



The London Gazette.

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MONDAY, NOVEMBER 28, 1836.

Westminster Market.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to establish, erect, and maintain a vegetable, fruit, and meat market, in the parishes of Saint Margaret and Saint John the Evangelist, in Westminster, or one of them; which said market is intended to be erected upon a site at or near and fronting a certain street or place called Strutton-ground, or Strutton-street, and extending to and including a certain street or place called Duck-lane, all in the said parishes of Saint Margaret and Saint John the Evangelist, or either of them; and it is also intended to apply for powers to be granted by the said Bill, to authorise the 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 within the said several parishes for the purposes aforesaid.

Charles Elkington, Solicitor, 6, Furnival's-inn.
November 9, 1836.

Doncaster, North Midland, and Goole Railway.

NOTICE is hereby given, that an application is intended to be made to Parliament in the next session, for an Act or Acts to make and maintain a railway or railways, with proper works, stations, and conveniences connected therewith, to commence at, and unite with, the line of the North Midland Railway near the point where the same crosses the road or highway from Kilnhirst to Swinton, near Kilnhirst, in the township of Swinton and parish of Wath-upon-Dearne, and thence to proceed through or into the several parishes, townships, and extra

parochial or other places of Wath-upon-Dearne, Swinton, Kilnhirst, Mexbrough, Dennaby, Conisbrough, Sprotbrough, Cadeby, Warmsworth, Balby-cum-Hexthorpe; Carr-House, Elm Field, Bennithorpe, and Doncaster, or some of them, all in the west riding of the county of York, to, and to terminate on the south side of, the street or place called the Horse-fair, in the town of Doncaster, and also at or near Bennithorpe, within the township and parish of Doncaster, all in the said riding; and to proceed forward from Bennithorpe aforesaid, through or into the several parishes, townships, and extra parochial or other places of Doncaster, Wheatley, Long Sandal, Wheatley-cum-Sandal, Armthorpe, Kirk Sandal, Barnby-upon-Dun, otherwise Barnby-Dun, Sand Bramwith otherwise South Bramwith, Hatfield, Stainforth otherwise Stamford, Kirk Bramwith, Bramwith Woodhouse, Braithwaite, Fishlake, Sykehouse, Snaith, East and West Cowick, Cowick-with-Snaith, Rawcliffe, Airmyn otherwise Armin, Hook and Goole, or some of them, all in the said west riding of the county of York, to and to terminate at or near the docks, in the town and port of Goole, in the said riding; in which Act or Acts it is intended to take powers, as well to divert and straighten the navigable River Dun at a certain bend in the same river where it adjoins Ward Wood, within the several parishes and townships of Cadeby, Sprotbrough, and Conisbrough aforesaid, or some or one of them, as also to deviate to the extent of one hundred yards from the line and from the several termini of the said intended railway or railways, as laid down in the plan thereof to be deposited with the Clerk of the Peace of the said riding.

Mason and Collinson, Doncaster; Henry Vickers, Sheffield; Solicitors.

Essex New Road.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a turnpike road, to be called the Essex New-road, to commence at or near 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.

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, chapelries, hamlets, Bierlows, districts, and places of Sheffield, Ecclesfield, Tankersley, Silkstone, Penistone, Wortley, Sheffield, Brightside Bierlow, Tankersley, Wortley, Ecclesfield, Bradfield, Silkstone, Hunsheif, Oxspring, Thurgoland, Penistone, Thurlstone, Langsett, Wadsley-bridge, Birley-carr, Oughtibridge, Outhwaite, Wharnccliffe-wood, Caricoates, 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, Tintwisk, 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 Paricer, George Wells, Sheffield: *Hadfield and Grave*, Manchester.

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

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 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 Brixthelmston, 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, Copthorne, or some of them, in the county of Surrey, and Worth, Copihorne, East Grinstead, West Hoathly, Balcombe, Ardingly, Horsted Keynes, Lindfield, Cuckfield, Wivelsfield, Chailey, Plumpton, Westmeston, Chiltington, 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, Kings-ton, near Lewes, Iford, 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.

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

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 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.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for 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 Cessington, 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, Earlham, and Hellesdon, in the said city of Norwich, and county of the same city; Hellesdon, Colney, Bowthorpe, Bawburgh, Marlingford, Barford, Easton, Colton, Honingham, East Tuddenham, Welborne, Hockering, Matishall, Matishall Bergh, North Tuddenham, Yaxham, Whin-

berg, 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, Crimplesham, West Dereham, Bexwell, West Ryston, Downham Market, Upwell, and Denver, all in the county of Norfolk; Nectmore, Bynniore, and Tuxmore Fen, March, Norwood Side, Norwood Gravel, Norwold Green, Coldham, Ladder's Fens, Wldersey, 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, Ufford, 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, Eggleton, Burley, Oakham, Langham, Ashwell, Whissendine and Teigh, all in the county of Rutland; Stapleford, Burton Lazars, Brentingby, Melton Mowbray, Kittleby, Eye, Sysonby, Kirby Bellars, Asfordby, Frisby, Rotherby, Brooksby, Holy Thrussington, Rearsby, Ratcliff, Sibley, 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 Odlin Taylor*, Norwich; Solicitors for the Bill.

NOTICE is hereby given, that it is intended, in the ensuing session of Parliament, to apply for an Act for the purpose of supplying the borough town of Boston and the parish of Skirbeck and places adjacent, in the county of Lincoln, with water, from certain springs at or near the parishes of East Keal and West Keal, and Toynton All Saints, in the said county of Lincoln, and from another spring or springs at or near the parishes of Bolingbroke Hareby or Mavis Enderby, in the same county, and conveying water from both, all, or either of the said springs by means of pipes or aqueducts laid therefrom, or from a reservoir or reservoirs to be formed

between the said springs and the said town of Boston, passing through the parishes or townships of East Keal, West Keal, Bolingbroke, Hagnaby, Spilsby, Toynton All Saints, Stickford, Stickney, Sibsey, Benington, Frithville, Fishtoft, and Skirbeck; and also forming a reservoir or reservoirs in or near the said borough town of Boston.—Dated this 21st day of November 1836.

Clarke and Friend, Howford-buildings, Fenchurch-street, London; *Holloway, Kenrick* and *Harwood*, Boston; Solicitors for the Bill.

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 make, build, and maintain, in the township of Tranmere, in the parish of Bebington otherwise Bebbington, in the county palatine of Chester, two or more wet docks, and two or more graving docks, with proper basins, canals, piers, warehouses, wharfs, shipping and landing places, bridges, sluices, and works, convenient and adjoining thereto or connected therewith, as the same are intended to be laid out on a plan hereafter to be deposited with the Clerk of the Peace for the said county of Chester, for the loading and discharging of all ships and vessels, and also all goods, wares, and merchandize, consigned to, loaded, and discharged at the port of Liverpool, in the county of Lancaster.

And in the said Act it is intended to take power to exempt all ships and vessels entering the said docks, or either of them, and also all goods, wares, and merchandize conveyed by, loaded and discharged into or from, such ships and vessels, from the payment of all dues and rates, charged and chargeable upon all ships, vessels, and goods entering the said port of Liverpool, other than and except the rates and dues paid, and of right payable for or in respect of the anchorage usually charged upon each such ship or vessel, and also for or in respect of the lights, buoys, and pilotage within the said port, and impose upon all vessels and goods entering the said docks, or either of them, such duties and rates as in the said Act so intended to be applied for will be particularly mentioned and set forth.—Dated this 10th day of November 1836.

Samuel Brittain, Jun. Solicitor, Chester.

NOTICE 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 enclosing certain meadow ground called the Eastcroft, in the parish of Saint Mary, in the town and county of the town of Nottingham; and so much of certain other meadow ground called the Westcroft, in the parish and town and county aforesaid as lies between the Nottingham Canal and the stream called the Tinkers' Leen; and so much (in addition) of the meadow ground on the south side of, and adjoining to, the said Tinkers' Leen, between the northernmost arch of the Seven Arch Bridge on the turnpike road there, called the Flood Road, and the south end of the Meadow Foot Bridge, lying next west of

the same as will form into a straight line the south boundary of that part of the land so intended to be enclosed, and which additional land is also situate in the parish and town and county aforesaid, and will contain one acre, more or less. And, for the purpose of improving the same several meadow grounds and the approaches therefrom to the said town, provision is intended to be made in the said Bill or Bills, to form and carry a canal from a point of the present Nottingham Canal, east of Carrington-street, in the said parish of Saint Mary, under the said Flood Road to a point in the said Nottingham Canal, north of the same Seven Arch Bridge, within the same parish; and also to make a deviation in the said Nottingham Canal, commencing on the east side of the Canal Bridge at the south end of Bridge-street, in the said parish of Saint Mary, and terminating at the Chain Pool, in the same parish; and also to make basins communicating with the said Nottingham Canal within the land now intended to be enclosed; also to build a bridge over the said Nottingham Canal and the Haling path, in a direct line towards Carrington-street, and to form a street from the said bridge to Canal-street, and further to make one or more other bridge or bridges from the said Westcroft over the said Nottingham Canal and Haling path to the northern bank of the said canal, and to form a street or streets from such last mentioned bridge or bridges to Canal-street aforesaid, and Leen Side, or one or both of them; and further, to make one or more bridge or bridges within the said Flood Road for the purpose of affording water communication between the said Eastcroft and Westcroft so intended to be enclosed; and also one or more bridge or bridges from the east side of the said Flood Road across the said Nottingham Canal and the Haling path, to and from the said Eastcroft; which said intended canal deviation, bridge or bridges, and street or streets, will all be situate in the said parish of Saint Mary, in the said town and county of the town of Nottingham; and in which Bill or Bills provision is also intended to be made to authorise water to be taken for the use of the said canal deviation and basins from the said Nottingham Canal.—Dated this 10th day of November 1836.

H. Enfield, Solicitor.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for making and maintaining a railway or railways, with all proper works and conveniences connected therewith, to commence 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 to terminate at or near Penge-common, in the parish of Battersea, in the said county of Surrey, which said railway or railways is or are intended to pass from, in, through, and into the several parishes, townships, and extra parochial and other places of Saint George the Martyr, in the borough of Southwark, Saint Mary Newington, Saint Giles Camberwell, Saint Paul Deptford, Walworth, Peckham, Streatham, Dulwich, Norwood, Saint Mary Lambeth, Croydon, Penge, and Battersea, or some of

them, in the county of Surrey; and Saint Paul Deptford, Lewisham, Sydenham, and Beckenham, or some or one of them, in the county of Kent.

And notice is hereby also given, that power will be applied for, in the said intended Act, to deviate in the construction of the said intended railway or railways, 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 Surrey and Kent respectively.—Dated this 10th day of November 1836.

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 and maintaining a navigable canal from and out of the Grand Junction Canal, in the parish of Rickmansworth, in the county of Hertford, near Watford, to and into the navigable cut from the said Grand Junction Canal to Paddington, near the embankment over the River Brent, and within the division of Apperton, in the parish of Harrow, and county of Middlesex; and which said intended canal will pass through or into the several parishes and townships or pieces of Croxley, Rickmansworth; Watford, Cassio otherwise Cashio, and Oxhey, all in the liberty of Saint Alban, in the said county of Hertford, and of Bushey, in the said county of Hertford; and of Pinner, Hatchend, Harrow, Greenhill, Kenton, Sudbury, Wembley, and Apperton, all in the said county of Middlesex, or some of them; together with a reservoir for supplying the same canal with water, situate in the said parish of Harrow, which said intended canal is proposed to be in part directly supplied with water from the said reservoir, and a feeder or aqueduct therefrom, to be made in the said parish of Harrow, and also with water passing directly from the said Grand Junction Canal, in the said parish of Rickmansworth, into the upper level of the said intended canal, and derivatively obtained by the Company of Proprietors of the said Grand Junction Canal, from their several reservoirs now supplying the said Grand Junction Canal and their navigable feeder therefrom, to Wendover, in the county of Buckingham, and situate in the several parishes, townships, hamlets, or places of Great Tring, Little Tring, and Wilstone, in the said county of Hertford, and of Marsworth, in the said county of Buckingham, and respectively called the Marsworth or Bulbourne Reservoir, the Stanhope End Reservoir, the Tringford Reservoir, and the Wilstone Reservoir, and a certain aqueduct, in the said parish of Wendover, supplying the said navigable feeder; and also a certain aqueduct, in the said parish of Great Tring, also supplying the said feeder; and also that it is proposed to apply for power in the said Bill to obtain a supply of water directly, into the said intended canal, from a reservoir belonging to the said Company, called the Aldenham Reservoir, situate in the parishes of Aldenham, in the said liberty of Saint Alban, and county of Hertford, and of Whitchurch, in the said county of Middlesex, by means of the aqueduct therefrom, into

the said Grand Junction Canal, in the said parishes of Bushey, Watford, and Rickmansworth, or one of them; and in which Bill power will be applied for to alter or divert the several turnpike roads following, viz. the turnpike road from Rickmansworth to Watford, in the said parishes of Rickmansworth and Watford, or one of them; the turnpike road from Rickmansworth to Stanmore, in the said parish of Pinner; the turnpike road from Harrow to Kenton, in the said parish of Harrow; and the turnpike road from Harrow to London, in the said parish of Harrow.

