lezant, Lewannick, Trewen, Gospenheale, Egloskerry, Tresmeere, Laneast, Saint Cleather Alternun, North Hill, Saint Cleer, Saint Neot, Warleggan, Cardinham, Temple, Saint Breward, Blisland, Helland, Bodmin, town and borough of Bodmin, Lanhydrock, Lanivet, Luxullian, Roche, Withiel, Saint Wenn, Saint Dennis, Saint Columb Major, Saint Enoder, Michel or Saint Michael, Newlyn Laydock, Saint Erne, Saint Allen, Perran Zabulo, Kenwin, Saint Clement, Saint Mary Truro, Kea, Feock, Gwennap, Perran Arwerthal, Mylor, Stythians, Mabe, Gluvias, Saint Agnes, Tregave-than, Illogan, Penryn, Budock, and Falmouth, in the county of Cornwall; and also for making and maintaining a branch from and out of the said rail-way or railways, at or near the Castle-hill, in the parish of Saint Mary, in or near the borough of Truro, in the said county of Cornwall, and to proceed from thence and terminate at or near a certain mine, called Wheal Montague, in the manor of Treleigh, in the parish of Redruth, in the county of Cornwall; and which said branch of and from the said railway or railways will pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places following, that is to say, Saint Mary Truro, Kenwyn, Tregavethan, Kea, Kellewerris, Chasewater, Saint Agnes, Illogan, Gwennap, Cardrew, Treleigh, and Redruth, all in the county of Cornwall aforesaid; and, in which said Bill or Bills, a power will be applied for to authorise the construction or formation of another branch, diverging from the main line at or in the town and borough of Penryn, and proceeding from thence from, in, through, and into the parish and borough of Penryn, the parish of Budock aforesaid, the town and parish of Falmouth aforesaid, and terminating at or near Kimbersley-terrace, in the parish of Falmouth aforesaid, all in the county of Cornwall.

And notice is hereby also given, that it is intended

to apply for powers, to be granted in and by the said Bill or Bills, as the same will also be defined in such Bill or Bills, to construct, make, and maintain another line or branch of railway or railways to communicate or unite with the said Bristol and Exeter Railway, when and as the same shall be so far executed from either of its termini, to commence at or in a certain field, close, piece, or parcel of land or ground, near the Old Water Engine formerly used to supply the city of Exeter with water, situate near to or in the said city and county of the said city of Exeter, or in the liberties thereof, in the county of Devon aforesaid, and to proceed from thence and to terminate in a certain field, close, piece, or parcel of land or ground bounded by a road leading from Longbrook-street, in the said city and county of the city of Exeter, or the liberties thereof, to the Cavalry-barracks in or near the said city, or the liberties thereof, as afore-said, with a branch running from, and diverging out of, the said principal branch or line at or near the new road leading to the new market of the said city, and to terminate at the said new market of and in the said city; which said principal branch or line, with the branch diverging from and out of the same as aforesaid, will pass from, in, through, and into the several parishes, chapelries, towns, townships, tythings, liberties, extra parochial places, and other places following, that is to say, Allhallows-on-the Walls, Allhallows Goldsmith-street, the precinct of Bedford, the precinct of Bradninch, the precinct of the Close, Saint David, Saint Edmund, Saint George, Saint John, Saint Kerrian, Saint Lawrence, Saint Martin, Saint Mary Arches, Saint Mary Major, Saint Mary Steps, Saint Olave, Saint Pancras, Saint Paul, Saint Petrock, Saint Sidwell, Saint Stephen, and the Holy Trinity, or some of them, in the city and the county of the city of Exeter, and the liberties of the said city, in the county of Devon aforesaid; and to make and maintain all necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, depots, warehouses, roads, and other works material or necessary to the said rail-ways and the branches thereto, for the more com-plete use and enjoyment of the same respectively; and it is intended to apply for powers, to be granted in and by the said Bill or Bills, to authorise the taking of such tolls, fares, dues, rates, rents, and sums of money as shall be mentioned in the said Bill or Bills, and for purchasing, taking, and holding lands, tenements, hereditaments, and premises, within the said several boroughs, parishes, towns, town-ships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places before mentioned and described, for the pur-pose aforesaid; and it is also intended to apply for power, to be granted in and by the said Bill or Bills, to deviate from the said line of the said intended railway or railways and the branches thereto, for the making of which, respectively, powers are so in-tended to be applied for as aforesaid, as the same will be defined in the said intended application to Parli-ament, to any extent not exceeding one hundred yards on either side of such line or lines and the branches thereto as aforesaid.

And notice is hereby likewise given, that it is intended to apply for powers, to be granted in and

by the said Bill or Bills, as the same will be defined in such application to Parliament, to divert or alter all such road or roads as shall be necessary to be diverted or altered in the construction or formation of such railway or railways and the branches thereto, and also to divert such navigable rivers, canals, streams, or running waters as the same may be required to be diverted for the construction or formation of such railway or railways, and the branches thereto as aforesaid; and that is intended to abandon or relinquish so much of the present rivers, canals, streams, or running waters as shall or may be rendered unnecessary or useless by reason of such diversion or diversions as aforesaid, or any of them.— Dated this 3d day of November 1836.

*Birkett and Co., Geo. Stephen, Solicitors for the Bill.*

#### Essex New Road.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a turnpike road, to be called the Essex New-road, to commence at or near to Prospect-row otherwise Prospect-place, Cambridge-heath, in the parish of Saint Matthew Bethnal-green, in the county of Middlesex, and to terminate at or near Fairfield-place, Bow, in the parish of Saint Mary Stratford-le-bow, also in the county of Middlesex; and which said turnpike road will pass through the said parishes of Saint Matthew Bethnal-green, the hamlet of Mile-end Old-town, in the parish of Saint Dunstan Stebonheath otherwise Stepney, and the parish of Saint Mary Stratford-le-bow, any or either of them; and for making and maintaining all bridges, culverts, viaducts, embankments, buildings, wharfs, docks, quays, roads, and other works material or necessary for the said road, or for the more complete use and enjoyment thereof; and also to purchase and hold land contiguous to the said road on each side thereof, not exceeding one hundred and twenty feet in depth from the side or edge of the said road; and also for taking such tolls, dues, rates, and sums of money as shall be mentioned in the said Bill; and in which Bill power will be applied for to deviate from the line or lines laid down in the plan deposited, or to be deposited, with the Clerk of the Peace of the county of Middlesex, to any extent not exceeding one hundred yards.

*Sangster and Pugh, Solicitors to the Bill.*

#### Grand Connection Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway, with proper works and conveniences connected therewith, commencing by a junction with the Birmingham and Gloucester Railway, at or near a certain field or piece of pasture land, belonging to the Right Honourable Earl Somers, in the occupation of Thomas Harris, near Abbott's-wood, in the hamlet of Wadborough, in the parishes of Saint Andrew Pershore, and Holy Cross Pershore, or one of them, in the county of Worcester, numbered. 14. on the

plan of the said Birmingham and Gloucester Railway, deposited with the Clerk of the Peace for the said county of Worcester, and terminating by a junction with the Grand Junction Railway, at or near a certain field or piece of arable land, belonging to Thomas Shaw Hellier, Esq in the occupation of William Mannix, Doctor of Medicine, in the parish of Bushbury, near Wolverhampton, in the county of Stafford, numbered. 2 on the plan of the said Grand Junction Railway, deposited with the Clerk of the Peace for the said county of Stafford.

And also to make and maintain a branch railway from the said intended railway, so proposed to be made as aforesaid, commencing at or near a certain field or piece of pasture land, belonging to his Grace the Duke of Cleveland, in the occupation of Richard Timmis, and adjoining the Birmingham canal, in the parish of Wolverhampton, in the county of Stafford, and terminating by a junction with the Grand Junction Railway, at or near a certain field or piece of pasture land, belonging to John Gough, Esq. called Waterfield Croft, in the occupation of William Fowler, in the township of Wednesfield, in the parish of Wolverhampton, in the said county of Stafford, numbered 61 on the plan of the said Grand Junction Railway, deposited with the Clerk of the Peace for the said county of Stafford.

And also to make and maintain a branch railway from the said intended railway, so proposed to be made as aforesaid, commencing at or near a certain field or piece of arable land, belonging to John Hodgetts Foley, Esquire, in the occupation of John Yardley, in the parish of Kinfare, in the county of Stafford, and terminating at or near a certain field or piece of pasture land, belonging to the Reverend Edward Unwin, clerk, in the occupation of John Meek, in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester.

And also to make and maintain a branch railway from the said intended railway, so proposed to be made as aforesaid, commencing at or near a certain other field or piece of arable land, belonging to the said John Hodgetts Foley, Esquire, in the occupation of John Yardley, in the parish of Kinfare aforesaid, and terminating by a junction with the said last proposed branch railway, at or near a certain field or piece or parcel of land, belonging to the devisees in trust, under the will of the late John William Earl of Dudley, in the occupation of Mr. Charles Grazebrook, in the parish of Kinfare aforesaid.

Which said proposed railway and branch railways is and are intended to be made and to pass in, from, through, or into the several parishes, townships, hamlets, liberties, and extra-parochial and other places of Saint Andrew Pershore; Holy Cross Pershore, Saint Andrew otherwise Holy Cross Pershore, Wadborough, Stoulton, Kempsey, Norton juxta Kempsey, Littleworth; Saint Peter the Great, Whittington, Saint Martin, Claines, Astwood, Hindlip otherwise Hendlip otherwise Hinlip, Martin Husington, Salwarpe otherwise Salwarpe, Ombersley, Doverdale, Droitwich, borough of Droitwich, Saint Peter Droitwich, Westwood, Hampton Lovett, Elmley Lovett, Elmbridge, Hartlebury, Torton, Stone, Rushock, Kidderminster, borough of Kidderminster, foreign of Kidderminster, Chaddesley

Corbett, Churchill, Hagley, Pedmore, Oldswinford, Stourbridge, Wolverley, or some of them, in the county of Worcester; Claines, Saint Martin, Saint Nicholas, Saint Peter the Great, or some or one of them, in the city and borough of Worcester, and county of the same city; Clent, Kinfare otherwise Kinver, Kingswinford, Himley, Womborne otherwise Wombourne, Swindon, Oretton, Penn, Lower Penn, Upper Penn, Tettenhall, Tettenhall Regis, Compton, Wightwick, Wolverhampton, borough of Wolverhampton, Wednesfield, Bushbury, Whittington, or some of them, in the county of Stafford.

And notice is hereby also given, that power will be applied for, in the said intended Act, to deviate from the several lines of the said intended railway and branch railways, for the making of which respectively powers are so intended to be applied for as aforesaid, to any extent not exceeding one hundred yards on either side of such lines.

And notice is hereby also given, that, in the said intended Act, power will be applied for to make a diversion or alteration in the line or course of the turnpike road leading from Wolverhampton to Bridgnorth, in the parish of Wolverhampton aforesaid.—Dated this 1st day of November 1836.