R. C. Sale, Solicitor.

21, Surrey-street, Strand, 1st November 1836.

Hampshire and Wiltshire Junction 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 make and maintain a railway or railways, with proper works and conveniences connected therewith, commencing by a junction or junctions with the London and Southampton Railway, in or near four several fields, two of which are situate in the parish of North Stoneham, and are respectively numbered 1 and 2 in the maps or plans of the London and Southampton Railway, which remain deposited with the Clerk of the Peace for the county of Southampton, and the other two of which said fields are situate in the tything of Barton Peverell, in the parish of South Stoneham, in the said county of Southampton, and numbered 21 and 22 in the said maps or plans; which said three several fields lie near the junction of the occupation road leading from Chicken Hall otherwise Chicknell Farm, with the public road leading from Swathling to Allbrook, in the same county, and terminating at or near the city of Salisbury, in the county of Wilts, in a pasture field or fields, in the parish of Milford, and is or are situate on the eastern side of the said city of Salisbury; and which said railway or railways, works, and conveniences, is or are intended to pass into the several parishes, townships, tythings, and extra parochial and other places of South Stoneham, Barton Peverell, North Stoneham, Otterbourne, Bishopstoke, Eastley otherwise East Leigh, North-end, Compton, Chandler's Ford, Chilworth, North Baddesley or Badsley, Hursley, Ram Alley, Anfield, Lutzborough, Crampmoor, Alderworth or Holderworth, Cuperham, Romsey Extra, Romsey Infra, Timsbury, Stanbridge, Eltan, Abridge otherwise Abridge, Brashfield, Kimbridge, Michelmersh otherwise Mitchelmarsh, Mottisfont, Sherfield English, Lockerley, Carter's Clay, Newton, East Tytherley or Tuderley, West Tytherley or Tuderley, Broughton, French Moor, East Dean, and part of West Dean, or some or one of them, in the county of Southampton; other part of West Dean, East Grinstead or East Grinstead, West Grinstead or West Grinstead, Alderbury, Clarendon, Laverstock and Ford, Milford, Saint Martin's Sarum, Harnham, and the city of Salisbury, or some or one of them, in the county of Wilts; and also power to divert and alter the present line or course of the River Test.

And it is also intended to apply for power, by the

said intended Act, to deviate from the line of railway as laid down on the plans hereafter to be deposited with the respective Clerks of the Peace for the counties of Hants and Wilts, to any extent not exceeding one hundred yards on each side of the lines so laid down.—Dated the 10th day of November 1836.

Hodding and Everett, Salisbury; James Sharp and Harrison, Southampton; Solicitors.

Ayr Water.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill for supplying the town of Ayr, Newton, and Wallacetown, in the county of Ayr, and places adjacent thereto, with water; in which Bill it is intended to take powers to bring water from springs and streams situated in the lands of Balig, Killopston, and High Kyleston, in the parish of Maybole, by means of pipes, cuts, or aqueducts, passing through the lands of the Most Noble the Marquis of Ailsa, and amongst the road passing by the Low-bridge of Doon, to the said town of Ayr, and, thereafter, through the streets of Ayr, Newton, and Wallacetown, all situated in the parishes of Maybole, Ayr, Newton-upon-Ayr, as part of the united parishes of Monkton, Prestwick and Crosbie, and Saint Evox and Wallacetown, and said county of Ayr; to erect all necessary reservoirs, cisterns, fountains, wells, and other works, to make and lay all necessary pipes, cuts, or aqueducts for supplying the said town of Ayr, Newton, and Wallacetown, and places adjacent thereto, with water, to purchase and acquire lands, grounds, and heritages for that purpose, to raise funds for the same, and to levy rates and duties upon such persons as use the said water, to incorporate the subscribers into a body corporate, under proper rules and restrictions, and to regulate, manage, and carry into effect the said undertaking.

J. D. Boswell, Ayr; Richardson and Connell, Fludyer-street, Westminster.

Edinburgh, Haddington, and Dunbar 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 for making and maintaining a railway or railways, with proper works and conveniences, for the passage of locomotive engines, carriages, waggons, and other vehicles of proper construction, from the city of Edinburgh, in the county of Edinburgh, to the town and port of Dunbar, in the county of Haddington; which railway is intended to commence at or near to the North-bridge, of Edinburgh, in the parishes or the Trinity College Church and Saint Andrew's, and Greenside or Saint Andrew's, and to proceed from thence by, through, or near to the street called the North-Back of the Cannongate, the Calton-hill, the Abbey-hill, Clock-mill-house, and Parson's-green, and entering, intersecting, or passing through or near to the several parishes of Saint Andrew's, Greenside or Saint Andrew's, Leith Wynd Church,

and New-street Church Cannongate, Saint Cuthbert's or West Church, and South Leith, and the burgh, royalty, or township of Edinburgh, and by or through or near to Northfield, Duddingston-mill, and Southfield, in the parish of Duddingston; Niddry North Mains, in the parish of Libberton, Whitehill Mains, Monkton-hall, Musselburgh, and Newbigging, Inveresk, Barbauchle, and Wallyford, in the parish of Inveresk, all of which towns and places above mentioned are situate in the county of Edinburgh; and from thence by, through, or near to Dolphingston, in the parish of Prestonpans, Tranent, in the parish of Tranent, Southfield, Seaton-hill, Laverocklaw, and Merryhatton, in the parish of Gladsmuir, Hawthornbank, the burgh, royalty, or township of Haddington, and Amisfield Mains, in the parish of Haddington, by, through, or near to a part of the parish of Atholstoneford situate at or near to Beanston, by, through, or near to Beanston, Hailes Castle, Linton, and Phantassie, in the parish of Preston or Prestonkirk, through or near to the parish of Whitekirk or united parishes of Whitekirk and Tynningham, at or near to Nineware, by or near to Beltonford and Belhaven, in the parish of Dunbar, to the town of Dunbar aforesaid, at or near to the inn and stables, called the New Inn, in the Main-street of Dunbar, in the parish of Dunbar, and burgh, royalty, or township thereof, all which last mentioned places and parishes are situated in the county of Haddington; as also for making and maintaining the branch railways after mentioned, from and out of the said main line, viz., a branch railway or railways from a point at or near to Parson's-green, in the parish of South Leith, by or through part of said parish and of the parish of Duddingston, to the town of Portobello, within the parish of Portobello or Duddingston, and the burgh or township of Portobello, in the county of Edinburgh; or from or near to Duddingston-mill aforesaid, to Portobello aforesaid; and also a branch railway or railways from the said main line at a point at or near to the New Inn and stables, at Dunbar aforesaid, to the port and harbour thereof, which intended last mentioned branch will be wholly situate within the parish, and the burgh, royalty, or township of Dunbar, and county of Haddington; and a branch railway or railways from the main-line aforesaid, at or near to the North-bridge of Edinburgh aforesaid, by, through, or near to Canal-street, to a point or station, in that part of the North Loch of Edinburgh aforesaid, situate to the eastward of the Mound, which last mentioned branch will be situate in or will pass from, through, into, or near to the burgh, royalty, or township of Edinburgh aforesaid, and the several parishes of the Trinity College Church, Saint Andrew's, Greenside or Saint Andrew's, the Tolbooth Church, and the High Church of Edinburgh aforesaid; and for making, constructing, and maintaining depôts and warehouses, and other buildings, at or near to the said railway or railways, and branch railways and tunnels, bridges, culverts, drains, roads, engines, and all other requisite works and conveniences; and to alter and vary the line, levels, or inclinations of water courses, turnpike roads, streets, and all other roads, whether public or private, in so far as may be deemed necessary or proper in the

construction of the said railway or railways, and branch or branches thereof.

And it is intended to take power in the said Bill to deviate from the line or lines of railway or railways, and branches thereof, laid out on the Parliamentary plans, or by the said Act authorised to be made, to an extent not exceeding one hundred yards, and to purchase, acquire, and hold lands and other heritages for all or any of the aforesaid purposes, and to resell, feu, convey, and dispose of such parts or portions of such lands and other subjects as may become or be found unavailable for the purposes of the said undertaking, and for raising the funds necessary for the foresaid purposes, or any of them, and levying and taking tolls, rates, and duties on and for the use of the said railway or railways, and branch or branches, depôts, warehouses, engines, or other works, waggons, carriages, or other vehicles; and for the conveyance of passengers, cattle, sheep, manure, farm-produce, minerals, goods, and other things which shall be carried or conveyed upon the said railway or railways or branch or branches thereof, or any part thereof, or which shall be lodged or deposited in the foresaid intended depôts or warehouses, or any of them; and to incorporate the subscribers to the foresaid proposed undertaking into a body corporate, with the usual immunities and privileges; and under the usual proper rules and restrictions, with powers of police, and all other powers necessary for regulating, managing and carrying on the said undertaking.

Thomas Grahame, W. S., Wm. Bowie Campbell, W. S., Joint Clerks and Law Agents; Chas. F. Davidson, Secretary.

Edinburgh, 2d November 1836.

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 for improving, extending, enlarging, and completing the reservoir, in Raddock-en-Dean, in Denshaw, in the township of Quick, in the parish of Saddleworth, in the west riding of the county of York, situate upon the principal stream or source of the River Tame, and to make a strong additional embankment to the same reservoir, for the purpose of penning up and collecting the waters and floods flowing down or arising upon the said stream or source of the River Tame, and for collecting and retaining waters in such enlarged reservoir, for the better supplying with water the mills, factories, and other works on the line of the said River Tame, and on the line of the River Mersey, or near thereto respectively, between the said reservoir and the point of junction of the said River Mersey with the River Irwell, in the counties of Lancaster and Chester, with such tunnels, pipes, valves, byewashes, waste weirs, channels, sluices, cuts, drains, feeders, roads, ways, and other works within the said township and parish as may be necessary, useful, or convenient for the protection, use, supplying, and preservation of the same reservoir, and for regulating the flowing of the water into and out of the same; and also for making a reservoir at or near Dowry, in Denshaw aforesaid, in the township

of Quick, in the parish of Saddleworth, in the west riding of the county of York aforesaid, situate also upon the principal stream or source of the said River Tame, by raising an embankment and works in, across, or near to the course of such stream, for the purpose of penning up and collecting the waters and floods flowing down or arising upon the same, and for collecting and retaining the same for the better supplying with water the mills, factories, and other works on or near the line of the rivers aforesaid, with such embankments, tunnels, pipes, valves, byewashes, waste weirs, channels, sluices, cuts, drains, feeders, roads, ways, and other works within the said township and parish as may be necessary, useful, or convenient for the protection, use, supplying, and preservation of the same last mentioned reservoir, and for regulating the flowing of the water into and out of the same; and also for making another reservoir at or near Bin-green, in the township of Quick, in the parish of Saddleworth, in the west riding of the county of York aforesaid, by raising an embankment and works there, across, upon, or near the course of a stream or fall of water, called the Greenfield Brook, flowing or falling into the said River Tame, for the purpose of penning up and collecting the waters and floods flowing down or arising upon the said Greenfield Brook, and for collecting, and retaining the same for the better supplying with water the mills, factories, and other works on or near the line of the said Greenfield Brook, and on or near the line of the rivers aforesaid, with such embankments, tunnels, pipes, valves, byewashes, waste weirs, channels, sluices, cuts, drains, feeders, roads, ways, and other works within the said township and parish as may be necessary, useful, or convenient for the protection, use, supplying, and preservation of the same last mentioned reservoir, and for regulating the flowing of the water into and out of the same; with power to divert and turn and to make a cut or aqueduct for the purpose of diverting and turning, at a place within the same township, and parish aforesaid, the waters of a certain stream or fall of water, called the Dovestone Brook, into the said Bin-green reservoir for increasing such supply of water.