*Gillam and Son, W. S. P. Hughes, Worcester, Solicitors for the said Act.*

#### Sheffield, Ashton-under-Lyne, and Manchester Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act to make and maintain a railway or railways, with proper works and conveniences connected therewith, for the passage of coaches, waggons, and other vehicles properly constructed, to commence in the township and parish of Sheffield, in the west riding of the county of York, at or near a certain place called the New Cattle-market, in Sheffield aforesaid, and thence passing through or into the several parishes, townships, chapeltries, hamlets, Bierlows, districts, and places of Sheffield, Ecclesfield, Tankersley, Silkstone, Penistone, Wortley, Sheffield, Brightside Bierlow, Tankersley, Wortley, Ecclesfield, Bradfield, Silkstone, Hunshelf, Oxspring, Thurgoland, Penistone, Thurlstone, Langsett, Wadsley-bridge, Birley-carr, Oughtibridge, Outhwaite, Wharnccliffe-wood, Carlcoates, Bullhouse, Durnfordbridge, and Saltersbrook, all in the west riding of the county of York; Glossop Dinting, Glossop, Hadfield, Padfield, Simondley, and Charlesworth, all in the county of Derby; Mottram-in-Longdendale, Stockport, Godley, Hattersley, Newton, Matley, Mottram-in-Longdendale, Tintwisle, Dukinfield, Hyde, Woodhead, and Floweryfield, all in the county palatine of Chester; and Manchester, Ashton-under-Lyne, Gorton, Audenshaw, Ashton-under-Lyne, Manchester, Ardwick, and Openshaw, all in the county palatine of Lancaster, and to terminate at or near a vacant piece or parcel of ground, on the east side of a certain street or place, called Store-street, in the township and parish of Manchester, in the said county palatine of Lancaster; together with a branch from or out of the said railway or railways, commencing at or near a certain place on the old turnpike-road from Manchester aforesaid to Ashton-

under-Lyne aforesaid, called North-street, in the township of Audenshaw, and parish of Ashton-under-Lyne, in the said county palatine of Lancaster, and thence passing through or into the several parishes, townships, hamlets, districts, or places of Mottram-in-Longdendale, Stockport, Dukinfield, Stayley, and Stayley-bridge, all in the county palatine of Chester; and Ashton-under-Lyne, Audenshaw, and Ashton-under-Lyne, all in the county palatine of Lancaster, and to terminate at or near the Huddersfield-canal, in the town of Stayley-bridge, in the township of Stayley aforesaid. And notice is also hereby given, that application will be made to Parliament, at the same time, for power to be given by the said Act to deviate from the line or lines laid out on the map or plan of such intended railway or railways, to the extent of one hundred yards on either side of such line or lines so laid out as aforesaid.

*Thomas James Parker, George Wells, Sheffield: Hadfield and Grave, Manchester.*

#### Union Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, to be passed into an Act, for the making and maintaining a railway or railways with a branch therefrom, with all proper works and conveniences attached thereto, for the passage of waggons and other carriages; which said railway or railways will commence at or near the three and a quarter mile-post placed by the side of the Clarence Railway, and adjoin, enter into, and communicate with the Clarence Railway, situate in the township and parish of Billingham, and extended to, pass over, through, or into the several townships, hamlets, or places of Billingham, Wolviston, Coopen-Bewley, Newton-Bewley, Greatham Hospital, which is extra-parochial, Greatham, Seaton Carew, Stranton, Hart, Throston, Hartlepool, East Field and Golden Flatts, in the parishes of Billingham, Great-ham, Stranton and Hart, all in the county of Durham, and to adjoin to, connect with, and enter into and terminate in a railway made and laid by the Hartlepool Dock and Railway Company, on an embankment dividing the Slake and Tide Harbour; and that it is intended to lay a branch railway from and out of the said proposed railway or railways to be called the Seaton Branch Railway, to commence in a field now occupied by Joseph Gardner, and terminate in a field now occupied by William Hall, both which fields are in the townships of Seaton Carew or Stranton, and in the parish of Stranton, all in the county of Durham. And that it is intended to deepen the said Slake, and with the excavation therefrom to raise an embankment thereupon, for the purposes of laying a railway or railways and erecting staiths, wharfs, and other conveniences thereon, and to cut through the embankment which divides the Slake and Tide Harbour of Hartlepool, and to build and erect in the said cut another lock for the passage of vessels into and out of the said Slake and Tide Harbour, provided the Hartlepool Dock and Railway Company shall not do so when required by the Union Railway Company. That it is intended to take powers to deviate one hundred yards on either side of the intended railway or railways and the

branch therefrom. And that it is also intended to take powers to levy on each vessel loading coal or other articles brought upon or delivered on the Union Railway, or into the said Slake, a sum of one shilling and four-pence, being the ancient rate paid for the maintenance of the Sea or Town Wall of Hartlepool and other purposes; and also to levy one penny for each fifty tons register of and from every vessel so loading and delivering as aforesaid, for the use and maintenance of the Hartlepool life-boat and payment of the men employed therein. And that it is intended to take powers by the said Act, to levy tolls, rates, and duties on waggons or other carriages conveying merchandize, minerals, and passengers, not exceeding three farthings per ton per mile on coal, stone, lime, and manure, and two-pence per mile for each passenger using or passing upon the said railways. And that it is intended to take powers to raise money for the purposes of the said Act, by the creation of shares or by some other mode to be provided for by the said Act.—Dated Hartlepool, this 8th day of November 1836.

*Christopher Tennant.*

#### Gloucester and Bristol Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to make and maintain a railway, with proper works and conveniences connected therewith, commencing by a junction with the Cheltenham and Great Western Union Railway, at or near a certain road or lane, in the parish of Moreton otherwise Moreton Valence, in the county of Gloucester, and numbered 7 on the plan and book of reference of the said Cheltenham and Great Western Union Railway, deposited with the Clerk of the Peace for the said county of Gloucester; and also by another junction with the said Cheltenham and Great Western Union Railway, at or near a certain other road or lane, in the parish of Stonehouse, in the same county of Gloucester, numbered 59 on the said plan and book of reference of the said Cheltenham and Great Western Union Railway, deposited with the said Clerk of the Peace for the said county of Gloucester, and terminating at or near a certain spot at the west end of Castle-green, near to the junction of Castle-green with Narrow Wine-street and Castle Mill-street, within the Castle Precincts, in the city of Bristol, and county of the same city.

And also a branch railway from the said first mentioned railway, commencing at or near a certain place called Lower Easton, in the parish of Saint George, in the county of Gloucester, near a gate there called the Sugar-loaf Gate, and terminating by a junction with the Great Western Railway, at or near the Floating-harbour, in the out parish of Saint Philip and Jacob, in the said county of Gloucester; which said railway and branch railway is or are intended to be made in, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places of Standish, Moreton otherwise Moreton Valence, Oldend, Stonehouse, King Stanley, Eastington otherwise Easton, Frocester, Coaley, Gossington, Slimbridge, North Nib-

ley, Upper Cam, Lower Cam, Draycott, Uley, Cam, Breadstone, Lorridge, Leonard Stanley otherwise Stanley Saint Leonard's, Dursley, Stinchcomb, Newport, Alkington, Wick, Whitehall, Stone, Berkeley, Huntingford, Falfield, Thornbury, Rockhampton, Tortworth, Cromhall, Leggan, Cromhall Abbots, Cromhall, Wichwar, Itchington, Tytherington, Rangeworthy, Thornbury, Lateridge, Iron Acton, Frampton Cotterell, Stoke Gifford, Hambrook, Winterbourne, Stapleton, Saint George, Saint Paul, Saint Philip and Jacob, or some of them, all in the county of Gloucester; and Saint Paul, Saint Philip and Jacob, Saint Peter, the Castle Precincts, and Saint James, or some of them, in the said city of Bristol and county of the same city.

And notice is hereby also given, that powers will be applied for in the said Bill to deviate from the several lines of the said intended railway and branch railway, for the making of which respectively, powers are so intended to be applied for as aforesaid, as the same will be defined in the said intended application to Parliament, to any extent not exceeding one hundred yards on either side of such lines.

And notice is hereby also given, that power will be applied for in the said Bill, to divert and alter, in such cases where it may be expedient or necessary, the course of the several turnpike roads passing through or into the several parishes, townships, and extra parochial and other places before mentioned, any or either of them.

And it is also further intended to apply for powers by the said intended Bill, to purchase land and form stations or depôts in the several parishes, townships, and extra parochial and other places of Stroud, South Hamlet, Barton Saint Mary, Barton Saint Michael, Saint Catherine, Wotton, or some of them, in the county of Gloucester; Saint Catherine, Saint Owen, and Saint Mary de Lode, or some of them, in the city of Gloucester and county of the same city; and Alstone and Cheltenham, in the county of Gloucester.—Dated this 1st day of November, 1836.

*John Chadborn, Edward Weedon, Gloucester,  
Solicitors for the Bill.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a navigable cut or canal, from and out of a certain cut or canal called the Stourbridge Navigation, commencing at or near the Leys iron-works, situate at or near a certain place called Brockmoor otherwise Brockmore, in the parish of Kingswinford, in the county of Stafford, and terminating by a junction with the Birmingham Canal Navigations, at or near a place called Coseley Moors, in the parish of Sedgley, in the said county of Stafford; which said first-mentioned cut or canal is intended to pass from, through, or into the several parishes, townships, and extra parochial or other places of Kingswinford, the Leys, Brierley Hill, Brockmoor otherwise Brockmore, Bromley, Tiled House, Corbyn's Hall, Common Side, Shnt End, the Oak, Sedgley, Lower Gornal, Gornal Wood, the Straights otherwise the Straits, Cotwall End, Turner's Hill, Moden Hill, Upper Gornal, Woodseton otherwise Woodcotton, High

Ercal, Coseley, Parkes' Hall, Littleworth, Water Mill, Coseley Moors, Tipton otherwise Tibbington, and Bloomfield, or some or one of them, in the said county of Stafford: also to make and maintain a branch cut or canal, from and out of the said first-mentioned cut or canal, commencing at or near a certain field in the occupation of Susannah Westwood, situate at or near Bromley, in the parish of Kingswinford, in the county of Stafford aforesaid, and terminating at or near a certain field called Stoney Field, in the occupation of Messrs. Parrish and Company, situate near the Standhills, in the parish of Kingswinford, in the said county of Stafford, and passing from, in, through, or into, the several parishes, townships, and extra parochial, or other places of Kingswinford, Bromley, Tiled House, and Standhills, or some or one of them, in the said county of Stafford: and it is intended to apply for power by the said Act to take for the purposes of the said first-mentioned cut or canal, and branch cut or canal respectively, the waters of the Stourbridge Navigation, and of the Birmingham Canal Navigations, and of the several brooks and streams flowing therein respectively, or so much thereof as may be necessary, and to make and construct all such reservoirs, locks, ponds, and other works, erections, and buildings as may be necessary or convenient for the purposes of the said first-mentioned cut or canal, and branch cut or canal respectively, and the barges, boats, or vessels navigating the same, and to purchase and hold lands for the purposes thereof, and to levy and take tolls for the use of the said first-mentioned cut or canal, and branch cut or canal respectively, and the conveniences connected therewith.—Dated the 3d. day of November, 1836.

*Roberts and Crompton, Stourbridge, Solicitors for the Bill.*

#### Exeter, Plymouth, and Devonport Railway.

**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 or Bills for making and maintaining a railway or railways, with proper warehouses, wharfs, landing places, stations, bridges, and other works and conveniences attached thereto or connected therewith, commencing by a junction with the Bristol and Exeter Railway near the city of Exeter, in certain fields, closes of land, or garden or nursery ground, situate on the south western side of the new basin and wharfs, in the parish of Saint Thomas the Apostle, in the county of Devon, and near the said basin and wharfs, and terminating in the parish of Saint Andrew, in the borough of Plymouth, in the said county of Devon, in or near certain pieces of land situate on the western side of a street called Octagon-street, and between two roads or ways called respectively the Union-road and Stonehouse-lane respectively, leading from Plymouth aforesaid to the township of East Stonehouse, in the said county of Devon. And which said railway or railways is or are intended to be made in, and to pass from, in, through, into, over and along the several parishes, townships, chapelries, tythings, and extra parochial and other places of Saint Thomas the Apostle, Alphington, Exminster, Kenn, Powderham, Kenton, Starcross, Mamhead, Ashcombe, Dawlish, East Teignmouth, West Teign-

mouth, Bishopsteignton, Kingsteignton, Teigngrace, Highweek, Newton Abbot, Newton Bushel, Woolborough, Coombintinhead otherwise called Coom, beinteignhead, Haccombe, Holcombe, Coffinswell Kingskerswell, Abbottskerswell, Ipplepen, Torbryan, Broadhempston, Littlehempston, Staverton, Dartington, Totnes, Harberton, Rattery, Dene Prior otherwise called Dean Prior, Diptford, North Huish, South Brent, Ugborough, Modbury, Harford, Cornwood, Ermington, Yealmpton, Brixton, Plympton Maurice, Plympton Earle, Plympton Saint Mary, Eggbuckland, Lairy Green, Lairy Farm, Lipson Meadows, Compton Gifford, Charles, Weston Peverell or Penny-cross, Stoke Damerell, East Stonehouse, and Saint Andrew, or some of them, in the county of Devon; and also that it is intended to take power by the said Bill or Bills, to divert or vary the line or respective lines of the said railway or railways to the extent of one hundred yards on either side of such line or lines; and also that it is intended to take power to divert, alter, or vary the line of all or any of the several turnpike and other roads delineated on the map or plan, and mentioned in the book of reference deposited with the Clerk of the Peace for the county of Devon, and which said roads pass from, through, or into the several parishes, townships, chapelries, tythings, and extra parochial and other places hereinbefore mentioned, or some of them; and that it is intended also to take power to authorise the taking of such tolls, fares, dues, rates, rents, and sums of money as shall be mentioned in the said Bill or Bills.

And notice is hereby likewise given, that it is intended to apply for powers to divert such navigable rivers, canals, streams or running waters as may be required to be diverted for the construction or formation of such railway or railways as aforesaid, and that it is intended to abandon or relinquish so much of the present rivers, canals, streams, or running waters as shall or may be rendered unnecessary or useless by reason of such diversion or diversions as aforesaid, or any of them.—Dated this 10th day of November 1836.

*Whiteford and Pym, Lockyer and Bulteel, Plymouth; Charles Brutton, Ralph Sanders, Exeter, Solicitors for the Bill.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, explain and enlarge all or some of the powers and provisions of an Act passed in the sixth and seventh year of the reign of his present Majesty, intituled "An Act for making a Railway from Manchester to Leeds," and that it is intended to obtain by the said Bill, power to enable the Company incorporated by the said Act to make such variations, alterations, and deviations of or in the line of the said railway as laid down and described in the plans and books of reference thereto, which in the said recited Act are mentioned to have been deposited with the several Clerks of the Peace for the county palatine of Lancaster, for the west riding of the county of York, and for the borough of Leeds, as are hereinafter mentioned, namely, one of such variations commencing in a certain field in the township of Moston, in the parish of Manchester, and numbered 1 in the

said plans and books of reference, and terminating in a certain field in the township of Chadderton, in the parish of Prestwich-cum-Oldham, numbered 46 in the said plans and books of reference; another of such variations commencing in the said field numbered 46 in the said last-mentioned township, and terminating in a field in the township of Hopwood, in the parish of Middleton, numbered 12 in the said plans and books of reference; another of such variations commencing in the said field numbered 12 in the said last mentioned township, and terminating in a certain woody piece of ground in the township of Blatchinworth and Calderbrooke, in the parish of Rochdale, numbered 70 in the said plans and books of reference; another of such variations commencing in the said woody piece of ground numbered 70 in the said last mentioned township, and terminating in a certain garden in the township of Todmorden and Walsden, in the parish of Rochdale, numbered 53 in the said plans and books of reference; another of such variations commencing in the said garden numbered 53 in the said last mentioned township, and terminating in a field in the same township numbered 98 in the said plans and books of reference; another of such variations commencing in the said field numbered 98 in the said last mentioned township, and terminating in a wood, in the township of Erringden, in the parish of Halifax, numbered 2 in the said plans and books of reference; another of such variations commencing in the said wood numbered 2 in the said last mentioned township, and terminating in a field in the said last mentioned township numbered 17 in the said plans and books of reference; another of such variations commencing in the said field numbered 17 in the said last mentioned township, and terminating in a certain field in the township of Elland-cum-Greetland, in the said parish of Halifax, numbered 12 in the said plans and books of reference; another of such variations commencing in a certain field in the township of Thornhill, in the parish of Thornhill, numbered 202 in the said plans and books of reference, and terminating in a certain piece of land in the township of Horbury, in the parish of Wakefield, numbered 104 in the said plans and books of reference; which said several variations will extend or pass into or through the several parishes, townships, hamlets or places of Manchester, Moston, Prestwich, Oldham, Prestwich-cum-Oldham, Chadderton, Tonge, Thornham, Hopwood, Castleton, Middleton, Rochdale, Butterworth, Wuerdale and Wardle, Wardleworth, Blatchinworth, Blatchinworth and Calderbrooke, Littleborough, Todmorden, Walsden, otherwise Todmorden and Walsden, all in the county palatine of Lancaster, or some of them, and also through or into the several parishes, townships, hamlets, or places of Todmorden, Stansfield otherwise Stansfield-cum-Routanstell otherwise Stansfield-cum-Blackshaw, Langfield, Erringden, Hebden-bridge, Heptonstall, Mytholmroyd, Wadsworth, Midgley, Warley, Sowerby, Sowerby bridge, Halifax, Norland, Skircoat, Stainland, Barkisland, Southovram, Elland otherwise Elland-cum-Greetland, Mirfield, Hopton, Shitlington, Dewsbury, Thornhill, Thornhill-lees, Ossett otherwise Ossett-cum-Gawthorpe, Horbury, Ossett and Horbury, Horbury-bridge, Thornes, Alverthorpe-cum-Thornes, and Wakefield, all in the west riding of the county of York, or some of them; and that it is also in-

tended to obtain power by the said Bill to abandon or omit such portions of the said railway within the several parishes, townships, or places of Manchester, Moston, Prestwich, Oldham, Prestwich-cum-Oldham, Chadderton, Tonge, Thornham, Hopwood, Castleton, Middleton, Rochdale, Littleborough, Butterworth, Blatchinworth, Blatchinworth and Calderbrooke, Todmorden, Walsden otherwise Todmorden and Walsden, all in the county palatine of Lancaster, or some of them; and also within the several parishes, townships, or places of Todmorden, Stansfield otherwise Stansfield-cum-Routanstell otherwise Stansfield-cum-Blackshaw, Langfield, Errinden, Hebden-bridge, Heptonstall, Mytholm Royd, Wadsworth, Midgley, Warley, Sowerby, Sowerby-bridge, Halifax, Norland, Skircoat, Elland otherwise Elland-cum-Greetland, Dewsbury, Thornhill, Thornhill-lees, Shitlington, Horbury, and Wakefield, all in the west riding of the county of York, or some of them, as by reason of the said alterations and variations will be rendered useless or unnecessary; and to make, construct, and maintain a railway or railways, with proper works and conveniences connected therewith, in, upon, over or along such diverted, varied or altered portion of the said original line of the said Manchester and Leeds Railway, and to take such lands as may be necessary for that purpose.

And notice is hereby also given, that it is intended to obtain power by the said Bill to deviate from the line or course of each of the said several variations or alterations in the said railway, to any extent not exceeding one hundred yards on either side of such line; and that it also intended to obtain power by the said Bill to make, for the purposes of the said railway, a deviation in the course of the Rochdale canal, commencing in a certain field, in the said township of Todmorden and Walsden, numbered 59 in the said plans and books of reference, and terminating in a certain field, in the said township of Todmorden and Walsden, numbered 66 in the said plans and books of reference, and to abandon such portions of the said canal, within the said township of Todmorden and Walsden and parish of Rochdale, as by reason of the said deviation in the course of the said canal will be rendered useless or unnecessary; and notice is hereby also given, that in the said Bill provision will be made for altering or amending such parts of any of the several Acts relating to or in anywise concerning the said Rochdale canal, passed in the thirty-fourth, the fortieth, the forty-fourth, the forty-sixth, and the forty-seventh years of the reign of His late Majesty King George the Third, as may be necessary for completing the deviation hereinbefore mentioned or referred to in the line or course of that canal, and for making the the same Acts applicable to such deviation when made; and notice is hereby also given, that it is intended to obtain power by the said Bill to make certain deviations, for the purposes of the said railway, in the course of the River Calder as follows, that is to say, one of such deviations being within a field, in the said township of Erringden and parish of Halifax, number 1a in the said plans and books of reference, commencing and terminating in the same field; another of such deviations being in the township of Wadsworth, in the said parish of Halifax, commencing in a certain field, in the same

township, which lies on the north east side of a field; in the township of Erringden, in the same parish, numbered 17 in the said plans and books of reference, and terminating in a field, in the said township of Wadsworth, lying on the north east side of a field, in the township of Erringden aforesaid, numbered 20 in the said plans and books of reference; another of such deviations, being also in the said township of Wadsworth, commencing in a field, in the same township, lying on the north east side of a field, in the township of Erringden aforesaid, numbered 26 in the said plans and books of reference, and terminating in a field, in the said township of Wadsworth, lying on the north side of a field, in the said township of Erringden, numbered 28 in the said plans and books of reference; another of such deviations, being in the township of Midgley, in the said parish of Halifax, commencing in a certain field, in the same township, numbered 14, and terminating in a field, in the same township, numbered 12 in the said plans and books of reference; another of such deviations, being within a field, in the said township of Midgeley, numbered 8 in the said plans and books of reference, and commencing and terminating in the same field; another of such deviations, being in the said township of Midgley, commencing in a field, in the same township, numbered 5, and terminating in another field, in the same township, numbered 3 in the said plans and books of reference; and another of such deviations, being in the township of Warley, in the said parish of Halifax, commencing in certain land lying on the south side of a mill, in the same township, in the possession of Samuel Smith and William Smith, or one of them, and numbered 15, and terminating in a field adjoining thereto, in the same township, numbered 13 in the said plans and books of reference.—Dated this 9th day of November 1836.