And that it is also intended to make provision in the same Act for enabling the commissioners or trustees, to be appointed by the said Act, to take and use lands and buildings, in the before mentioned township and parish, for the above purposes; and also that it is intended by such Act to obtain powers for assessing and laying rates or sums of money on all mills, factories, and other works situate below the said Raddock-en-Dean and Dowry reservoirs upon or near the said River Tame, or any of the brooks or streams flowing to or connected therewith, before and unto its junction with the River Mersey at Stockport; and also on all such mills, factories, and other works situate upon or near the said River Mersey, or any of the brooks or streams flowing to or connected therewith, between the junction of the said River Mersey with the said River Tame, and the junction of the said River Mersey with the River Irwell, or on the owners or occupiers thereof respectively for the time being, who shall receive or derive any benefit or advantage from the said Raddock-en-Dean and Dowry reservoirs, or from

using the water flowing from the same respectively, in proportion to the benefit each of such mills, factories, and other works, or the owners or occupiers thereof for the time being shall receive or derive from the said Raddock-en-Dean and Dowry reservoirs, or either of them, such rates or sums of money to be levied and assessed for the purpose of making, upholding, maintaining, and keeping the said Raddock-en-Dean and Dowry reservoirs in repair, and for payment of the interest of the monies advanced or borrowed for making the said Raddock-en-Dean and Dowry reservoirs, or either of them, and all other costs, charges, and expences in anywise arising therefrom or incidental thereto; and also that it is intended by such Act to obtain powers for assessing and levying rates or sums of money on all mills, factories, and other works situated below the said Bin-green reservoir, upon or near the said Greenfield Brook, or any of the brooks or streams flowing to or connected therewith, before and unto its junction with the said River Tame, and also on all such mills, factories, and other works situate upon or near the said River Tame, or any of the brooks or streams flowing to or connected therewith, between the junction of the said River Tame with the said Greenfield Brook, and the junction of the said River Tame with the River Mersey at Stockport; and also on all such mills, factories, and other works situate upon or near the said River Mersey, or any of the brooks or streams flowing to or connected therewith, between the junction of the said River Mersey with the said River Tame, and the junction of the said River Mersey with the River Irwell, or on the owners or occupiers thereof respectively for the time being, who shall receive or derive any benefit or advantage from the said Bin-green reservoir, or from using the water flowing from the same, in proportion to the benefit each of such mills, factories, and other works, or the owners or occupiers thereof for the time being shall receive or derive from the said Bin-green reservoir, such last mentioned rates or sums of money to be levied and assessed for the purpose of making, upholding, maintaining, and keeping the said Bin-green reservoir in repair, and for payment of the interest of this monies advanced or borrowed for making the said Bin-green reservoir, and all other costs, charges, and expences in anywise arising therefrom or incidental thereto; which said several mills, factories and other works, intended to be rated and assessed as before mentioned, are situated in the several townships, hamlets, or divisions of Quick, Tintwistle, Michelhurst, Staley, Dukinfield, Newton, Hyde, Werneth, Bredbury, Brinnington, Portwood, Sale, Carrington, Hartshead, Ashton Town, Audenshaw, Denton, Haughton, Reddish, Heaton Norris, Didsbury, Chorlton cum Hardy, Withington, Stretford, and Urnstone, or some of them, and in the several parishes of Saddleworth, Mottram in Longdendale, Stockport, Cheadle, Northenden, Ashton-upon-Mersey, Ashton-under-Lyne, Manchester, and Flixton, or some of them, and in the several counties of York, Chester, and Lancaster.—Dated this 3d day of November 18 6.

Edward Brown, Oldham; Higginbottom and Buckley, Ashton-under-Lyne; Solicitors for the Bill.

Bishop Auckland and Weardale 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 or railways, tramroad or tramroads, with proper and necessary bridges, arches, tunnels, avenues, landing places, wharfs, depots, warehouses, works, and conveniences adjoining thereto, or connected therewith, for the passage of waggons, carts, and other carriages, properly constructed, and to be propelled thereon by locomotive steam engines or other sufficient power; which said railway or railways, tramroad or tramroads, will commence at, adjoin to, and connect with, the Stockton and Darlington Railway, at or near to the junction of the said railway with the branch therefrom called the Black Boy Branch, in the township of East Thickey, in the parish of St. Andrew Auckland, in the county of Durham, and will extend to, or pass through or into, or be made within the several parishes or parochial chapelries of Saint Andrew Auckland aforesaid, and of Witton-le-Wear, Hamsterley, Wolsingham, and Stanhope, in the said county of Durham, and also in, through, to, from, and out of or within the several townships, chapelries, constaberies, quarters, hamlets, or places following, all in the said county of Durham (that is to say), East Thickey, West Thickey, Shildon, Coundon, Coundon Grange, Saint Andrew Auckland, The Deanery, South Church, Houlforth, Pollard's Lands, Bishop Auckland, Bondgate in Auckland, Newgate in Auckland, and the Borough of Auckland, Etherley Dean, otherwise Etherley Grange, Escomb, Escomb Woodside, Witton-le-Wear, Witton Holme, South Bedburn, North Bedburn, Hamsterley, Harperley, Elm Park, otherwise Helm Park, Bradley, Bradley Hall, Bradley Lordship, Black Banks, Wolsingham, Wolsingham Town Quarter, Wolsingham South Quarter, Wolsingham East Quarter, Wolsingham Park Quarter, Stanhope, Bishopley, Newlandside, Frosterley, Stanhope Park, and Stanhope Forest, or some or one of them, and terminating in a certain field or close in the occupation of John Bainbridge, situate in the township of Frosterley aforesaid, adjoining to and on the south side of the turnpike road leading from the city of Durham to the town of Stanhope, in the said county of Durham, together with two branches from or out of such railway or railways, tramroad or tramroads, with proper and necessary bridges, arches, avenues, landing places, wharfs, depots, warehouses, works, and conveniences adjoining thereto or connected therewith, for the passage of waggons, carts, and other carriages, properly constructed, to be propelled by locomotive steam engines, or other sufficient power hereinafter mentioned, (that is to say), one of the said branches commencing at or in a certain field, close, or gravel bed, on the west side of a rivulet or burn, called Bollilhope Burn, in the occupation of Thomas Todd, situate in the township of Newlandside, in the said parish of Stanhope, and in the said county of Durham, and passing through or into, or made within, part of the said townships, quarters, hamlets, or places of Newlandside, Bishopley, and Wolsingham South Quarter, and in the parishes of Stanhope and Wolsingham, all in the said county of Durham, and terminating at or in a

certain close or field in the occupation of Joseph Ridley, near to a place called Bishopley Cragg, in the said township of Bishopley, in the said parish of Stanhope, in the said county of Durham. The other of the said branches commencing at or near a certain field or close, called North Wood Close, belonging to Sir William Chaytor, of Witton Castle, in the said county of Durham, baronet, and in the occupation of Robert French, and situate in the township or chapelry of Witton-le-Wear, and in the parishes of Witton-le-Wear and Saint Andrew Auckland aforesaid, or the one of them, and extending to, or passing through, or into, or made within the several parishes of Witton-le-Wear, Saint Andrew Auckland, and Brancepeth, in the said county of Durham; and, in, through, to, from, and out of the several townships, chapelries, constaberies, hamlets, or places of Witton-le-Wear, Newton Cap, Low Bitchburn, High Bitchburn, Howden, North Bedburn, Crook, and Crook and Billy Row, all in the said county of Durham, and terminating in a certain field or close in the said township of Crook and Billy Row, belonging to George Hutton Wilkinson, esquire, now in the occupation of William Alderson, lying near to the west end of the village of Crook, and abutting upon the turnpike road leading from the city of Durham to Wolsingham, in the said county of Durham. In which Act it is intended to obtain power to raise money for the several purposes of the said intended Act, by the creation of shares, or by some other mode to be authorised and provided for in and by such intended Act; and in which Act provisions are intended to be made for levying, collecting, and taking certain tolls and duties for passing along the said railway or railways, tramroad or tramroads, and for the use of the said landing places, wharfs, depots, warehouses, works, and conveniences; and powers will be obtained for diverting the course of the several streams, brooks, and rivulets, in the line or lines of the said intended railway or railways, tramroad or tramroads, and branches, as may be found necessary.—Dated this 9th day of November, 1836.

Francis Mewburn, John Coates, William Trotter,
Solicitors.

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, and to obtain an Act or Acts for improving the harbour and port of Fishguard, otherwise Abergwain, in the county of Pembroke, and for erecting, making, and maintaining one or more breakwater or breakwaters, pier or piers, and basin or basins in such harbour and port, together with suitable and proper erections and buildings for the purposes of navigation and shelter, and for the purpose of loading and unloading vessels, and for the convenience of passengers, and with such lighthouse or lighthouses as may be necessary and expedient, so as to open and constitute a perfect and safe navigation between the said harbour and port of Fishguard, otherwise Abergwain, and Saint George's Channel, which said improvements, erections, and buildings are intended to commence at or near a place called Strumble Head, in the parish of Llanunda, in the said county of Pembroke, and to terminate at or near Dinas Head,

in the parish of Dinas, in the same county, and will extend through various portions of the parishes of Llanunda, Fishguard, and Dinas, or some or one of them. It is also intended to apply for powers in the said Act or Acts to make all suitable approaches to the said breakwater or breakwaters, pier or piers, basin or basins respectively, by stone-roads, tram-roads, or rail-roads, from, across, and along certain places, in the parish of Fishguard, otherwise Abergwain, called Penslade and Penslade Fields. It is also intended to apply for powers in the said Act or Acts, to authorize the taking such fares, tolls, rates, dues, rents, or sums of money as shall be mentioned in such intended Act or Acts.—Dated the 8th day of November 1836.

W. T. Heslop, Solicitor for the said intended Bill or Bills.
New Palace Yard, Westminster, November 1836.

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, and to obtain an Act or Acts, for making a railway or railways, tramroad or tramroads, for the conveyance of passengers and goods, and the passage of coaches, chaises, waggons, carts, and other carriages properly constructed, to be drawn or propelled by locomotive engines or other power, together with warehouses, wharfs, landing-places, tunnels, bridges, aqueducts, viaducts, and all suitable and proper erections, buildings, works, communications, and conveniences attached thereto or connected therewith, which said railway or railways, tramroad or tramroads is or are intended to commence at or near a place called the Cattle Market, in the parish of Saint Catharine, near Northgate-street, in the city of Gloucester, in the county of the same city, so as to form a junction with or a continuous line of such railway or railways as now terminate or may hereafter terminate at or near the same place called the Cattle Market, so as to effect the most direct line of communication with London and Birmingham; and which railway or railways, tramroad or tramroads, of which notice is hereby given, will terminate at or near a place called Penslade or Penslade Fields, in the parish of Fishguard otherwise Abergwain, in the county of Pembroke; and which said railway or railways, tramroad or tramroads, hereinbefore mentioned is or are intended to pass into, through, over, and along the several cities, boroughs, parishes, chapeltries, towns, townships, hamlets, precincts, districts, tithings, extra-parochial, fields, or places following, that is to say, the city of Gloucester, Saint Owen's, Saint Michael's, Saint Catherine's, Saint Aldate, North Hamlet, Saint John the Baptist, Saint Mary de Crypt, Saint Mary de Grace, Saint Mary de Lode, the College Precincts or the Precincts of the Cathedral, Saint Nicholas, the Holy Trinity, part of Barton Saint Mary, part of Barton Saint Michael, part of Kingsholme Saint Mary, part of Kingsholme Saint Catherine, part of the North Hamlets, Littleworth and part of the South Hamlets, all in the said city of Gloucester; North Hamlets, Kingsholme Saint Catherine, Kingsholme Saint Mary, Wootton Saint Catherine, Wootton Saint Mary, the Vill of Wootton, Barton Saint Mary, Barton Saint Michael,