*J. B. Brackenbury, Solicitor, Manchester.*

**N**OTICE is hereby given, that it is intended to apply during the next session of Parliament for leave to bring in a Bill to alter, amend, and enlarge the powers of an Act, passed in the fourth year of the reign of His present Majesty King William the Fourth, intituled "An Act for erecting, establishing, and maintaining a market, in the parish of Saint George the Martyr, in the borough of Southwark, in the county of Surrey."

*Glasgow Water.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for the better supplying with water the city of Glasgow, and the suburbs and places adjacent to the said city, in the county of Lanark, the town or burgh of Hamilton, and places adjacent thereto, the village of Cambuslang, and the town or burgh of Rutherglen, and places adjacent thereto, all in the county of Lanark, or some of them; for which purpose it is intended to apply for power in the said Bill or Bills to divert, take, use, and bring water from the Pow-

millon Burn and the River Avon, or either of them, at a place or places near to the town or village of Strathaven, in the parish of Avondale otherwise Strathaven, in the county of Lanark, or from the River Avon, at a place or places near the village of Stonehouse, in the parish of Stonehouse, in the county of Lanark, or from other sources of water in the districts adjoining the said several places, or some of them, and in the said parishes and county; also to apply for power in the said Bill or Bills to make and construct cuts, channels, feeders, catch-drains, reservoirs, aqueducts, bridges, steam engines, or other engines, and all other necessary works and conveniences, and to take and purchase lands for the purposes foresaid, and also to open and lay down pipes in or under and otherwise use the several streets, lanes, squares, passages, and other places of the said city of Glasgow, suburbs and places adjacent thereto, village of Cambuslang, and town or burgh of Rutherglen and places adjacent thereto, or some of them, for the purpose of distributing the said water in and through the same; which lands, streets, lanes, squares, passages, and other places are situated, and which cuts, channels, feeders, catch-drains, reservoirs, aqueducts, bridges, and other works are intended to be made and constructed in, and will pass from, through, or into the following parishes, city, towns, burghs, and other places, or some of them, viz. the parishes of Avondale otherwise Strathaven, Stonehouse, Glassford, Hamilton, Saint John's Hamilton, Blantyre, Cambuslang, the town or burgh of Hamilton, the barony parish of Glasgow, Calton, Shettleston, Saint Stephen's, Anderston, Saint Mark's, Hope-street, Milton, the city and parish of Glasgow, the parishes of Saint George's, Saint Enoch's, Saint David's, Saint Mary's or Tron, Blackfriars' or College, Saint John's, Saint Andrew's, Saint James's, Inner High Church, Outer High Church or Saint Paul's, Saint Thomas's, Saint George's in the Fields, Albion-street, Saint Ann's, Saint Peter's, Saint Columba, Duke-street, and Bridgegate, all in the county of Lanark, and the parish and town or burgh of Gorbals, the parishes of Kirkfield-Gorbals, and Govan, and parish and town or burgh of Rutherglen, and new Church Parish-Rutherglen, in the counties of Lanark and Renfrew, or one of them; and it is also intended to apply for power in the said Bill or Bills to take, receive, and recover rates and rents for the water to be supplied to the said city of Glasgow, suburbs and places adjacent thereto, burgh of Hamilton and places adjacent thereto, village of Cambuslang, and town or burgh of Rutherglen and places adjacent thereto, or some of them; and also so far as may be necessary to assess, levy, and recover a rate or rates of assessment upon the inhabitants of the said last mentioned city towns, or burghs, and other places, or some of them, and upon all inhabited and other houses and buildings, shops, warehouses, mills, manufactories, yards, lands, and other heritages situated therein; and it is also intended to apply for power in the said Bill or Bills to purchase the Glasgow Water Works and the Cranstonhill Water Works, or either of them, and to enable the Glasgow Water Works Company and the Cranstonhill Water Works Company, or either of these Companies, to sell their respective



works, and to transfer the powers vested in them by the Acts of Parliament herein after mentioned, or any of them; and for that purpose to explain, repeal, alter, or amend the following Acts of Parliament, or the Acts therein recited, viz. an Act, passed in the forty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for supplying the city and suburbs of Glasgow with water;" and another Act, passed in the fifty-ninth year of the reign of His said late Majesty, intituled "An Act for altering and enlarging the powers of an Act, passed in the forty-sixth year of the reign of His present Majesty, intituled 'An Act for supplying the city and suburbs of Glasgow with water;'" and an Act, passed in the forty-eighth year of the reign of His said late Majesty King George the Third, intituled "An Act for the further supply of the city and suburbs of Glasgow, and places adjacent, with water;" and also two other Acts enlarging and altering the powers thereof, passed in the fifty-sixth and fifty-ninth years of the reign of His said late Majesty, the one intituled "An Act to enable the Company of Proprietors of the Cranstonhill Water Works to raise more money for the further supply of the city and suburbs of Glasgow, and places adjacent, with water;" and the other intituled "An Act to enable the Company of Proprietors of the Cranstonhill Water Works to improve their works;" which works, to be purchased as aforesaid, are situated in the barony parish of Glasgow, the parishes of Calton, Shettleston, Saint Stephen's, Anderston, Saint Mark's, Hope-street, Milton, the city and parishes of Glasgow, the parish of Saint George's, Saint Enoch's, Saint David's, Saint Mary's or Tron, Blackfriars' or College, Saint John's, Saint Andrew's, Saint James', Inner High Church, Outer High Church or Saint Paul's, Saint Thomas, Saint George's in the Fields, Albion-street, Saint Ann's, Saint Peter's, Saint Columba, Duke-street, and Bridgegate, or some of them, all in the county of Lanark; and the parish and town or burgh of Gorbals, the parish of Kirkfield-Gorbals, the parish of Govan, and parish and town or burgh of Rutherglen, and new Church Parish-Rutherglen, or some of them, in the counties of Lanark and Renfrew, or one of them; and it is also intended to apply for such further and other powers and provisions in the said Bill or Bills as may be considered necessary or expedient for the purposes before mentioned.—Dated 11th November 1836.

*Murray and Galloway, Glasgow; Richardson and Connell, Fludryer-street, Westminster.*

#### Glasgow Water.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for the better supplying with water the city of Glasgow, and the suburbs and places adjacent to the said city, in the county of Lanark; for which purpose it is intended to apply for power in the said Bill or Bills to divert, take, use, and bring water from the river or stream called the North Calder, and the river or stream called the Luggie, or one of them, at a place or places at or near to Aitkenhead, in the parish of Bothwell, in the county of Lanark, and from the

loch called Hogganfield Loch; in the barony parish of Glasgow and county of Lanark, or from one or other or more of the said sources, or from other sources of water in the districts adjoining the said several places, or some of them, and in the same parishes and county; also to apply for power in the said Bill or Bills to make and construct cuts, channels, feeders, catch drains, reservoirs, aqueducts, bridges, steam engines, or other engines, and all other necessary works and conveniences; and to take and purchase lands for the purposes aforesaid; and also to open and lay down pipes in or under, and otherwise use, the several streets, lanes, squares, passages, and other places of the said city of Glasgow, suburbs, and places adjacent, for the purpose of distributing the said water in and through the same; which lands, streets, lanes, squares, passages, and other places, are situated, and which cuts, channels, feeders, catch drains, reservoirs, aqueducts, bridges, and other works, are intended to be made and constructed in, and will pass from, through, or into the following parishes, city, towns, burghs, and other places, or some of them, viz. the parishes of Old Monkland, Crosshill, Bothwell, the barony parish of Glasgow, Shettleston, Calton, Saint Stephen's, Anderston, Saint Mark's, Hope-street, Milton, the parish and city of Glasgow, the parishes of Saint George's, Saint Enoch's, Saint David's, Saint Mary's or Tron, Blackfriars' or College, Saint John's, Saint Andrew's, Saint James', Inner High Church, Outer High Church or Saint Paul's, Saint Thomas', Saint George's in the Fields, Albion-street, Saint Ann's, Saint Peter's, Saint Columba, Duke-street, and Bridgegate, all in the county of Lanark; the parish and town or burgh of Gorbals, the parishes of Kirkfield-Gorbals, and Govan, in the counties of Lanark and Renfrew, or one of them.

And it is also intended to apply for power in the said Bill or Bills to take, receive, and recover rates and rents for the water to be supplied to the said city of Glasgow, suburbs, and places adjacent thereto; and also, so far as may be necessary, to assess, levy, and recover a rate or rates of assessment upon the inhabitants of the said city, suburbs and places adjacent, and upon all inhabited, and other houses and buildings, shops, warehouses, mills, manufactories, yards, lands, and other heritages situated therein; and it is also intended to apply for power to purchase the Glasgow Water Works, and the Cranstonhill Water Works, or either of them, and to enable the Glasgow Water Works Company, and the Cranstonhill Water Works Company, or either of these Companies, to sell their respective works, and to transfer the powers vested in them by the Acts of Parliament hereinafter mentioned, or any of them; and for that purpose to explain, repeal, alter, or amend the following Acts of Parliament, or the Acts therein recited, viz. an Act passed in the forty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for supplying the city and suburbs of Glasgow with water;" and another Act, passed in the fifty-ninth year of the reign of His said late Majesty, intituled "An Act for altering and enlarging the powers of an Act, passed in the forty-sixth year of the reign of His present Majesty, intituled 'An Act for supplying the city and suburbs of Glasgow with Water;'" and an Act,

passed in the forty-eighth year of the reign of His said late Majesty King George the Third, intituled "An Act for the farther supply of the city and suburbs of Glasgow and places adjacent with Water;" and also two other Acts, enlarging and altering the powers thereof, passed in the fifty-sixth and fifty-ninth years of the reign of His said late Majesty, the one intituled "An Act to enable the Company of Proprietors of the Cranstonhill Water Works to raise more money for the farther supply of the city and suburbs of Glasgow, and places adjacent, with Water," and the other intituled "An Act to enable the Company of Proprietors of the Cranstonhill Water Works to improve their works;" which works to be purchased as aforesaid, are situated in the barony parish of Glasgow, the parishes of Calton, Shettleston, Saint Stephen's Anderston, Saint Mark's, Hope-street, Milton, the city and parish of Glasgow, the parishes of Saint George's, Saint Enoch's, Saint David's, Saint Mary's or Tron, Blackfriar's or College, Saint John's, Saint Andrew's, Saint James's, Inner High Church, Outer High Church or Saint Paul's, Saint Thomas's Saint George's in the Fields, Albion-street, Saint Ann's, Saint Peter's, Saint Columba, Duke-Street, and Bridgegate, or some of them, all in the county of Lanark; and the parish and town or burgh of Gorbals, the parish of Kirkfield-Gorbals, the parish of Govan, and parish and town or Burgh of Rutherglen, and New Church Parish-Rutherglen, or some of them, in the counties of Lanark and Renfrew, or one of them; and it is also intended to apply for such farther and other powers and provisions in the said Bill or Bills as may be considered necessary or expedient for the purposes before-mentioned.—Dated the 11th November 1836.

*Murray and Galloway, Glasgow; Richardson and Connell, Fludyer-street, Westminster.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for lighting with gas the several parishes, townships, hamlets, precincts, liberties, and extra parochial places following, that is to say, the parishes of Saint Mary Matfellow Whitechapel, Saint Dunstan Stepney otherwise Stebonheath, Saint Botolph Aldgate Without, Saint George in the East, Saint John Wapping otherwise Saint John at Wapping, Saint Paul Shadwell otherwise Chadswell, Saint Ann Limehouse, All Saints Poplar, Saint Matthew Bethnal-green, Christchurch Spitalfields, Saint John Hackney, Saint Leonard Shoreditch, Saint Mary Stratford-le-bow, Saint Botolph Bishopsgate-without, and Saint Leonard Bromley, the hamlets of Mile-end New Town, and Mile-end Old Town, and Ratcliff, the precincts of Welleclose, Trinity Minories, the liberties of the Old Artillery Ground, and Norton Falgate, all in the county of Middlesex; and for imposing certain rates or duties to be taken in respect thereof.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act, under the London Parochial Union-Water Works, for the better supplying with good and wholesome water the inhabitants of the cities of London and Westminster, and the borough of Southwark, and the adjacent parishes, in the

counties of Middlesex, Kent, and Surrey, upon such terms and conditions as may from time to time be agreed upon; and for making, constructing, and maintaining water works, conduits, aqueducts, and all proper works and conveniences connected therewith; and for laying mains and other pipes in or through any of the streets, squares, lanes, courts, passages, roads, commons, grounds, and places in or about the said cities; and to use, exercise, and employ all necessary ways and means for conveying such water to serve and supply the said inhabitants; and, for that end, break up pavements and grounds, and dig and sink for laying, amending, and repairing the pipes from time to time, and afterwards fill up the same, and making good such damages as might be occasioned thereby; and that such supply of water shall possess the following advantages, viz.—1. The quality shall be in that state of purity as to be in every respect unobjectionable.—2. The quantity shall be unlimited.—3. The supply shall be delivered to the tenants in a manner so satisfactory as to prevent complaints as to defective supply.—4. That in cases of fire the supply shall be ample, efficient, and at hand to check and subdue the flames in the beginning.—5. That a saving to the rate-payers may be effected of nearly one-half of the present charge.—The supply of water for each parish may be under the immediate management and controul of the parochial or other local authorities.

*D. Currie, Secretary, No. 20, Regent-street, Saint James's.*

London, 22d November 1836.

#### United Kingdom General Railway Company.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act under the name of the United Kingdom General Railway Company, for making, constructing, and maintaining a line or lines of railways, with all proper works and conveniences connected therewith, in or through any lands, grounds, commons and places in any part or parts of the United Kingdoms of England, Scotland, and Ireland, provided always that the land-owners, occupiers, or other person or persons locally interested in any specific line of railway shall have given their consent in writing, before any measures are taken towards laying and constructing such railway; and it is intended that every line or lines of railways undertaken to be completed by the said Company, shall be made, constructed, maintained, and worked upon a principle by which nearly one half the capital now required may be saved, besides many other important advantages unattainable by the present system of railways.

*D. Currie, Secretary, 20, Regent-street, Saint James's.*

London, November 22, 1836.

#### Knightsbridge Market.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act to make, establish, and maintain a market, with all proper erections, buildings, approaches, and other conveniences connected

therewith, to be called the Knightsbridge-market, the same to be situate within the parishes of Saint Mary Abbott's Kensington, and Saint Margaret Westminster, or one of them, in the city and liberties of Westminster, and in the county of Middlesex, at or near to a certain place, called Knightsbridge-green, situate at Knightsbridge, nearly opposite the end of Sloane-street, being the intended termination of a projected line of railway, in extension of a certain railway authorised by an Act, passed in the last session of Parliament, and called the Birmingham, Bristol, and Thames Junction Railway, communicating with the London and Birmingham and Great Western Railways, at or near Holsden green, in the county of Middlesex aforesaid.

And it is intended to apply for power, by the said intended Act, to purchase and hold lands and buildings for the purposes of the said market, and to raise money towards the establishment and maintenance of the same, and also to levy and raise such rates and tolls for the use of the said market, and the conveniences connected therewith, as to Parliament shall seem meet.—Dated this 11th day of November 1836.

*Henry Whitehead, Roy, Blunt, Duncan, and Johnston, Solicitors for the Bill.*

#### London Collier Docks.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill or Bills to authorize the making, constructing, and maintaining of certain Wet Docks, for the reception of ships, barges, lighters, and other craft and vessels, and for ballasting, loading, and unloading the same, together with proper basins, piers, sluices, drains, cuts, channels, locks, feeders, wharfs, warehouses, approaches, roads, avenues, and other works, erections, and conveniences, connected therewith or adjoining thereto, to be situated in the parishes of Saint Mary at Rotherhithe, otherwise Redriffe, in the county of Surrey; Saint Paul, Deptford, in the counties severally of Kent and Surrey, in such parts of the said parish of Saint Paul, Deptford, as lie in either of the said counties, and Saint Nicholas Deptford, in the said county of Kent, or in some or one of the same parishes respectively; and which said docks are intended to be called "The London Collier Docks." And by the said Bill or Bills, it is intended to take power to make, construct, and maintain certain cuts, canals, or navigable water ways, from the said docks or works aforesaid, to the river Thames, one or more of which said cuts, canals, or water ways, is intended to open into and communicate with the river Thames, between a certain place now or lately known by the name of Wells' Ship Yard, in the said parish of Saint Mary, at Rotherhithe, otherwise Redriffe, and the Victualling Office, in the parish of Saint Paul, Deptford, aforesaid, passing through part of the said parishes of Saint Mary at Rotherhithe, otherwise Redriffe, and Saint Paul, Deptford, in such part thereof as lies within the county of Kent, severally aforesaid, or one of them; another whereof is intended to open into and communicate with the river Thames, between the

parish church of the said parish of Saint Mary, at Rotherhithe, otherwise Redriffe, and a certain public landing-place therein, called Hanover Stairs, and passing wholly through the said last-mentioned parish; and another whereof is intended to open into and communicate with the river Thames, between a certain landing-place called Mill Stairs, and a certain other landing-place called Fountain Stairs, both in the said parish of Saint Mary Magdalen, Bermondsey, and passing partly through the parish of Saint Mary, at Rotherhithe, otherwise Redriffe aforesaid, and partly through the said parish of Saint Mary Magdalen, Bermondsey, or through one of them. And by the said Bill or Bills, it is proposed to take power to make, construct, and maintain certain roads, ways, and land-way passages, communicating and in connection with the said docks, and the said cuts, canals, and water-ways or works aforesaid, or all or any or either of them; and which said roads, ways, and land-way passages, are intended to pass through or into the several parishes before-mentioned, or some one or more of them; and in particular to make, construct, and maintain a certain road, street, way, or landway communication, leading from the said docks or works before-mentioned, across or near or adjoining to a certain place called Galley Wall, up, to, and opening into a certain road or way, called by the name of the Grange Road or the Bull and Butcher Road, situate in the respective parishes of Saint Mary Magdalen, Bermondsey, Saint Giles, Camberwell, and Saint George the Martyr, in the said county of Surrey, or some or one of them, and near to a certain turnpike-gate at the southern extremity of such last-mentioned road, called the Green Man Gate; together with certain branch or side roads, ways, or passages, connecting the said road, street, way, or communication, so as last aforesaid proposed to be made, with the Old Kent Road, in the said parish of Saint Giles, Camberwell, in one or more places between the turnpike last aforesaid and the bridge thereon, crossing the Grand Surrey Canal, and with the Blue Anchor road, in the said parish of Saint Mary Magdalen, Bermondsey, in one or more places between a certain lane called Manor Lane, and a certain turnpike called the Fort Place Gate, or some or one of them. And to take power and authority to pave, light, watch, cleanse, drain, and otherwise maintain such last-mentioned road, street, or way, so as last aforesaid proposed to be formed, and the several branches connected therewith; and for that purpose to levy, raise, and assess such rates, dues and duties, as may be needful and necessary for the same, or otherwise to seek such other powers to maintain and support the same, as by the said Bill or Bills may be provided. And for the carrying on and executing the several purposes and works aforesaid, and all others connected therewith, it is by the said Bill or Bills proposed and intended to apply for power to make, use, and apply the water of the river Thames, and to purchase, take, rent, or use all and every or any of the docks, basins, locks, quays, canals, cuts, aqueducts, reservoirs, waters, works, lands, buildings, tenements, hereditaments, and premises, and all or any rights, interests, and appurtenances whatsoever,

belonging to or vested in the company of proprietors of the Grand Surrey Canal, the Commercial Dock Company, and the directors of the East Country Dock Company, or the company of proprietors of the same or any of them; and to alter, enlarge, divert, or extend the powers and authorities given to the said companies and directors, or any of them, by the several or respective Acts of Parliament, under or by which the same are formed or regulated, and to enable such several companies and such directors as aforesaid, or some or any or either of them, to enter into such treaty, arrangement, or agreement, as in and by the said Bill or Bills may be authorized or directed, or may be thereby provided. And further for the several works and purposes by the said Bill or Bills intended to be effected, it is proposed to take power to alter or vary or to divert the course of the several under-mentioned roads, streets, or ways, or some or all or any of them, that is to say, Grove-street, George-street, and a certain portion of the Bermondsey, Rotherhithe, and Deptford roads, lying between the Earl Sewer and the Black Horse Bridge, in the said parish of Saint Paul Deptford, in such part thereof as lies in the county of Kent; High-street, the Plough Bridge road, and such part of the Bermondsey, Rotherhithe, and Deptford roads as lies between Rotherhithe Workhouse and the Earl Sewer, and also such part thereof as lies between the north end of Trinity-street and the Plough Turnpike Gate in the parish of Saint Mary at Rotherhithe otherwise Redriffe aforesaid; the Level or Blue Anchor road, and a certain part of the Bermondsey, Rotherhithe, and Deptford roads lying between Saint James's Turnpike Gate and Mill Pond Bridge in the said parish of Saint Mary Magdalen Bermondsey, or some or one or all or either of them; also to divert or alter the course of certain sewers, drains, streams, or water-courses called or known by the names of the Earl Sewer or Sluice in the said parishes of Saint Mary at Rotherhithe otherwise Redriffe, and Saint Paul Deptford, the King's Mill Pond or Stream, in the said parish of Saint Mary at Rotherhithe otherwise Redriffe, and the Duffield Sewer or Sluice in the said parish of Saint Mary Magdalen Bermondsey, or all or any or either of them, and certain other sewers, drains, streams, or water-courses, situate in all or any or either of the several parishes last aforesaid; and to construct, make, form, and maintain certain bridges or communications across or over any or either of such roads, streets, ways, passages, sewers, drains, streams, or water-courses as aforesaid. And also to authorize the purchase of and from, and the sale by, the several parties or bodies having the controul of the same, of such part of any of the public roads, streets, or ways, or sewers, drains, streams, or water-courses, as for the said before-mentioned works, or any of them, may be required, and by the said Bill or Bills be provided. And it is also proposed by such Bill or Bills aforesaid to take power to make, construct, form, and maintain, in all or any or either of the said several or respective parishes or places aforesaid, all such wharfs, quays, basins, warehouses, locks, floodgates, reservoirs, and other works, conveniences, and appurtenances, as may, in connection with all or any of the purposes thereof, and for the

better and more effectual completion of the same, be necessary and expedient, or by the said Bill or Bills may be provided.