Longford Saint Catherine, Longford Saint Mary, Tuffley otherwise Tuffleigh, Barnwood, Hempstead, Sandhurst, Maisemore, Lassington, Highnam, Over, and Linton, Rudford, Highleadon, Upleadon, Tibberton, Taynton, Newent town, Newent parish, Dimock, Maulswick, Compton, Cudley, Bonlesdown, Kilcott, Yartledown, Oxenhall, Gorseley, Pauntley, Linton, or some or one of them, in the county of Gloucester; Linton, Ashton Ingham, Weston under Penyard, Upton Bishop, Brampton Abbots, Ross borough, Ross foreign Ross parish, Hope Mansel, Walford, the tything or township of Cleeve, Wilton Castle extra-parochial land, Wilton upon Wye township or tything, Bridstow, Peterstow, Hentland or Henland, Goodrich, Goodrich township, Glewstone or Glewston, Huntisham or Huntsham, Marstow, Precilla, an extra-parochial place called New Court, Whitechurch, Langarren, Tredwgan or Treduchan, Ganerew, and Welsh Newton, or some of them, in the county of Hereford; Dixton, Rockfield, Monmouth parish in the borough and out of the borough, Mitchel Troy, Wonastow, Cwmcârvan, the extra-parochial township of Treworgan Dingestow, Peny-Clawdd, Tregare, Llanishen, Llandilo Pertholey, Rytherch, Llandewy, Llansaintfraed, Goytre, Penrose, Ragland, Llanarth, the hamlet or township of Clytha, Bryngwyn, Trostrey, Llandenny, Bettws-Newidd, Llanfair Kilgiden, Llanfihangel-juxta-Usk alias Llanfihangel Gobion, Llangattock-juxta-Usk, Llanover, Llanellan, the hamlet or township of Llwyndu, the hamlet or township of Hardwick, Abergayenny, Llanfoist, and Llanwenarth, or some or one of them, in the county of Monmouth; Llanelly, Aberbaiden, Maesgwartha, Llangenny alias Llangenaû, Llanbedr alias Llanbeder, Llangattok-juxta-Crickhowell, Penalt, Pusk, Killely, town and parish of Crickhowell, Saint Michael Cwmdû, Blayney or Blinau, Kenol, Kilwych, Tretewer, Llangynider, the parcel or township of Blaine and Dyffryn in the parish of Llangynider, the parcel or township of Vro in the parish of Llangynider, Llansaintfraed, Llanhamlach, Llechrane, Llanthetty, the hamlet or township of Dyffryn in the parish of Llanthetty, the parcel or township of Vro in the parish of Llanthetty, Llanvigan, Glyn-collwn or Glyncellwn, Penkelly or Pencelli, Llanvrynach, Cantreff, Saint David's in the county of Brecon, Saint David's in the borough of Brecon, Saint Mary in the borough of Brecon, the extra-parochial township of Christ's College, Saint John the Evangelist in the borough of Brecon, Saint John the Evangelist in the county of Brecon, the hamlet or township of Vennyfach or Little Abergaveuny in the parish of Saint John the Evangelist Llanspythidd, the hamlet or township of Modrydd in the parish of Llanspythidd, the hamlet or township of Llanspythidd in the parish of Llanspythidd, the hamlet or township of Penpont in the parish of Llanspythidd, Aberyskir, Trallong, Devynnock, the hamlet or township of Maescar in the parish of Devynnock, the hamlet or township of Senny in the parish of Devynnock, the hamlet or township of Cray in the parish of Devynnock, Llywell, the hamlet or township of Ysclydach in the parish of Llywell, the hamlet or township of Trayanmour in the parish of Llywell, the hamlet or township of Trayanglaes in the parish of Llywell, the town of Llywell or Trecastle

Ward in the parish of Llywell, or some or one of them, in the county of Brecon; Muddfey otherwise Mothvey, Llanfairarybrin, Llandingat, Llanwrdd, Llansadwrn, Llandilofawr, Tally, Cynwyl-Caeo, Llansawel, Pencarreg, Llanbyther, North and South Llanllwyn, Llanfhangilararth otherwise Llanfhangilyeroth, Llangeller, Penboyr otherwise Pemboyr, hamlet of Emlyn otherwise town of Newcastle Emlyn, village of Cenarth otherwise Kemarh, or some or one of them in the county of Carmarthen; Llanwenog, borough of Adpar, Llandissil, Bangor, Llanfairorllwyn, Henllan, Llandyfriog, Bryngwyn, Llandygydd, or some or one of them, in the county of Cardigan; Manordeui or Manordeui, Newchapel, Clydau, Capel Coleman, Penrhydd, Llanfihangel-Penbedw, Llanvair, Nantgwynn, Castellau, Eglwyswen, Eglwysrwr, Pontgunon, Melinau, lower quarter of Melinau parish, Nevern, Trewern quarter of Nevern parish, and Cilgwyn quarter of same parish, Newport parish and township, Pontfaen or Pontvane, Taibach, Picton Mill, Llanychillydog, Llanyaer hamlet and parish, Llanllawer or Llanllawen, Cilsaifi, Trebover, Fishguard or Abergwain parish, Fishguard or Abergwain town, Penslade or Penslade Fields, or some or one of them, in the county of Pembroke. And it is also intended to apply for powers in the said Act or Acts to authorize the taking of such fares, tolls, rates, dues, rents, or sums of money as shall be mentioned in such intended Act or Acts.—Dated the 8th day of November, 1836.

W. T. Heslop,

Solicitor for the said intended Bill or Bills.

New Palace Yard, Westminster.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the Great Western Railway Company, incorporated under an Act of Parliament, made and 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," to extend the line of the said railway as authorized, to be made by the said last mentioned Act, and by another Act made and 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," such extension to commence in or near a certain field in the parish of Acton and county of Middlesex and numbered 49 on the plan of the said railway, as authorized to be made by the said last mentioned Act deposited with the clerk of the peace for the said county of Middlesex, and to terminate at or near a certain space of ground adjoining, or near to the basin of the Paddington canal, in the parish of Paddington, in the county last aforesaid, and to pass from, in, through, or into the several parishes, townships, and extra parochial, or other places of Acton, Hammersmith, Saint Mary Abbot's-Kensington, Saint Luke's Chelsea, and Paddington, or some of them, all in the said county of Middlesex. And it

is intended to apply for power by the said Act to deviate in the construction of the said extended 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 thereof, to be hereafter deposited with the clerk of the peace for the said county, in pursuance of the standing orders of Parliament relating thereto, where the property lying within the said distance shall be included in the said plan and in the book of reference to be deposited therewith. And it is further intended to apply for power by the said Act to alter and divert the line or course of that portion of the sixth district of the metropolis turnpike roads, at or near the Westbourne Turnpike Gate, within the said parish of Paddington and county aforesaid, to the extent shewn or intended to be shewn on the plan so to be deposited as hereinbefore mentioned. And also to enable the said Great Western Railway Company to purchase and take certain lands and buildings within the parish of Paddington and county aforesaid for the purpose of stations and depots and approaches thereto, and to erect thereon such warehouses and other buildings and conveniences as may be necessary, and to levy and take tolls as well for the use of the said extended line as for the said warehouses and other conveniences.—Dated the 14th day of November, 1836

Swain, Stevens, and Co., London.

Osbornes and Ward, Bristol.

Solicitors for the Bill.

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 enable the Slamannan Railway Company, incorporated by an Act passed in the sixth year of the reign of his present Majesty, intituled, "An Act to make and maintain a railway from Stanrig and Arbuckle, in the county of Lanark, to the Union Canal at Causeway-end, in the county of Stirling," to make and maintain a branch railway from the main line of the said Slamannan Railway, at, or near to, or upon the lands of Hillend and Blackstone, by, or through, or near to Blackstone, Wester Hillhead or Knowhead, Beedyke, Easter Hillhead or Knowhead, and Ballenbreich, to the river Avon, at, or near to Ballenbreich aforesaid, and from thence across the said river of Avon, and by, or through, or near to, Strathavon, Cromyty Faulds, North Luggie Brae, South Luggie Brae, Westfield, Coneyhill, Balmuir, Coneyhill Bridge, Couston, Hilderston, Dykeside, Westmains, Ballencrieff Toll Bar, Balbardie, and Glenmavis Distillery, to a point at, or near to, or within the town and regality of Bathgate; with bridges, tunnels, depots, wharfs, turning places, offsets, engines, and other necessary works and machinery for the purposes of trade connected therewith; which intended branch railway will be situate in, and will pass from, through, or into the several parishes of Muriavon-side in the county of Stirling, and Torpichen and Bathgate in the county of Linlithgow; and it is intended to take power in the said Bill to deviate from the line to be thereby authorized to be made, to an extent not exceeding one hundred yards; and it is farther intended by the said Bill to authorize the said Slamannan Railway Company to levy tolls,

rates, and duties, for the use of the said intended branch railway and wharfs and other works connected therewith, and for the conveyance of passengers, and carriage of goods and other articles thereon, and to enable the said company to increase their capital stock, and to raise money by loan, or otherwise, for effecting the foresaid purposes; and it is also intended by the said Bill to alter, explain, and amend certain of the powers and provisions of the said recited Act of the sixth year of the reign of his present Majesty.

James Mitchell, 36, Miller-street.

Glasgow, 9th November, 1836.

Taff Vale Railway.

NOTICE 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 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 from Merthyr Tydfil to Cardiff, to be called 'The Taff Vale Railway,' with branches;" and that it is intended to apply for power by the said Act, to alter and divert the line of the branch railway to or near Cogan Pill, in the parish of Landough, in the county of Glamorgan, as by the said recited Act at present authorised to be made, from or near a certain field in the parish of Radir and county of Glamorgan, numbered 20 on the plan of the said railway and branches, deposited with the clerk of the peace for the said county, to or near a certain other field in the parish of Leckwith and county aforesaid, numbered 101, on the said plan, and to abandon so much of the said original line of the said branch railway as lies between the said points of diversion, and to make and maintain a new line of railway or branch railway, with all proper works and conveniences connected therewith, between the said points, passing from, in, through, or into, the several parishes, townships, and extra-parochial and other places of Radir, Whitchurch Upper Division, Whitchurch Lower Division, Saint Fagans, Llandaff, Gabalfa, Ely, Canton, Fairwater, Michaelston-super-Ely, Caerau, and Leckwith, or some of them, in the said county of Glamorgan; also to make and maintain a branch railway or branch railways, with all proper works and conveniences connected therewith, in extension of the branch railway authorised by the said recited Act to be made, to communicate with the tramroad leading to or near the iron works of Penydarran, Dowlais, and Plymouth, in the hamlet of Heol-y-wermood, such extended branch railway or branch railways to commence at the termination of the said last-mentioned branch railway, so authorised to be made as aforesaid, and to lead to or near the said iron works of Plymouth, Penydarran, and Dowlais, all in the said hamlet of Heol-y-wermood, in the parish of Merthyr Tydfil, in the said county of Glamorgan, and also to certain limestone quarries, called Morlais Castle, otherwise Castell Morlais, and Twynau Gwynion, and other quarries, severally situate in the said parish of Merthyr Tydfil; also to make and maintain another branch railway or branch railways, leading from and out of the said first-

mentioned main line of railway, at or near the termination thereof, in the said parish of Merthyr Tydfil, to the western bank of the river Taff, in the hamlet of Gellydég, in the said parish of Merthyr Tydfil; also to make and maintain another branch railway or branch railways, in extension of the said branch railway authorised by the said recited Act to be made to or near Cogan Pill aforesaid, such extended branch railway or branch railways, to commence at the termination of the said last-mentioned branch railway on the lands of the late Earl of Plymouth, at or near Cogan Pill, in the parish Landough aforesaid, and to terminate at or near Penarth Head, on the west bank of the river Ely, in the parish of Penarth and county of Glamorgan; which said several branch railways are intended to pass from, in, through, or into, the several parishes, townships, and extra-parochial and other places, of Merthyr Tydfil, Morlais Castle otherwise Castell Morlais, Garth, Twyn Gwynion otherwise Twynau Gwynion, Glynrumney, Rhyd-y-boythau, Dowlais, Penydarran, Plymouth, Cyfarthfa, Heol-y-wermood, Fforest, Gellydég, Taff and Cynon, Leckwith, Landough, Michaelston-le-Pit, Saint Andrews, Cogan, and Penarth, or some of them, all in the county of Glamorgan; and it is intended to apply for power by the said Act, to deviate from the line or lines of the said branch railways respectively, and of the said deviated line of branch railway, to any extent not exceeding one hundred yards on either side of the line of the said branch railways and deviated line of branch railway respectively, as delineated or intended to be delineated on the plan thereof, to be hereafter deposited with the clerk of the peace for the county of Glamorgan, in pursuance of the standing orders of Parliament relating thereto; and further, that it is intended to apply for power by the said amended Act, to make and construct a certain wet dock or wet docks, for the convenience of shipping, with all proper approaches, piers, jetties, wharfs, sluices, locks, staiths, warehouses, and other works connected therewith, such dock or docks to be situate at or near the termination of the said branch railway, at or near Penarth Head aforesaid, and in the parishes of Landough, Cogan, and Penarth, or some or one of them, in the said county of Glamorgan; and to levy and raise rates and tolls, in addition to the tolls authorised to be taken on the said railway, for the use of the said dock or docks, and the works and conveniences connected therewith.

Swain, Stevens, and Co., London.
Solicitors to the Bill.