And further it is by the said Bill or Bills intended to take power to raise, assess, levy, and impose all such tolls, dues, rates, and duties, for the use of the said docks, or any of the works aforesaid, by the said Bill or Bills sought to be formed, made, constructed, and maintained, or any of them, or in connection therewith, and to alter, vary, increase, or enlarge the rates, tolls, dues, and duties allowed or permitted in or by the several and respective Acts of Parliament under or by which the said Company of Proprietors of the Grand Surrey Canal, the Commercial Dock Company, and the East Country Dock Company, or any of them, are formed or regulated, as by the said Bill or Bills may be set forth or directed, authorized, or provided.—Dated November 12th, 1836.

*John Curling*, Southwark,  
Solicitor for the Bill or Bills.

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 enable the London and Croydon Railway Company, or a company to be incorporated by the said bill, to make and maintain a new line of railway, with proper works and conveniences connected therewith, commencing by a junction with the London and Croydon Railway, in the parish of Croydon, in the county of Surrey, passing from thence, from, through, or into the several parishes, townships, and extra parochial or other places of Croydon, Beddington, Wallington, Carshalton, Sutton, Cheam, North Cheam, West Cheam, East Cheam, Cuddington, Chessington, otherwise Chessington Ewell and Epsom, all in the said county of Surrey, and terminating in the said parish of Epsom, and in which Bill power will be applied for to deviate from the line of the said new line of railway as laid down on the plan to be deposited with the clerk of the peace for the said county of Surrey, to any extent, not exceeding one hundred yards on each side thereof; and in which Bill provision is intended to be made to alter, amend, and enlarge the powers and provisions of two several Acts, one passed in the fifth year of the reign of his present Majesty King William the Fourth, entitled "An Act for making a railway from Croydon to join the London and Greenwich Railway, near London," and the other passed in the sixth and seventh years of the reign of his said present Majesty, intituled "An Act to enable the London and Croydon Railway Company, to provide a station and other works in the parish of Saint Olave, in the borough of Southwark, in the county of Surrey, and to amend the Act relating to the said railway."—Dated this 10th day of November 1836.

*Burchell and Kilgour*, 24, Red Lion-square.

Hull, Lincoln, and Nottingham Railway.

NOTICE is hereby given, that an application is intended to be made to Parliament in the next session, for leave to bring in a Bill, for making, constructing, and maintaining a railway, to be called

“the Hull, Lincoln and Nottingham Railway” to commence at or near a place called New Holland, in the parish of Barrow-upon-Humber, in the county of Lincoln, by the side of the river Humber, and to terminate at or near a meadow, called or known by the name of the West Croft, in the parish of Saint Mary, in the town and county of the town of Nottingham. And to make and maintain a viaduct or bridge or other means for communicating or carrying the said railway across the river Witham, at or near to a place called Stamp-end-Lock, in the parish of Saint Swithin, in the city of Lincoln.

And, also, to make and maintain another viaduct or bridge, for carrying the said railway across the river Trent, at or near a place called Farndon, in the parish of Farndon, and to or near a place called the Ferry-house, in the parish of Rolleston, both in the county of Nottingham.

And, also, to make and maintain a Ferry or Dock, at or near to a place called New Holland, in the parish of Barrow-upon-Humber, in the said county Lincoln.

And, also, to make and maintain a ferry or dock, at or near to a place called the Potteries, in the parish of the Holy Trinity, in the town and county of the town of Kingston-upon-Hull.

And, also, to make and maintain a pier, port, harbour, or jetty, at or near the said place, called New Holland, in the parish of Barrow-upon-Humber, in the county of Lincoln aforesaid.

And, also, to make and maintain a pier, port, harbour, or jetty, at or near the said place called the Potteries, in the parish of the Holy Trinity, in the town and county of the town of Kingston-upon-Hull; together with all other bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, docks, quays, roads, and other works, material or necessary to the said railway, or for the more complete use and enjoyment thereof.

And which said railway is intended to pass and be made from, into, and through the parishes, townships, and extra-parochial, and other places following, or some of them, that is to say.—Barton-upon-Humber, Goxhill, East Halton, Thornton Curtis, Thornton-upon-Humber, North Killingholme, South Killingholme, Ulceby, Kirmington, Croxton, Melton Ross, Barnetby-le-Wold, Wrawby, Bigby, Kettleby, Cadney, Howsham, Cadney-cum-Howsham, Somerby, Searby, Owmby, Searby-cum-Owmby, North Kelsey, South Kelsey, Halton-le-Moor, Holton-cum-Beckering, Thornton-le-Moor, North Owersby, South Owersby, Usselby, Kirkby, Osgodby, Kirby-cum-Osgodby, Kingebury, West Rasen, Middle Rasen, Topholme, Middle Rasen Drax, Toff, Newton-by-Toff, Faldingworth, Cold Hanworth, Sparford, Snelland, Welton, Dunholme, Stainton, Reasby, Newbold, Scothern, Nettleham, Sudbrook, Barlings, Langworth, Reepham, Fiskerton, Cherry Willingham, Greetwell, and Washingborough, all in the county of Lincoln.

Liberty of the Monks, otherwise Monks Leys—

Saint Swithin, Saint Mary-le-Wigford, Saint Mark's, Saint Peter's (at Gowts), Saint Botolph, and Canwick Common, all in the city of Lincoln. Canwick, Canwick Common, Bracebridge, Waddington, Harrington, Skellingthorpe, Boultham, North Hykeham, otherwise North Hyckham, Thorpe-on-the-Hill, Aubourn, Haddington, Thurlby, Bassingham, Norton Disney, and Stapleford, all in the county of Lincoln.

South Collingham, Langford, Winthorpe, Codrington-cum-Osgathorpe, Newark-upon-Trent, Newark Toney, East Stoke, Hawton, Farndon, Kelham, Averham, Staythorpe, Rolleston, Fiskerton, Morton, Bleasby, Gibmere, otherwise Gibmeer, Thurgarton, Hoveringham, Gonalston, Lowdham, Caythorpe, Gunthorpe, Burton Joyce, Bulcote, Gedling, Stoke, Bardolph, Carlton, Colwick, Snenton, the King's Meadows, and Lenton, all in the county of Nottingham, and Saint Mary's, in the town and county of the town of Nottingham.

And it is also intended to apply for power to be granted by the said Bill, to authorize the deviating from the line of the said intended railway, as laid down in the plan intended to be deposited in pursuance of the standing orders of Parliament, to the extent of ten yards on either side of the said line in cities or market towns, and one hundred yards on either side of the said line in any another place. And, also, for taking of such fares, tolls, dues, rates, and sums of money as shall be mentioned in the said Bill, and for purchasing and holding lands, tenements, and hereditaments, in either of the said several parishes, townships, or extra-parochial and other places, and elsewhere, for the purposes aforesaid.

*Williams and Bethell*, Solicitors for the Bill, No. 14, Lincoln's Inn Fields, in the county of Middlesex.

**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 alter, amend, enlarge, and extend the powers and provisions of two several Acts of Parliament, the one passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled “An Act for making and maintaining a railway or tramroad from the River Soar, near the West-bridge, in or near the borough of Leicester, to Swannington, in the county of Leicester, and four branches therefrom;” and the other passed in the third year of the reign of His present Majesty, intituled “An Act to enable the Company of Proprietors of the Leicester and Swannington Railway, to execute additional works and branches, and for altering and amending the powers of the Act relating to the said Railway; and to enable the said Company to raise a further sum of money by creating additional shares, or otherwise, for the purpose of paying off the mortgages, bonds, and other debts granted or contracted by the said Company.—Dated this 9th day of November 1836.

## Londonderry and Enniskillen Railway.

NOTICE is hereby given, that it is intended to apply, in the next session of Parliament, for leave to bring in a Bill or Bills, and to obtain an Act for making, constructing, and maintaining a railway or railways, tramroad or tramroads, with branches therefrom, (for the conveyance of goods and passengers by locomotive engines or otherwise,) with proper station houses, offices, warehouses, wharfs, landing places, tunnels, bridges, and suitable and commodious erections, edifices, roads, ways, communications, conveniences, and all other necessary works, which may be required and connected therewith, for the passages of coaches, chaises, waggons, carts, and steam or other carriages and engines: which said railway or railways, tramroad or tramroads, (to be called "the Londonderry and Enniskillen, Railway,") is or are intended to commence at or near the three following places in the suburbs of the city of Londonderry, or some or one of them, that is to say, at or near William-street, between Rosville-street and the corner of the Cow-Bog, in a yard belonging to the representatives of the late Adam Crompton, and now in the occupation of Robert M'Clelland, running from thence across Fahan-street to the banks of the river Foyle, below Foyle Hill; at or near Foyle-street, in the Orchard commonly called the old Pear-tree Orchard, belonging to and now in the occupation of James M'Crea, Esquire, running from thence under Bridge-street to the bank of the river Foyle, below or near the place called the rope walk; and at or near the toll gate at the bridge across the river Foyle aforesaid, and running from thence along the slob or bank of the said river; all which hereinbefore mentioned places are situate in the suburbs of the city of Londonderry, parish of Templemore, and city and county of Londonderry. And which said railway or railways is or are intended to terminate at or near to the bridge across the branch of Lough Erne on the east side of the town of Enniskillen, in the parish of Enniskillen and county of Fermanagh. And such railway or railways is or are intended to be made or pass from the said before mentioned points of commencement, or some, or one of them, from, in, through, into, over, along or upon, the several towns, townships, townlands, parishes, counties or places following, or some of them, or some parts thereof; that is to say, the suburbs of the city of Londonderry, the several townships or townlands of Londonderry, Edenballymore, Ballymagowan, Termonbacca, Ballongry, and Mullennan; the parish of Templemore; all situate in the city and county of Londonderry aforesaid. And the several townships or townlands of Drumnashear, Glasmullen, Whitehouse, Carrigans, Cloghfin, Dundee, Saint Johnstown, Tullyowen, Moymore, Nethertown, Mongavlin, Cuttymanhill, Carrickmore, Porthall, Glenfad, Druminaw, Gortgranagh, Kilnpark, Coolatee, Edenmore, Roughan, Drumboy, Lifford Bog, Lifford, Common, Lifford town parks, and Coneyburrow; and the several parishes of Killea, Taughboyne, and Clonleigh; all which said townlands and parishes are situate in the county of Donegal. Also the several townships or townlands of Magirr, Castletown, Carricklee, Ballycolman, Ballyfatten, Liggartown, Seein, Camus, Lisky, Liscreevagh-an,

or Clady-Sproul, Mulvin, Knockroe, Bunderg, Urbalreagh, Tirmegan, Miltown, Lisnatunny Glebe, Birnaghs, Pubble, Newtownstewart, Croshballinree, Moyle Glebe, Grange, Bloomry, Altdoghal, Lislapp, West, Lurganboy, Ballykeel, Beltany, Carrigans, Gortinagin, Castletown, Killinure, Tantramurry, Tattracconnaghty, Mountjoy, Forest West Division, Tully, Lisnagirr, Lislimnaghan, Straughroy, Bunynubber, Conywarren, Mullaghmenagh Lower, Mullaghmenagh Upper, Gortmore, Gortrush, Cornabracken, Deer Park (M'Cormick,) Culmore, Lammy, Ballygowan, Rylands, Fireagh (Thompson,) Fireagh (Cochrane,) Loughmuck (Alcorn,) Fireagh (Gardinear,) Loughmuck (Wallace,) Creevangan (White,) Mullaghmore, Rakeeragh, Creevanmore (Crosby,) Crucknamona, Clanabogan lower, Drudgeon, Blacksessagh, Riverstown, Dunnamona, Skreen, Glennan, Tattysallagh, Aghadulla, Mullawinny, Shannaragh, Mullaghbane, Curly, Kildrum, Gardrum, Polfore, Aghlisk, Magheragart or Sesiaghs, Magheragart (Donnell,) Mulnagoagh, Drumskinny, Galbally, Esker, New Park, Drumardnagross, Dergany (Maguire,) Dergany (Neville,) Shanmullagh East, Crossan, Keenogue, Carran, Stranagummer, Lisnahanna, Corlea, Loughterush, Corkhill, Kilskeery Glebe, Corkragh and Drumsonnus; and the several parishes of Urney, Camus, Ardstraw, Cappagh, Drumragh, Donacavey, Dromore, and Kilskeery; all which said townlands or townships and parishes are situate in the county of Tyrone. Also the several townships or townlands of Magheracross, Craghan, Salloon, Drumgreen, Drumrainy, Bellanamallard, Drummurry, Drumkeen, Salry, Kilgortnaleague, Drumcullion, Mullaghmeen, Gortalougan, Drumgay, Rakeelan Glebe, Levaghly, Aughaward, Cross, Carran, Drumclay, Kilmacormick, Cornagrade, Tonystick, and Enniskillen; and the several parishes of Magheracross, Derryvullan, Trory, and Enniskillen; all which said townships or townlands and parishes are situate in the county of Fermanagh.

It is also intended to apply for the insertion of a power or provision, or powers or provisions in said Bill or Bills, to deviate (if necessary) from the proposed line laid out for said railway or railways, to any distance not exceeding one hundred yards to each side thereof.

And also for powers to make branch railway or railways, tramroad or tramroads from the several parts of the said line to or towards the town or places called Strabane and Omagh, or one of them; that to or towards Strabane diverging or branching off from the said intended main line of railway in the townland of Magirr, in the parish of Urney, and passing from, in, through, over, into, along or upon the townships or townlands of Magirr and Ballycolman, in the said parish of Urney, or one of them, or some part thereof, and terminating at the river Mourne, at or near to the bridge over said river to the town of Strabane; all said places being situate in the county of Tyrone aforesaid; and the intended branch to or towards Omagh diverging or branching off from the said intended main line of railway, and passing from, in, through, over, into, along or upon the several townships or townlands and parishes, or places following, or some of them, or some parts

thereof, that is to say, the several townships or townlands of Bunynubber, Conywarren, Mullaghmenagh Upper, Gortrush, Gortmore, and Meetinghouse hill, and the parishes of Cappagh and Drumragh, and terminating in the said townland of Gortmore, at or near to the town of Omagh; all which said townships or townlands, parishes or places, are situate in the county of Tyrone aforesaid.

And also for like powers of deviation in respect to the lines laid out for said branch railway or railways, as above-mentioned, with respect to the main line.

It is also intended to apply for powers in the said Act, to authorize the taking such fares, tolls, rates, dues, rents, or sums of money as shall be mentioned in the said Act, and to take, levy, and receive the same; and also to erect and rails stations and houses, and all other necessary edifices, buildings, and conveniences requisite for the purposes of said railway or railways, branch railway or railways; and also for purchasing and holding lands, tenements, buildings, hereditaments; and other property within the said several cities, boroughs, towns, parishes, townships, townlands, suburbs, liberties, districts, counties, and other places for the purposes of the said Act; together with all other powers and provisions customary in undertakings of a similar nature.—Dated this 7th day of November, 1836.

*Matthew Anderson, Archibald M'Gorkell,*  
Solicitors for the said Bill,  
No. 29, Lower Gardner-screet, Dublin,  
and Londonderry.

**N**OTICE is hereby given, that application will be made to Parliament in the next session for leave to bring in a Bill for making and maintaining a navigable cut or canal from Lapworth, in the county of Warwick, to Stoke Bruerne, in the county of Northampton, such navigable cut or canal to commence at or near Lapworth-street, in the parish of Lapworth aforesaid, by means of a junction with the Stratford on Avon Canal Navigation, and to terminate at or near the south end of a certain tunnel called the Blisworth Tunnel, in the parish of Stoke Bruerne aforesaid, by means of a junction with the Grand Junction Canal Navigation, and to be made in, and passed from, through, or into the several parishes, townships, and places of Lapworth, Kingswood, Packwood, Harborough Bank, Rowington, Claverdon, Baddesley Clinton, Pindley, Langley, Wroxall, Mouseley End, Honiley, Hatton, Shrewley, Beansal, Haseley, Budbrook, Warwick, Saint Mary Warwick, Saint Nicholas Warwick, Saint John Warwick, Leek Wotton, Emscote, Guy's Cliffe, Hill Wotton, Woodcote Heath, Milverton, Edmondscott, Lillington, Leamington Priors, Radford Semele, otherwise Radford Simele, Tachbrook, Mallory, Kenilworth, Balkington, Ashow, Bericote, Chesford, Stoneleigh, Blakedon, Cubbington, otherwise Cubington, Weston, Weston under Weatherley, Hunningham, Offchurch, Wappenbury, Bascote, Thorpe, Print Hill, Snowford, Eathorpe, Long Itchington, Stoney Thorpe, Westend, Newfields,

Ufton, Harbury otherwise Harberbury, Southam, Ladbroke, Hödnell, Lower Radbourne, Upper Radbourne, Watergall, Chapel Ascote, Priors Marston, Priors Hardwick, Wormleighton, Cropredy, Mollington, Claydon, Prescott, Wardington, Upper Wardington, Williamscoth otherwise Wilscot, Coten, otherwise Cotes, Aylesbridge, and Stoneton, or some of them in the said county of Warwick; Cropredy, Mollington, Claydon, Prescott, Wardington, Upper Wardington, Williamscoth, otherwise Wilscot, Coten, otherwise Cotes, Clattercut, Aylesbridge, Stoneton, Great Bourton, and Little Bourton, or some or one of them in the county of Oxford; and Wormleighton, Stoneton, Lower Boddington, Upper Boddington, Aston Le Walls, Aston Appletree, Chipping Warden, Aylesbridge, Wardington, Upper Wardington, Prescott, Williamscoth, otherwise Wilscot, Claydon, Cropredy, Clattercut, Edgcott, Dunsmoor, Arbury Banks, Warden Hill, Black Grounds, Thenford, Gretworth, Marston, Saint Lawrence, West Farnden, Hinton, Westthorpe, Byfield, Trafford, Culworth, Culworth Grounds, Thorpe Mandeville, Stuchbury, otherwise Stuttesbury, Sulgrave, Codlington, Moreton Pinkeney, Helmedon, Blakesley, Woodend, Kirby Green Park, Plumpton, Weedon Lois, otherwise Weedon Pinkeney, otherwise Weston, otherwise Loys Weedon, Weedon, Millthorpe Pinkeney, Syresham, Wappenham, Slapton, Astwell, Fawcote, Braden, Abthorpe, Fosote, Challock, otherwise Charlock, Pattishall, Astcote, Coldhigham, Panlers Pury, Heathencote, Blisworth, Towcester Coldecote, otherwise Coldicote, Wood Burcott, Handley, otherwise Hanley, Greens Norton, Duncote Tiffield, Easton, Neston, Hulcote, Shewdesley Priory, otherwise Sewardesley Priory, Stoke Bruerne, Shuttlehanger, Alderton, Grafton Regis, Twyford Hellidon, Church Charwelton, Woodford Cum Membris, and Eydon, or some of them in the said county of Northampton.

And notice is hereby also given, that in the said Bill, powers will be contained for making and maintaining all proper and sufficient reservoirs, aqueducts, feeders, basins, locks, and other works, and conveniences connected with the said cut or canal in the parishes, townships, and places hereinbefore mentioned or some of them. And notice is hereby also given that it is intended to divert into the said cut or canal or into some or one of the reservoirs or aqueducts connected therewith, the water from the said Stratford on Avon Canal Navigation for the purpose of supplying the said intended cut or canal with water. And it is also intended to take powers by the said Bill for supplying the said cut or canal, and reservoirs and other works respectively with water, from such brooks, springs, streams, and other sources as will be delineated or described in and upon a certain plan of the said proposed works, intended to be deposited with the clerks of the peace for the counties of Warwick, Oxford, and Northampton respectively.—Dated the 10th day of November, 1836.

*Ingleby and Wragge, Birmingham; Bar-  
endale, Tatham, Upton, and Johnson,  
and Bell and Steward, London; Solicitors  
for the Bill.*



NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to authorise and empower the Durham Junction Railway Company, established by an Act of Parliament passed in the fourth year of the reign of His Majesty King William the Fourth, intituled, "An Act for making and maintaining a railway from the Hartlepool Railway near to Moorsley, to the Stanhope and Tyne Railroad in the township of Usworth, all in the county of Durham," to extend and enlarge the railway authorised to be made by the said recited Act, by making and maintaining two branch railways or tramroads, with proper warehouses, wharfs, quays, landing places, bridges, and other works and conveniences adjoining thereto, or connected therewith, and also carriages, properly constructed, to be propelled thereon by locomotive steam engines or other sufficient power, for the passage of waggons, carts, and other carriages, horses, cattle, and passengers; the one of the said branch railways commencing at or upon the line of the Durham Junction Railway, in an arable field now or late in the occupation of John Beckwith, situate within the township of Morton, in the parish of Houghton-le-Spring, in the county of Durham, and extending to, or passing through, or into, or made within the several parishes of Houghton-le-Spring and Saint Giles, otherwise Gillegate, all within the said county of Durham, and extending through, or into, or made within the several townships, hamlets, or places following, namely:—Morton, East Rainton, West Rainton, Moore House, Pittington, and Saint Giles, otherwise Gillegate, or some of them, and terminating in or near to a garth or garden in the occupation of John Steel, situate within the precincts of the borough of Durham, and on the north side of and near to a certain street called Saint Gilesgate, otherwise Gillegate; and the other of the said branch railways or tramroads, commencing upon the line of the said Durham Junction Railway, in a pasture field, situate within the township of Bourn Moor, in the said parish of Houghton-le-Spring, and in the occupation of Ralph Wylam, and passing through, or into, or made within the said parish of Houghton-le-Spring, and the several townships, hamlets, or places of Bourn Moor, Newbottle, and Houghton-le-Spring, or some of them, and terminating in a field belonging to Mr. George Robinson, and in the occupation of Charles Pentney Skinner, situate in the said township of Houghton-le-Spring, in the said parish of Houghton-le-Spring, in the said county of Durham, and near to a certain public carriage road or lane leading from Houghton-le-Spring to Newbottle, and called Newbottle Lane; in which said Act provisions are intended to be made for levying, collecting, and taking certain tolls and duties for passage along the said intended branch railways or tramroads, and for the use of the said warehouses, wharfs, quays, landing places, works, and conveniences, and for raising money to carry the said intended Act into execution by the creation of additional shares in the said Company, called the Durham Junction Railway Company, or by borrowing money, or otherwise; and powers will be obtained for diverting the course of the several streams, brooks, or rivulets, in the lines of the said intended branch railways or tramroads as may be found necessary;

and powers will also be applied for to deviate from the lines laid out for the said intended branch railways or tramroads to any extent not exceeding one hundred yards on either side of such lines.—  
Dated the 10th day of November 1836.