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 prolong, continue, further extend, and enlarge the time for completing the Wishaw and Coltness Railway, and other works authorised to be made, by an Act passed in the tenth year of the reign of his late Majesty, King George the Fourth, intituled, "An Act for making a railway from Chapel, in the parish of Cambusnethan, in the county of Lanark, by Coltness and Gariongill, to join the Monland and Kirkintilloch Railway, where the same passes through the Lands of Coats or

Garturk, in the parish of Old Monkland, and county of Lanark;" and for extending and enlarging the time for the completion of which railway, and other works, an Act was passed in the fourth year of the Reign of his present Majesty, intituled, "An Act for extending the time for completing the Wishaw and Coltness Railway, in the county of Lanark." By which first mentioned Act, powers were granted to the said Wishaw and Coltness Railway Company, to make, complete, and maintain a railway or tramroad, to be called the Wishaw and Coltness Railway, passable for waggons and other carriages—the first or main branch of the said railway authorised to be made by the said first mentioned Act, beginning at, or near the Coaleries of Chapel and Crawfoot, in the parish of Cambusnethan, and county of Lanark, and passing through the parishes of Dalziel, Hamilton, Bothwell, and Old Monkland, in the said county, by or near Coltness, Overtown, Wishawton, Motherwell, and Burnhouse, to or near Carnbroe and Rosehall, to the Monkland and Kirkintilloch Railway, at or near the Lands of Coats and Garturk, in the said parish of Old Monkland; with a side branch from the said main railway to the coaleries in the estates of Stevenson, Carfin, and Cleland; and another side branch from the said main railway to the coaleries in the estate of law, in the parish of Carluke, and county of Lanark aforesaid; and for the purposes aforesaid, powers are by the said Act, granted to the said company, to perform the operations and erect the works therein mentioned.—Glasgow, 9th November, 1836.

By Order of the Wishaw and Coltness Railway Company,

James Mitchell, Clerk.

Bath and Weymouth Great Western Union Railway.—*Supplemental Notice.*

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for powers in the Act or Acts, intended to be applied for, for making and maintaining the Bath and Weymouth Great Western Union Railway, and the various branches connected therewith, as described in the notice signed by us, the undersigned, and bearing date the first day of November instant, to make and maintain a branch railway or railways from and out of the first-mentioned branch railway or railways described in the said notice, commencing at or near Midford, in the counties of Somerset and Wilts, or one of them, leading to, or near, and with separate terminations at the several collieries situate in the several parishes of Dunkerton, Timsbury, Camerton, Paulton, High Littleton, Farrington Gurney, otherwise Farrington Gournay, Farmborough, and Clutton, or some of them, all in the county of Somerset, and finally terminating at or near a certain bridge called Hallatrow Bridge, situate in the said parishes of Paulton, High Littleton, and Clutton, some or one of them, which said branch railway or railways is or are intended to be made from, in, through, and into the several parishes, townships, extra-parochial, and other places, of Midford, in the counties of Somerset and Wilts, or one of them; Limpley Stoke and Bradford, otherwise

Great Bradford, or one of them, both in the county of Wilts; Monkton Coombe, otherwise Comb Monkton, Charterhouse Hinton, otherwise Hinton Charterhouse, Coombe Hay, Wellow, Southstoke, Dunkerton, Farmborough, Priston, Camerton, Timsbury, Paulton, High Littleton, Farrington Gurney, otherwise Farrington Gournay, and Clutton, or some of them, all in the county of Somerset; and it is intended to apply for powers in such Act or Acts to make and maintain all necessary wharfs, quays, staiths, sidings, approaches, warehouses, locomotive and stationary steam engines, reservoirs, water courses, and other necessary and proper works and conveniences in connection with the said branch railway or railways. And it is also intended to apply for power in such Act or Acts to deviate from the line or lines of the said branch railway or railways, as laid out, or intended to be laid out, and delineated on the maps or plans thereof, to be deposited with the clerks of the peace for the several counties before-mentioned, to an extent not exceeding one hundred yards on either side of such line or lines. And it is also further intended to apply for power by the said Act or Acts to alter or divert the present course or line of the several tramroads and canals belonging to the Somersetshire Coal Canal Company, situate in the several parishes above-mentioned, in manner and to the extent shewn or to be shewn on the said plans, so to be deposited with the several clerks of the peace as before-mentioned.—Dated 11th day of November, 1836.

*Swain, Stevens, and Co. London,
Mant and Bruce, Bath,
W. B. Scott, Weymouth,
Solicitors for the Bill.*

NOTICE 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, for the conveyance of passengers and goods, and the passage of coaches, chaises, waggons, carts, and other carriages, properly constructed, to be drawn or propelled by locomotive engines, steam, or other power, together with inclined planes, viaducts, bridges, tunnels, archways, depôts, warehouses, wharfs, offsets, turning, passing, and loading-places, roads, communications, and all proper works and conveniences connected therewith, to commence at or near to a house or building called the Weigh-house, in the parish of the High Church of Edingburgh, in the city and county of Edinburgh, and to terminate at or near to the north end of North Queen-street, in the parish of Saint George's, in the city of Glasgow, in the county of Lanark; which said railway is intended to pass from, in, through, and into the several parishes, towns, burghs, and places following, viz. the city of Edinburgh, the parishes of High Church, Canongate, Tolbooth, Saint Andrew's and Saint Georges Edinburgh, and Saint Cuthbert's, Corstorphine, Currie, and Ratho, or some of them, all in the county of Edinburgh; the parish of Kirkliston, in the counties of Edinburgh and Linlithgow, or one of them; the parishes of Dalmeny and Abercorn; and the parish and burgh of Linlithgow, or some of them; in the county of Linlithgow, the parishes of Muiravonside and Polmont, the parish and burgh of Falkirk, and the

parish of Denny, or some of them, in the county of Stirling; the parish of Cumbernauld, in the counties of Stirling and Dumbarton, or one of them; the parish of Kirkinilloch, in the county of Dumbarton; the parishes of Chryston, Cadder, otherwise Calder, Barony-Glasgow, Maryhill-Glasgow, Inner High Church-Glasgow, Ramshorn, otherwise St. David's-Glasgow, St. George's-Glasgow, and the city of Glasgow, or some of them, in the county of Lanark; also, for making and maintaining a branch railway, with proper works and conveniences connected therewith, to lead from and out of the said last-mentioned railway, at or near to the house on the north bank of the Edinburgh and Glasgow Union Canal, and near to the west end of the tunnel on the said canal, in the parish of Falkirk, and county of Stirling; and to pass in and through the said parish and burgh of Falkirk, and to terminate in or near to a certain field or garden near to the building, called the United Secession Church, in the same parish of Falkirk, all in the said county of Stirling: and it is intended to apply for power by such bill, to deviate from the line or lines of the said railway and branch railway respectively, or either of them, as laid out or intended to be laid out and delineated on the maps or plans thereof, to be deposited with the clerks of the peace for the several counties before-mentioned, to any extent, not exceeding one hundred yards on either side of such line or lines, 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 for power to alter, vary, and divert highways, roads, tram-roads, paths, passages, rivers, canals, brooks, streams, waters, and water-courses.—Dated the 9th day of November 1836.

A. and D. J. Bannatyne, Solicitors for the Bill.

NOTICE 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, for the conveyance of passengers and goods, and the passage of coaches, chaises, waggons, carts, and other carriages properly constructed to be drawn or propelled by locomotive engines, steam, or other power, to commence at a certain point in the parish of Govan, in the counties of Lanark and Renfrew, or one of them, or in that portion of the Parish of Govan annexed *quoad sacra* to the parish of Gorbals, in the county of Lanark, at or near to the south end of the bridge over the Clyde at Glasgow, called Glasgow Bridge, and to terminate at two separate points in the united parishes of Prestwick Monkton and Crosby, and in the parish of Newton upon Ayr, or one of them, in the county of Ayr, one of such points being near to the north end of the new bridge over the river Ayr, and the other being upon or near to the pier or quay on the north side of the harbour of Ayr; which said railway or railways is, or are intended to pass from, in, through, and into the several parishes, towns, burghs, and other places of Glasgow, Kingston, Tradeston, and Gorbals, or some of them, in the county of Lanark; Govan in the counties of Lanark and Renfrew; or one of them; Abbey parish of Paisley, Elderslie, Paisley, New North parish of Paisley,

High Church parish of Paisley, Middle Church parish of Paisley, Martyrs parish of Paisley, Johnston, Kilbarchan, and Lochwinnoch, or some of them, in the county of Renfrew; Beith, in the counties of Renfrew and Ayr, or one of them; Kilbirnie, Dalry, Kilwinning, Irvine, Fullarton, Dundonald, Monkton, Prestwick, Monkton and Prestwick united Monkton Prestwick and Crosby united, and Newton upon Ayr, or some of them, in the county of Ayr; also, for making and maintaining another railway from and out of the said first-mentioned railway or railways, to commence by a junction therewith, at or near to the Farm House of Blairland, in the parish of Dalry, in the county of Ayr, and to terminate at or near to the lower end of the lane or place called Kilmaurs Brae, situated at the back of and near to the George Inn, in the town and parish of Kilmarnock, and in the Laigh parish of Kilmarnock, or one of them, and in the same county; and to pass from, in, through, and into the several parishes, towns, burghs, and other places of Dalry, Kilwinning, Irvine, Dreghorn, Kilmaurs, Laigh Kirk of Kilmarnock, and Kilmarnock, or some of them, all in the said county of Ayr: Also, for making and maintaining a branch railway from and out of the said first-mentioned railway or railways, to commence in a certain field at or near to Cochran Mill, in the parish of Johnston, and Abbey parish of Paisley, or one of them, and in the county of Renfrew, and to terminate in a certain field on the farm of Over Johnston, in the parish of Kilbarchan, and county foresaid, and to pass from, in, through, or into the several parishes, towns, burghs, or other places of Johnston, Abbey parish of Paisley, and Kilbarchan, or some of them, in the said county of Renfrew. Also, for making and maintaining a branch railway from and out of the said first-mentioned railway or railways, to commence at or near to Woodside, in the parish of Kilwinning and county of Ayr, and to pass in and through, and to terminate in the same parish and county, by a junction with the Johnston and Ardrossan railway, at or near to its present termination at Byres: also, for making and maintaining another branch railway from and out of the said first-mentioned railway or railways, to commence at or near to Longford in the parish of Kilwinning and county of Ayr aforesaid, and to terminate by a junction with the Johnston and Ardrossan railway at or near to the point where the same intersects the boundary of the parishes of Kilwinning and Stevenston, in the said county, and to pass from, in, through, and into several parishes, towns, burghs, and other places of Kilwinning and Stevenston, or one of them, in the said county of Ayr; and also, for making and maintaining another branch railway from and out of the said first-mentioned railway or railways, to commence at or near to a certain field situate on the south side of Halfway-street, in or near to the town or burgh of Fullarton, in the parish of Dundonald, and county of Ayr, and to pass from, in, through, and into the several parishes, towns, or burghs, of Fullarton, Dundonald, and Irvine, or some of them, in the county of Ayr, and to terminate by a junction with the Kilmarnock and Troon Railway, or tram road, at or near to a certain place called Drybridge, in the parish of

Dundonald and county of Ayr aforesaid: and also, for making and maintaining another branch railway from and out of the said first-mentioned railway or railways, to commence at or near to a certain field situate to the south of and near to the said Halfway-street, in or near to the town or burgh of Fullarton, in the parish of Dundonald, and county of Ayr aforesaid, and to pass from, in, through, and into the several parishes, towns, or burghs of Dundonald, and Fullarton, or one of them, in the county of Ayr, and to terminate at, upon, or near to the pier or quay of the harbour of Irvine, in the said parish of Dundonald and county of Ayr aforesaid: and also, for making and maintaining another branch railway, from and out of the said first-mentioned railway or railways, to commence at or near to the place where the same is or are proposed to cross the Kilmarnock and Troon Railway, or tram road, in the parish of Dundonald and county of Ayr aforesaid, and to be made and pass in and through and to terminate in the same parish and county, at and upon or near to the pier or quay of the harbour of Troon—and it is intended to apply for powers by such Bill or Bills, to make and maintain all necessary wharfs, quays, staiths, shipping places, sidings, approaches, warehouses, and other necessary and proper works and conveniences, in connection with the said several railways and branch railways respectively: and it is also intended to apply for power by such Bill or Bills, to deviate from the line or lines of the said railways and branch railways respectively, or any of them, as laid down or intended to be laid down and delineated on the maps or plans thereof, to be deposited with the clerks of the peace for the several counties before-mentioned, to any extent not exceeding one hundred yards on either side of such line or lines, 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 for power to alter, vary, and divert highways, roads, tram roads, railways, passages, rivers, canals, brooks, waters, and water courses.—Dated the 11th day of November, 1836.

A. & D. J. Bannatyne,
Solicitors for the Bill.

Chester Junction 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 or Bills, and to obtain one or more Act or Acts, to make and maintain a railway or railways, and certain branch or branches thereto, with proper warehouses, wharfs, quays, docks, landing places, bridges, approaches, works, and conveniences adjoining thereto or connected therewith, for the passage of waggons, carts, and other carriages properly constructed, commencing in, at, or near a certain close or parcel of land in the occupation of one Hugh Williams, near to the Woodside hotel and ferry, in the township and chapelry of Birkit otherwise Birkenhead (which is reputed extra-parochial) in the county of Chester, and thence extending to, passing through, or into the several parishes or precincts of Birkit otherwise Birkenhead, Bidston, Bebbington otherwise Bebing-

ton, Bromborough otherwise Bromborow, Eastham, Neston, Shotwick, Backford, Saint Mary otherwise Saint Mary on the Hill, Saint Oswald, Saint John, Plemondstall otherwise Plemdstall, Christleton, Waverton, Tarvin, Bunbury, Acton, Nantwich, Coppenhall otherwise Church Coppenhall, and Barthomly, in the county of Chester, and in the city of Chester, and county of the said city, and through, into, or near the several townships, hamlets, or places of Cloughton cum Grange, Birkit otherwise Birkenhead, Tranmere, Higher Bebbington otherwise Higher Bebington, Lower Bebington otherwise Lower Bebington, Poolton otherwise Poolton-Lancelyn, otherwise Poulton cum Spittle, Bromborough otherwise Bromborow, Eastham Hooton, Childer Thornton, Little Sutton, Great Sutton, Raby, Little Neston, Willaston, Thornton. Hough otherwise Thornton Mayers, Ledsham, Capenhurst, Backford, Lea, Great Mollington, Moston, Upton, Newton otherwise Newton by Chester—the liberties of the city of Chester, Boughton, Great Boughton, Spittle Boughton, Hoole, Christleton, Littleton, Cotton Abbots otherwise Cotton Hook, Cotton Edmunds, Rowton Moor, Rowton, Waverton, Huxley, Hatton, Foulk Stapleford, Hargreave, Bruen, Stapleford, Tiverton, Beeston, Bunbury, Tilston otherwise Tilston Fearnall, Alpraham, Wardle, Stoke, Cholmondeston, Aston otherwise Aston-Juxta-Mondrum, Worleston, Woolstan-Wood, Monks Coppenhall, Church Coppenhall, Wistaston, and Crewe, or some of them, all in the county of Chester, and in the county of the city of Chester, and terminating by a junction with the Grand Junction Railway, at or near to a certain close, field, or piece of land in the said township of Crewe, in the said parish of Barthomley, adjoining to where the Grand Junction Railway crosses the boundary brook, which divides the said parishes of Barthomley and Coppenhall otherwise Church Coppenhall, in the said county of Chester; and also to make and maintain a branch railway, with proper works and conveniences connected therewith, to form a direct communication with the said city of Chester, from or to the northern end or extremity of the said intended main railway, commencing at or near a certain close or parcel of land (on the said intended line of the said main railway, in the township of Upton, in the parish of Saint Mary otherwise Saint Mary on the Hill, in the county of Chester) in the occupation of Francis Dixon and James Dixon, or one of them, and adjoining to a certain brook dividing the said last mentioned township, from the township of Newton, in the parish of Saint Oswald, in the said county, and thence extending to, or passing from, through, or into the several parishes of Saint Mary otherwise Saint Mary on the Hill, and Saint Oswald, and the precincts of the Cathedral Church of Christ, and the Blessed Virgin Mary (which is reputed to be extra-parochial) and the several townships or precincts of Upton, Newton, and the liberties of the city of Chester, all in the city of Chester, in the county of the same city, or in the county of Chester, and terminating at or near a certain place within the precincts of the cathedral church aforesaid, within the liberties of the said city of Chester, called the Kale Yards; and also to make and maintain a certain other branch railway, with proper works and con-

conveniences connected therewith, to form a direct communication with the said city of Chester, from and to the southern end or extremity of the said intended main railway, commencing at or near to the Ermine Inn, in the township of Newton, in the parish of Saint Oswald aforesaid, at a place where it is intended that the said main line of railway shall cross or intersect the turnpike road from Chester to Frodsham, in the said county of Chester, and thence extending to, or passing from, through, or into the several parishes of Plemondstall otherwise Plemdstall and Saint Oswald, and the several townships or precincts of Hoole and Newton otherwise Newton by Chester, and the liberties of the city of Chester, all in the said county of Chester, city of Chester, or county of the same city, and terminating by a junction with the said first-mentioned intended branch railway, at or near a certain street called Saint Anne Street, within the said city of Chester, and county of the same city; and that it is also intended by the said Act to take power to deviate from the line or lines of the said railway and branches, as the same are intended to be laid out on the plans thereof, hereafter to be deposited with the clerks of the peace for the county of Chester, and for the county of the city of Chester, to any extent not exceeding one hundred yards on either side of the said railway and branches, save and except where the same 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 branches. Dated 12th November, 1836.

Miller and Peel, Liverpool,
Samuel Brittain, Jr. Chester,
Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for leave to bring in a Bill, in order to obtain an Act to authorise the improvement, in whole or in part, by applying a new surface, of certain roads in the counties of Surrey and Sussex, leading from the metropolis to the town of Brighton; and for converting the same into a hard and solid road, and for laying, making, and maintaining a tramway, or tramways, stoneway or stoneways, plateroad or plateroads of iron, stone, or other materials, for the passing or travelling of locomotive steam-carriages, waggons, carts, and other carriages thereon, with all necessary and proper works and depôts, engines, machinery, and other conveniences connected therewith, which Bill is intended to comprise powers for levying and collecting tolls for the passing or travelling of such carriages thereon, and to apportion the same tolls between the trustees or proprietors of the said respective roads, and the persons who shall be authorised to improve the said roads; and to lay, make, and maintain such intended tramway or tramways, stoneway or stoneways, plateroad or plateroads; and which turnpike-roads so proposed to be improved, constructed and used, are as follow; that is to say, the road commencing at or near the house called or known as the Elephant and Castle, situate at, in, or near the parish of St. Mary, Newington, in the county of Surrey, and proceeding from thence by Streatham, Croydon, Mertsam, Reigate, Crawley, and Cuckfield, to the town of

Brighton, in the county of Sussex; and which said roads pass from, in, through and into the several parishes and places aftermentioned, that is to say, St. Mary, Newington, St. Mary, Lambeth, Streatham, Croydon, Coulsdon, Biddington, Chipstead or Chipsted, Mersham, Gattou, the borough of Reigate, Horley and Chartwood, in the county of Surrey; and Crawley, Ifield, Slaugham, Cuckfield, Bolney, Twyneham or Twineham, Hurst, Albourne, Newtimber, Piccombe, Pycombe, or Pyecombe, Patcham, Preston, and Brighton, otherwise Brightelmstone, in the county, of Sussex.—Dated the 11th day of November, 1836.

Alexander Gordon,
Fludyer-street, Westminster.

South Eastern, Canterbury, Ramsgate, and Sandwich 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 proper works and conveniences connected therewith, which said railway or railways is or are intended to commence by a junction with the intended South Eastern Railway, in the parish of Ashford, in the county of Kent, and to proceed from thence, and to pass from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Ashford, Willesborough, Kennington, Wye, Boughton-Aluph, Godmersham, Crundale otherwise Crundell, otherwise Crundall, Chilham, Chartham, Horton, Milton otherwise Milton Chapel otherwise Milton near Canterbury, Harbledown otherwise Saint Michael Harbledown, or some of them in the county of Kent; Thanington, otherwise Thanington, Saint Dunstan, Holy Cross Westgate otherwise Holy Cross, Westgate without the walls of the city of Canterbury, Hackington otherwise Saint Stephen, Canterbury, Fordwich, or some of them in the city and borough of Canterbury and county of the same city, and in the county of Kent, or one of them; Sturry Westbeer otherwise Westbere, Littlebourne, Chislett otherwise Chistlet, Stodmarsh, Wickhambreaux otherwise Wickhambreaux otherwise Wickham, Preston Street otherwise Preston next Wingham, Stourmouth, Elmstone, Saint Nicholas otherwise Saint Nicholas at Wade, Sarr otherwise Sarre, Ash next Sandwich, Monkton, Minster, Saint Lawrence, Ramsgate otherwise Saint George Ramsgate, or some of them in the county of Kent, and to terminate in the parish of Ramsgate otherwise Saint George Ramsgate, in the said county of Kent. Also for making and maintaining a branch railway or branch railways, with all proper works and conveniences connected therewith, to commence from and out of the said last-mentioned railway or railways in the parish of Ash next Sandwich, in the county of Kent, and to proceed from thence, and to pass from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Ash next Sandwich, Preston Street, otherwise Preston next Wingham, Elmstone, Woodnesborough otherwise Winsborough, Saint Mary the Virgin Sandwich, Sandwich, or some of them, in the county of Kent, and to terminate in the parish of Saint Mary the Virgin, Sandwich, in the said county of Kent. Also for making and maintain-

ing another branch railway or other branch railways, with all proper works and conveniences connected therewith; to commence from and out of the railway or railways first above-mentioned in the parish of Holy Cross Westgate otherwise Holy Cross Westgate without the walls of the city of Canterbury, in the city and borough of Canterbury and county of the same city, and in the county of Kent, or one of them, and to proceed from thence, and to pass from, in, through, or into, the several parishes, townships, and extra-parochial or other places of Holy Cross Westgate, otherwise Holy Cross Westgate without the walls of the city of Canterbury aforesaid, and Hackington otherwise Saint Stephen aforesaid, or one of them, and to form a junction with the Canterbury and Whitstable Railway, in the parish of Hackington otherwise Saint Stephen, in the city and borough of Canterbury, and county of the same city, and in the county of Kent, or one of them. And it is also intended to apply for power by the said Act, to deviate in the construction of the said railway or railways and branch railway, or branch railways respectively, to any extent, not exceeding one hundred yards from the line or lines thereof, laid out or intended to be laid out on the plans of the said railway or railways and branch railway, or branch railways respectively, to be deposited prior to the said intended application, in pursuance of the standing orders of parliament relating thereto; and also to alter and divert the line or course of the navigable river or canal named the Stour, in the several parishes of Westbeer otherwise Westbere, Stodmarsh, Ash next Sandwich, and Monkton, in the said county of Kent; and the line or course of the navigable river or canal named the little Stour, in the several parishes of Wickhambreaux otherwise Wickhambreaux, otherwise Wickham, and Stodmarsh, in the said county of Kent; to the extent shewn, or intended to be shewn, on the plans so to be deposited as aforesaid.—Dated the 15th day of November, 1836.

Vaux and Fennell,

Solicitors, 32, Bedford-row, London.

King and Snowden, Solicitors, Ramsgate.

Port and Town of Ipswich.

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, enlarge, or repeal certain of the powers and provisions of four several Acts of Parliaments, one thereof passed in the forty-fifth year of the reign of his Majesty King George the Third, intituled "an Act for improving and rendering more commodious the port of Ipswich, in the county of Suffolk." Another thereof passed in the thirty-third year of the reign of his said Majesty King George the Third, intituled "an Act for paving, lighting, cleansing, and otherwise improving the town of Ipswich, in the county of Suffolk, and for removing and preventing encroachments, obstructions, and annoyances therein." And another thereof passed in the thirty-seventh year of the reign of his said Majesty, King George the Third, intituled "an Act for amending and rendering more effectual an Act passed in the thirty-third year of the reign of his present Majesty, for paving, lighting, cleansing, and otherwise improving the

town of Ipswich, in the county of Suffolk, and for removing and preventing encroachments, obstructions, and annoyances therein." And another thereof passed in the fifty-fifth year of the reign of his said Majesty King George the Third, intituled "an Act for amending and enlarging the powers of two Acts of his present Majesty for paving, lighting, cleansing, and improving the town of Ipswich, in the county of Suffolk, and removing and preventing encroachments, obstructions, and annoyances therein, and for watching the said town."