*Clayton and Dunn,  
Bawby, Snowball, and Bawby,*

#### Cork and Cove Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making, constructing, and maintaining a railway, or railways, branch railway or railways, with proper warehouses, wharfs, landing places, tunnels, bridges, and suitable and commodious erections, works, roads, communications and conveniences adjoining, and attached thereto, or connected therewith, for the passage of coaches, chaises, waggons, carts, and steam, or other carriages, which said railway or railways is or are intended to commence at or near the lot of ground in the possession of William Edward Penrose, Esq., lying between Alfred Street and King Street, in the parish of Saint Ann, Shandon, in the county of the city of Cork, and which said railway or railways is, or are intended to terminate at or near the eastern end of the Strand, lying between White Point and the quay of John Smith Barry, Esq., being in the Great Island within the parish of Clonmell, in the barony of Barrymore, and county of Cork, and a branch of which railway is intended to commence near the boat house of Thomas George French, Esq., on the Strand, near the demesne of the said Thomas George French, called Marino, in the parish of Clonmell, barony of Barrymore, and county of Cork, and to terminate at or near the north side of the square, in the town of Cove, in the county of Cork; and the houses occupied by Edward Long, Timothy Hallman, and Francis Lamb, being in the parish of Clonmell, barony of Barrymore, and county of Cork, and which said railway or railways, and the said branch thereof, is, or are intended, to pass into, or through the several parishes, towns, townships, town lands, baronies, and places following, that is to say: the lands of Ballynemought, Penroses, Marsh, Drings Marsh, the strand or slab in part taken in and built upon, and in part covered by the tide at high water, lying between the high road leading from Cork to Glanmire, and the channel of the river Lee, in the parishes of Saint Ann Shandon and Rathcoony, in the county of the city of Cork; and also in or through the strand or slab lying between the causeway leading from Glanmire to Dunkettle, and the channel of the river Lee, and also in or through the south side of the little island and the slab, or strand adjoining thereto, and in and through the respective lands of Wallinstown, Ballatrasna, and Courtstown, in the united parishes of Rathcooney, Cahirlog, and Little Island, in the barony of Barrymore, in the county of Cork; and also in, through, and across the slab and channel lying between the lands of Carrigrenan, in the Little Island, and the lands of Marina, in the Great Island, and also in and through the said lands of Marina, the lands of Old Court, the lands of Donnegaul, the lands of Ballyleary, the lands of

Ballyvoloon, and the lands of Kilgarvan, in the parish of Clonmell, in the barony of Barrymore, and county of Cork, and also in and through part of the lands of Kilgarvan, in the parish of Templeroobin, in the barony of Barrymore and county of Cork, and also in and through the lands of Ballynoe, the lands of Colloye, the lands of Ringacoulter, and the lands of Ringaman, in the said parish of Clonmell, in the barony of Barrymore, and county of Cork.

And notice is hereby also given, that it is intended to apply for powers to authorize the taking of such fares, dues, tolls, rates, and sums of money, as shall be mentioned in the said Act, and also for purchasing and holding lands, tenements, and hereditaments, for the purposes of the said undertaking within the above mentioned places, and also for deviating to the extent of one hundred yards from any part or parts of the several lines of the said intended railway or railways, or branches thereof, as delineated upon the plans or maps thereof, to be deposited in reference to the application to be made to Parliament for such Act.—Dated this, 17th day of November, 1836.

*Julius C. Bernard, Cork, and  
Lecky, Young & Murdock, 7, New Palace Yard,  
Westminster, London, Solicitors for the Bill.*

#### St. George's Harbour and Railway.

**NOTICE** is hereby given, that application is intended to be made to Parliament, in the ensuing session for an Act or Acts, for making, constructing, and maintaining a harbour, with all necessary works and conveniences, by a sea-wall or breakwater, between the Great Orme's Head and Little Orme's Head, in Llandudno Bay, in the parish of Llandudno, in the county of Caernarvon; also for making, constructing, and maintaining a railway, with all necessary works and conveniences, for the passage of waggons, carts, and other carriages, to commence at or near to the Great Orme's Head, in the said parish of Llandudno, and thence passing from, through, or into the several parishes, townships, hamlets, liberties, or places of Llandudno, Llanrhos, Llysaen, Is-y-iffordd, Pant, Isallt, Penmaen, and Rhwng-y-ddwoffordd, or some of them, in the said county of Caernarvon; Llandrillo-rhos, Llanddulas, and Abergele, or some of them, in the county of Denbigh; Rhyl, Rhydylan, Dyserth, Prestatyn, Meliden, Llanasa, Gronant, Gwespyr, Picton Whitford, Bychton, Eden-owen, Mostyn Holywell, Greenfield Bagillt, Colegill, Cilben, Flint North, Kelsterton, Wepre, Golfyn, Leadbrook Major, Leadbrook Minor, Hawarden, Sealand, Shotton, Aston, and Saltney, or some of them, in the county of Flint; Saint Mary's on the Hill, Handbridge, Saint Bridget otherwise Saint Bride's, Saint John the Baptist, Saint Oswald otherwise Saint Werburgh, and Great Boughton, in the city and county of the city of Chester; Hoole, Little Boughton, Huntington, Great Boughton Littleton, Christleton, Rowton, Saughton Waverton, Hatton, Newton Cotton Edmonds, Cotton Hook or Cotton Abbots, Foulke Stapleford, Tattenhall, Golburn Belton, Beeston, Clotton Hoofield, Tiverton Peckforton, Bunbury, Spaurstow, Alpraham, Haughton Wardle,

Handbridge, Cholmondeston, Stoke, Aston Juxta Mondrum, Poole, Leighton, Worleston, Woolstan Wood, Alvaston, Beam Heath, Church Coppenhall, Menks Coppenhall, Haslington, Shavington-cum-Greasy, Crewe, and Barthomley, all in the county of Chester; and terminating at or near the line of, and uniting with the railway from Liverpool to Birmingham, called "The Grand Junction Railway," within fifty yards north of the intersection, or intended intersection of that railway with the Nantwich and Sandbach road, in the township of Crewe, in the said parish of Barthomley, in the said county of Chester; and also to make a branch railway leading from and out of the said main line of railway, commencing at or near certain nursery ground, near Grosvenor Bridge, in the occupation of Joseph Jervis, in the parish of Saint Mary on the Hill, in the liberties of the city of Chester and county of the said city, and passing thence through, or into, the several parishes, townships, liberties, or places of Saint Mary on the Hill, and Saint Bridget, commonly called Saint Bride's, Spittal Boughton and Great Boughton, in the liberties of the said city, Saint John the Baptist, and Saint Oswald, in the said city of Chester and county of the same Christleton and Waverton, or one of them, in the said county of Chester, and terminating at or near Waverton Church, in the said parish of Waverton, in the said county of Chester, where it will again join the main line of railway. And also to take power in the said Act to deviate from the line of the said railway and branch, as the same is intended to be laid out on the plans thereof, to be hereafter deposited with the several clerks of the peace of the said counties, not exceeding one hundred yards on either side of the said line, save and except where the same is intended to pass through towns or lands covered with houses; and in such cases to an extent not exceeding ten yards, on either side of the said line. And it is likewise intended to take power in the same Act or Acts, to impose such rates, dues, or tolls, as shall be particularly specified in the said Act or Acts.

*Charles Pearson and Wilkinson,  
Parliamentary Agents and Solicitors,  
Guldball Yard, London.*

#### CONTRACT FOR PAINT INGREDIENTS, &c.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 4, 1836.

**THE** Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice, that on Thursday the 8th December next, at one o'clock they will be ready to treat with such persons as may be willing to contract for supplying His Majesty's several Dock-yards with

Colours, Turpentine, and Ingredients for making Paint, &c.

A form of the tender may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any noticed unless the party

attends, or an agent for him duly authorised in writing.

Every tender must be delivered at the above Office, and be accompanied by a letter addressed to the Secretary of the Admiralty, at Somerset-place, and signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £1000, for the due performance of the contract.

**CONTRACT FOR SHIP CHANDLERS' GOODS.**

Department of the Storekeeper-General of the Navy, Somerset-Place, November 2, 1836.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Thursday the 1st December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying His Majesty's Dock-yards at Woolwich, Chatham, and Sheerness, with

Ship Chandlers' Goods.

Patterns of the articles and a form of the tender may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any noticed unless the party attends, or an agent for him duly authorised in writing.

Every tender must be delivered at the above Office, and be accompanied by a letter addressed to the Secretary of the Admiralty, at Somerset-place, and signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £500, for the due performance of the contract.

**CONTRACTS FOR VARIOUS ARTICLES FOR HOSPITAL SERVICE.**

Department of the Physician-General of the Navy, Somerset-Place, November 17, 1836.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice,

that on Thursday the 1st December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into the Medical Stores at His Majesty's Victualling-yard at Deptford, all or any of the following articles, viz.

Calico, - - - -	5,000 Yards.
Flannel, - - - -	4000 Yards.
Linen, - - - -	200 Yards.
Pillow Cases, Ticken, - - - -	200 No.
Sheets, - - - -	800 Pairs.
Feathers, - - - -	1000 lbs.
Shirts, - - - -	1000 No.
Stockings, Worsted, - - - -	500 Pairs.
Towels, long, - - - -	200 No.
Towels, short, - - - -	100 No.
Blue Cloth Coats, - - - -	200 No.
Blue Cloth Waistcoats, - - - -	150 No.
Blue Cloth Trousers, - - - -	250 Pairs.
Brown Cloth Jackets, - - - -	150 No.
Brown Cloth Coats, - - - -	50 No.
Brown Cloth Waistcoats, - - - -	50 No.
Brown Cloth Trousers, - - - -	200 Pairs.
Serge Trousers, - - - -	200 Pairs.
Saucepans, Cast Iron, 2 Quarts, - - - -	50 No.
Saucepans, Cast Iron, 3 Pints, - - - -	100 No.
Saucepans, Cast Iron, 1 Pint, - - - -	100 No.
Basins, Pewter, - - - -	50 No.
Cups, Pewter, - - - -	50 No.
And sundry Tin Articles, according to samples.	

To be delivered within three calendar months from the day of treaty.

Samples of the articles and the conditions of the contracts may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty, nor any noticed, unless the party attends, or an agent for him duly authorised in writing.

Every tender must be delivered at the above Office, and be accompanied by a letter addressed to the Secretary of the Admiralty, at Somerset-place, and signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £25 per cent. on the value, for the due performance of the contracts.

All Letters must be post paid.

Printed at the Office, in Cannon-Row, Parliament-Street, by ROBERT GEORGE CLARKE, of the same place, and published, at the Office aforesaid, by FRANCIS WATTS, of No. 40, Vincent-Square, Westminster.

Saturday, November 26, 1836.

Price Two Shillings and Eight Pence.