And it is intended to apply for power by the said amended Act or Acts, or one of them, to make and maintain a certain wet dock or docks, with all necessary quays, wharfs, piers, bridges, locks, ways, roads, walls, embankments, sluices, culverts, sewers, and other erections and conveniences connected therewith, within the several parishes and townships of Saint Clement, Saint Mary at the Key, Saint Peter, and Saint Mary at Stoke, or some of them, in Ipswich, in the county of Suffolk. Also to make and maintain a certain cut or channel for the navigation of ships, and for the flow and ebb of the tide of the river Orwell, and for the carrying off the waters of the river Gipping, with all proper quays, wharfs, landing-places, and other conveniences connected therewith, commencing opposite to Saint Peter's Dock, and in or adjoining Saint Peter's ship-yard, now or late in the occupation of Messrs. Read and Page, in the said parishes of Saint Peter, and terminating in the parishes of Saint Peter and Saint Mary Stoke, or one of them, in Ipswich aforesaid, at or near the present channel of the river Orwell, nearly opposite to the Cliff Brewery, in the parish of Saint Clement. And also a certain other cut or channel, with all proper works and conveniences connected therewith, across the ooze or mud of the said river Orwell, in the parish of Wherstead, in the said county, from the reach or channel lying between the Upper Hearth Point, and the Lower Hearth Point to Black Ooze Point, and thence to the north west end of Preston Reach, opposite Pond Ooze Point, in the parishes of Wherstead and Preston, or one of them, which said intended cuts or channels, are intended to pass from, in, through, or into the several parishes or townships of Saint Clement, Saint Mary at the Key, Saint Peter, Saint Mary at Stoke, in Ipswich, Wherstead, and Preston, or some of them, and certain extra-parochial lands, ooze, or mud, adjoining the said river, and the said parish of Saint Clement, or some of them, all in the said county of Suffolk; also to improve and render more commodious the navigation of the river Orwell, and the port and harbour of Ipswich, within the several parishes and townships and extra-parochial place aforesaid, or some of them, in the said county of Suffolk, and also to take from the waters of the rivers Gipping and Orwell, respectively, so much thereof as will be necessary for the purposes of the said intended dock or docks, and cuts respectively.

And it is also intended to apply for powers in and by the said intended Act or Acts, or one of them, for the government and regulation of the said dock, navigation, port and harbour, and the several works belonging thereto, or connected therewith.

And it is further intended to apply for powers by

the said intended Act or Acts, or one of them, to raise money for effecting the purposes aforesaid, and to alter and vary or increase all or any of the rates, tolls, or assessments, authorized to be taken under the said recited Acts, of the 45th, the 33rd, the 37th, and the 55th years of the reign of his Majesty King George the Third respectively, or any, or either of them, or to repeal the same altogether, and to substitute new rates, tolls, or assessments in lieu thereof.

William Rodwell, John Chevallier Cobbold,
Solicitors.

Ipswich, November 10, 1836.

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 make and maintain a railway, with proper works and conveniences connected therewith, for the passage of coaches, waggons, and other vehicles properly constructed, to commence in Store-street, at or near the London-road end thereof, in the township and parish of Manchester, in the county of Lancaster, and to terminate by a junction with the Grand Junction Railway, in the township of Rickerscote, in the parish of Castle Church, in the county of Stafford; and also to make and maintain a branch railway from and out of the said railway, to commence in the townships of Aston, Little Aston and Stoke, or one of them, in the parish of Stone, in the said county of Stafford, and to terminate by a junction with the line of the proposed railway from Stafford through Tamworth to Rugby, at or near to Rugeley, 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, to commence at Shelton, in the parish of Stoke-upon-Trent, in the said county of Stafford, and to terminate by a junction with the Grand Junction Railway at or near to Madeley, in the said county; and also to make and maintain another branch railway from and out of the said first-mentioned railway, to commence at or near to a place called Gatley Green, in the township of Nether Alderley, in the parish of Nether Alderley, otherwise Alderley, in the county of Chester, and to terminate by a junction with the Grand Junction Railway, at or near to a certain place in the township of Crewe, in the parish of Barthomley, in the said county of Chester, adjoining to where the Grand Junction Railway intersects or is intended to intersect the turnpike road between Sandbach and Nantwich, in the same county of Chester, and that such railway and branches will be respectively made and pass from, in, through, and into the several parishes, townships, extra-parochial and other places following, that is to say:—In the county of Lancaster—Manchester, Manchester, Ardwick, Chorlton-upon-Medlock, Gorton, Newton, Kirkmanshulme, Moss Side, Rusholme, Rushulme, Levenshulme, Withington, Barnage, Reddish, Didsbury, Heaton Norris, or some of them. In the county of Chester—Cheadle, Cheadle, Cheadle Moseley, Cheadle Mosley, Cheadle Bulkeley, Cheadle Hulme, Adswold, Edgeley, Handford, Honford, Handforth, Bosden, Bosdon, Handford-cum-Bosden, Handforth-cum-Bosden, Honford-cum-Bosden, Gillbent, Stockport, Stock-

port, Etchels, Stockport Etchels, Bramhall, Bramall, Bromhall, Wilmslow, Bollin-fee, Hough, Dean Row, Pownall-fee, Styall, Styal, Morley, Fulshaw, Chorley, Alderley, Nether Alderley, Nether Alderley, Over Alderley, Alderley Superior, Alderley Inferior, Warford, Great Warford, Prestbury, Prestbury, Chelford, Astle, Chelford-cum-Astle, Capesthorn, Capesthorne, Higher Withington, Old Withington, Chelford-cum-Old Withington, Chelford-cum-Higher Withington, Lower Withington, Birtles, Henbury, Pexall, Pexull, Pexhall, Henbury-cum-Pexall, Henbury-cum-Pexull, Henbury-cum-Pexhall, Siddington, Marton, Rode, North Rode, Gawsworth, Goseworth, Gosworth, Astbury, Asbury, Eaton, Yeaton, Lawton, Bug Lawton, Summerford, Somerford, Summerford Booths, Somerford Booths, Radnor, Summerford-cum-Radnor, Somerford-cum-Radnor, Hulme Wallfield, Hulme Wallfield, Hulm Wallfield, Hulm Wallfield, Davenport, Congleton, Newbold Astbury, Newbold Asbury, Astbury, Asbury, Newport, Alcumlow, Moreton, Morton, Great Moreton, Moreton-cum-Alcumlow, Morton-cum-Alcumlow, Smallwood, Odd Rode, Swettenham, Kermincham, Carincham, Lawton, Church Lawton, Wybunbury, Checkley, Wrinehill, Checkley-with-Wrinehill, Wrinehill-with-Checkley, Shavinton, Shenton, Gresty, Shavinton-cum-Gresty, Shenton-cum-Gresty, Barthomley, Crewe, Haslington, Coppenthal, Church Coppenthal, Monks Coppenthal, Higher Town, Warmingham, Warmincham, Elton, Tetton, Moston, Warmincham, Warmingham, Sandbach, Sandbach, Wheelock, Wheelock, Bradwall, Bradwell, Hollins, Bradwall-cum-Hollins, Bradwell-cum-Hollins, Holmes Chapel, Church Hulme, Church Holme, Hulmes Chapel, Cotton, Cranage, Goostrey, Goostrey, Barnshaw, Goostrey-cum-Barnshaw, Goostrey-cum-Barnshaw, Barnshaw-cum-Goostrey, Twemlow, Twemlowe, Blackden, Lees, Breerton, Smethwick, Breerton-cum-Smethwick, Middlewich, Mooresbarrow, Parme, Mooresbarrow-cum-Parme, Sproston, Sproston, Kinderton, Rostherne, Rosthorne, Rosthern, Rosthorn, Peover, Over Peover, Peover Superior, Snelson, Little Warford, Martall, Marthall, Warford-cum-Martall, Warford-cum-Martall, Martall-cum-Warford, Marthall-cum-Little Warford, Martall-cum-Little Warford, or some of them. In the County of Stafford:—Checkley, Wrinehill, Audley, Talk, Talk-on-the-Hill, Talk-o'-th'-Hill, Talk-o'-the-Hill, Talk-upon-the-Hill, Talk Hamil, Talk Hamlet, Hollins, Bignall End, Eardley End, Halmer End, Knowl End, Knowle End, Park End, Audley, Newcastle-under-Lyme, Keele, Keel, Madeley, Madeley, Onniley, Betley, Whitmore, Wolstanton, Brieryhurst, Brerehurst Oldcott, Golden Hill, Tunstall, Chatterley, Chatterly, Stadmorslow, Stadmorslow, Stadmorslow, Stadmorslow, Thursfield, Wedgwood, Ranscliffe, Ravenscliff, Rainscliff, Chell, Wolstanton, Chesterton, Knutton, Burslem, Burslem, Rushton Grange, Sneyd, Hulton Abbey, Abbey Hulton, Longport, Middleport, Stoke-upon-Trent, Stoke, Shelton, Etruria, Hanley, Handley, Boothen, Penkhull, Penkhull-with-Boothen, Fenton, Fenton Culvert, Fenton Vivian, Lane End, Longton, Lonton, Bagnall, Bucknall, Eaves, Seabridge, Clayton, Batterslow, Boteslow, Botslow, Butterton,

Trentham, Clayton, Griffith, Trentham, Handford, Hanford, Blurton, Blurton Highwood, Blurton and Lightwood Forest, Hanchurch, Butterton, Barlaston, Stone, Normicott, Normicote, Beech, Kibblestone, Kibbulstone, Kebulston, Kibbeston, Kibberston, Cubleston, Stone, Darlastone, Darlaston, Tittensor, Walton, Fulford, Stallington, Fulford and Stallington, Hilderstone, Hilderston, Aston, Little Aston, Great Aston, Burston, Stoke, Stoke by Stone, Aston with Burston and Stoke, Meaford, Oulton, Outlanes, Outlands, The Pools, Abbey Court, Swinnerton, Swynnerton, Yarnfield, Sandon, Stafford, Saint Mary Stafford, Saint Chad Stafford, united parishes of Saint Mary and Saint Chad Stafford, Whitgreave, Whitgrove, Marston, Enson, Salt, Salt and Enson, Hopton, Coton, Hopton and Coton, Yarlett, Tillington Cresswell, Cresswell, Worston, Castle Church, Forebridge, Rickerscote, Burton, Rickerscote-with-Burton, Gayton, Weston-on-Trent, Shirleywich, Stowe, Ameriton, Hixon, Chartley, Ingestre, Ingestrie, Tixall, Colwich, Bishton, Fradswell, Great Haywood, Little Haywood, Shugborough, Wolsley, Moreton, Colton, Rugeley, Rudgeley, or some of them.

And it is intended to apply by the said Bill for power to deviate from the line or lines of each of them the said railway and branch railways as the same is or are respectively intended to be laid down on the plans thereof, to be hereafter deposited with the several clerks of the peace for the counties of Lancaster, Chester, and Stafford, to any extent not exceeding one hundred yards on either side of the said railway and branch railways respectively, except where it is intended that the same respectively shall pass through any market town, and in that case to deviate to any extent not exceeding ten yards on either side of the said railway and branch railways respectively; and it is also intended to apply by the said Bill for power to alter and divert, for the purposes of the said railway and branch railways, or some or one of them, the line or course of a certain tramroad or railway, extending from the township of Hanley, in the parish of Stoke-upon-Trent, in the said county of Stafford, to the Grand Trunk or Trent and Mersey Canal, near Etruria, in the township of Shelton, in the same parish and county; and also the line or course of the said Grand Trunk or Trent and Mersey Canal, in the parishes of Stone and Colton, in the said county of Stafford; 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 said county of Stafford, in manner and to an extent to be respectively particularly specified in the said Bill.—Dated the 10th November, 1836.

Wheeler and Marriott, Solicitors, Manchester.

Belfast and Hollywood Railway.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for a Bill in order to obtain an Act authorising the making and maintaining a railway or railways, tramroad or tramroads, from Belfast to Hollywood, with proper works, piers, wharfs, landing-places, bridges,

stations, and other conveniences, for the passage of locomotive engines, coaches, waggons, and other carriages; the said railway or railways, tramroad or tramroads, will commence at or near the Long-bridge of Belfast, in the townland of Ballymacarrett, in the county of Down, will pass thence by the shore, through the same townland of Ballymacarrett; in the parish of Ballymacarrett or Knockbreda, the townlands of Ballyhackamore, Strandtown, Ballymasard, Ballynechan, Knocknagoney, and Hollywood, all in the parish of Hollywood, in the same county, and will terminate at the Shore-street, in the town of Hollywood; the said Bill will contain provisions to embank, enclose, drain, and reclaim from the sea, the strand or slab which shall or may lie between the line of said railway and the shore; also to charge and encumber the lands reclaimed with all such sums of money as may be expended in and about the embanking, draining, and reclaiming the said ground, in conformity with the provisions contained in an Act, passed in the first and second years of the reign of His present Majesty King William the Fourth, intituled "An Act to empower landed proprietors in Ireland to sink, embank, and remove obstructions in rivers;" and said Bill will also contain all other powers and authorities requisite and necessary for the purpose of carrying the said works into execution.—Dated this 12th day of November 1836.

*Hugh Wallace and Co. Solicitors for the Bill,
per Clayton and Cookson, their Agents,
6, Lincoln's-inn.*

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 continue the term, and to alter, amend, and explain, and, in part, repeal the powers and provisions of an Act, passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a railway from the lands of Polloc and Govan to the River Clyde, at the harbour of Bromielaw, in the county of Lanark, with a branch to communicate therefrom;" and of another Act, passed in the second year of the reign of His present Majesty, intituled "An Act for amending an Act, passed in the eleventh year of the reign of His late Majesty King George the Fourth, for making and maintaining a railway from the lands of Polloc and Govan to the River Clyde, and to alter and extend the powers of the Company of Proprietors of the said railway;" and that it is intended to make provision in the said Bill for securing, under proper regulations, to the said Company of Proprietors, and to the traders and others making use of the said railway, a permanent connection between the said railway and the River Clyde, at the harbour of Glasgow, and means, adequate to the trade on the said railway, of shipping and unshipping, loading and unloading coals and other articles and commodities thereat; and that it is intended to take power in the said Bill to deviate from the lines and works to be thereby authorised to be made for the said purposes, to an extent not exceeding ten yards; which railway and intended works for shipping and unshipping, loading and unloading coals and other articles and com-

modities, are or will be situate in the parishes of Govan or Gorbals, Govan, Cathcart, and Rutherglen, and in the burgh or barony or township of Gorbals, in the counties of Lanark and Renfrew; and that it also is intended to take power in the said Bill to levy a toll, rate, or wharfage upon all coals and other articles or commodities to be shipped or unshipped, loaded or unloaded as aforesaid, in addition to the rates, tolls, and duties granted by the said recited Acts, and, in that respect, to alter and increase the said rates, tolls, and duties; and that it is intended farther by the said Bill to alter, explain, and amend, so far as necessary, for the purposes aforesaid, an Act, passed in the sixth year of the reign of His Majesty King George the Fourth, intituled "An Act for amending three Acts for enlarging the harbour of Glasgow, and improving the navigation of the River Clyde to the said city, and for other purposes therein mentioned," and the said three Acts therein recited, and all other Acts relating to the said harbour; which harbour is situate in the several parishes of Saint George's and Saint Enoch's of the city of Glasgow, barony of Glasgow, and Govan or Gorbals, and Govan aforesaid, and in the city, burgh, or township of Glasgow, and burgh, barony, or township of Gorbals, all in the county of Lanark.

Arch. Grahame.

Glasgow, 11th November 1836.

Manchester, Bolton, and Bury Canal Navigation and Railway.

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the first and second year of the reign of His present Majesty, intituled "An Act to enable the company of proprietors of the canal navigation from Manchester to Bolton and to Bury, to make and maintain a railway from Manchester to Bolton and to Bury, in the county palatine of Lancaster, upon or near the line of the said canal navigation, and to make and maintain a collateral branch to communicate therewith;" and also of an Act passed in the second year of the reign of His present Majesty, intituled "An Act to enable the company of proprietors of the Manchester, Bolton, and Bury canal navigation and railway, to alter some parts of the said canal navigation, to alter and amend the line of the said railway, to make further collateral branches thereto, and for amending the powers and provisions of the Act relating to the said canal and railway;" and also of an Act passed in the fifth and sixth year of the reign of His present Majesty, intituled "An Act to amend the Acts relating to the Manchester, Bolton, and Bury canal navigation and railway, and to make a branch railway to Bolton;" and to enable the said company to make, construct, and maintain a reservoir or supply of water at or near a certain place called Longworth Mill, situate in the township or precincts of Longworth, Sharples, and Little Bolton, and parish of Bolton-in-the-Moors, in the said county of Lancaster, on a stream or brook called the Eagley Brook, by raising an em-

bankment and other works in, upon, across, or near to the line or course of the said stream or brook called Eagley Brook, for the purpose of penning up and collecting the surplus waters in times of floods and wet seasons, coming into, flowing down, or arising in or upon the said brook called Eagley Brook; and also another reservoir or supply of water at or near a certain place called Delph, situate in the township or precincts of Turton and Longworth, in the said parish of Bolton-in-the-Moors, in the said county of Lancaster, on a stream or brook called Delph Brook, by raising an embankment and other works in, upon, across, or near to the line or course of the said stream or brook called the Delph Brook, for the purpose of penning up and collecting the surplus waters in times of floods and wet seasons, coming into, flowing down, or arising in or upon the said last-mentioned brook; and for collecting and retaining the same waters in the said two respective reservoirs, for the better supplying with water the said canal navigation and works, with such embankments, tunnels, pipes, valves, guages, bye-washes, waste and other weirs, flood-gates, channels, sluices, cloughs, paddles, cuts, dams, drains, feeders, aqueducts, culverts, conduits, roads, ways, and other works, within the said townships or precincts of Longworth, Sharples, Little Bolton, and Turton, and parish of Bolton-in-the-Moors, as may be necessary, useful, or convenient, for the protecting, using, supplying, enlarging, extending, and preserving of the same reservoirs, and for regulating the flowing of the waters into and out of the same, in the said last-mentioned townships and parish, and into the said canal navigation by means of a weir, feeder, or aqueduct, tunnel, and other works, commencing at or near a certain place called Turner Bridge, in the said township or precincts of Little Bolton, passing in, through, and over the said township or precincts of Little Bolton, and Tongue-with-Haulgh, in the parish of Bolton-in-the-Moors, and ending at the said canal navigation at a point in the said township of Tongue-with-Haulgh between Damside aqueduct and the termination of the said canal in the township of Little Bolton aforesaid, to be marked on the plan intended to be deposited with the clerk of the peace; also to connect the said two intended reservoirs by means of waste, weir, cut, conduit, or aqueduct, and other works between the said two intended reservoirs in the said township of Longworth, with power to divert and turn, and to make one or more weirs and cuts, feeders or aqueducts, and other works, for the purpose of diverting and turning at a place within the township or precincts of Turton, and parish of Bolton-in-the-Moors, the waters of a certain stream called Walmsley Chapel Brook, into the said intended reservoir at the said place, called Delph, for increasing the supply of water therein; and also to make, construct, and maintain one other reservoir or supply of water, at or near a certain place called Holden Hall, in the township or precinct of Haslingden, in the parish of Whalley, and in the townships or precincts of the triplet of Ogden, in the hamlet or township of Musbury, in the parish of Bury, all in the said county of Lancaster, situate on the stream or brook called Ogden Brook, by raising an embankment and other works in, upon, across,

or near the line or course of the said stream or brook called the Ogden Brook, for the purpose of penning up and collecting the surplus waters in times of floods and wet seasons, coming into, flowing down, or arising in or upon the said stream or brook called the Ogden Brook, and for collecting and retaining the same for the better supplying with water the said canal navigation and works, with such embankments, tunnels, pipes, valves, gauges, bye-washes, waste and other weirs, flood-gates, channels, sluices, cloughs, paddles, cuts, dams, drains, feeders, aqueducts, culverts, conduits, roads, ways, and other works, within the said township or precinct of Haslingden, in the parish of Whalley and precinct of the triplet of Ogden, in the hamlet or township of Musbury, in the parish of Bury, as may be necessary, useful, or convenient for the protecting, using, supplying and enlarging, extending and preserving of the same last-mentioned reservoir or supply of water, and for regulating the flowing of the water into and out of the same, in the said township or precincts of Haslingden, and triplet of Ogden, in the hamlet or township of Musbury, and into the said canal navigation, and the feeders, reservoirs, supplies of water, dams, and other works of the said Canal Navigation Company, now made, or to be hereafter made, or belonging thereto, or connected therewith: and also to enable the said company of proprietors to contract and agree with the commissioners of the Turton and Entwistle reservoir for a supply of water from such reservoir, situate on Bradshaw Brook, in the townships of Turton and Entwistle, in the said parish of Bolton-in-the-Moors, to and for the said canal navigation and works, and to make, complete, extend, enlarge, construct, and maintain the reservoir, conduits, or flood-gates, spill waters, weirs, dams, embankments, sluices, feeders, and other works authorized to be made by a certain Act of Parliament, passed for the same, in the second year of William the Fourth, intituled "An Act for making and maintaining a reservoir upon Bradshaw Brook, in the townships of Turton and Entwistle, in the parish of Bolton-le-Moors, in the county of Lancaster, for providing a more regular supply of water in Bradshaw Brook aforesaid, and in certain rivers connected therewith," and on such terms and conditions as may be agreed upon between the said company of proprietors and the said commissioners; and also to make, complete, construct, and maintain any embankments, tunnels, pipes, valves, gauges, bye-washes, waste and other weirs, flood-gates, channels, sluices, cloughs, paddles, cuts, dams, drains, feeders, aqueducts, culverts, conduits, roads, ways, and other works that may be necessary, useful, or convenient for the protecting, using, supplying, enlarging, extending, and preserving of the said last-mentioned reservoir, and works authorized to be made by the said Act, and for regulating the flowing of the water into and out of the same reservoir, and works in the said townships of Turton and Entwistle, and into the said canal navigation, by means of a weir, conduit, feeder, aqueduct, tunnel, and other works, commencing at or near a certain place called Rufas's Farm, in the township of Tong, passing in, through, and over the said townships of Tong, Breighmet, and Darcey Lever; all in the

parish of Bolton-in-the-Moors, and ending at the said canal navigation at or near Damside Aqueduct, in the said township of Darcey Lever; and also to enable the said company of proprietors to supply with water the several mills, factories, and other works on the line or course of the said several streams or brooks, commencing at and from the said several reservoirs, and ending at the respective places at which the said waters are intended to be taken into the said canal navigation; and also to enable the said company of proprietors to assess and levy rates or sums of money on all mills, factories, and other works situated between the limits aforesaid, or on the owners or occupiers thereof respectively for the time being, who receive or derive any benefit or advantage from the said reservoirs, or any of them, or the waters flowing from the same, or any of them, between the limits aforesaid, in proportion to the benefit or advantage each of such mills, factories, or other works, or the owners or occupiers thereof for the time being, shall receive or derive therefrom, which said several mills, factories, and other works intended to be rated and assessed as before mentioned, are situated in the several townships, hamlets, or places of Longworth, Sharples, Turton, Tong, Little Bolton, Entwistle, Edgeworth, Quarlton, Bradshaw, Harwood, Tonge-with-Haulgh, Brightmet, Darcey Lever, Haslingden, Triplet of Ogden, Musbury, Tottington, Higher End, Manor of Tottington, Walmersley, Shuttleworth, Tottington Lower End and Elton, and in the several parishes of Bolton-in-the-Moors, Bury, and Whalley, all in the county of Lancaster; and to alter, increase, or vary the rates, tolls, and dues authorized by the said Acts before referred to, some or one of them; and to enable the said company of proprietors to take and use lands and buildings in the said townships and parishes, or any of them, for all or any of the purposes aforesaid; and also to enable the said company of proprietors to erect, build, and maintain a certain wall, embankment, and other works in or near the west side of the river Irwell, in the township of Kearsley, in the parish of Dean and county of Lancaster, to the extent of eight hundred yards or thereabouts along the land of one Jonathan Dorning and others there; and also to enable the said company of proprietors to make, construct, and maintain one or more branch railway or railways and other works, in the township of Salford, and parish of Manchester, in the county of Lancaster, to connect the railway of the said company of proprietors with the Liverpool and Manchester Railway there, commencing at the line of railway of the said company of proprietors in the said township, and passing in and through and ending at the Liverpool and Manchester Railway, all in the said township of Salford: and to regulate the getting of coal, and other mines and minerals, stone and slate, under or near to the railway, canal, and works of the said company of proprietors, and the supporting and maintaining the railway, canal, and works injured or affected thereby; and also to enable the said company of proprietors to extend the line of the said canal in Elton, in the parish of Bury, in the county of Lancaster, to the extent of one hundred yards, or thereabouts, northward beyond its present termination there, and to take lands

there for the purpose; and for additional wharfs.—
Dated, Liverpool, 12th November, 1836.

W. S. Miller,

Law Clerk of the said Company of Proprietors.

Stirling Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill for making and maintaining a railway from the town of Stirling; to or near to Larbert Bridge, with two several lines from thence, viz. one to or near to lock number sixteen on the Forth and Clyde Canal, and the other to the said canal at or near to a tunnel or archway under the said canal, called the Ironstone Pend, and from thence to a point on the line of the intended Edinburgh and Glasgow Railway, at, in, or near to the lands of Bonny-side; with a branch railway from the main line to or near to Alloa and Kersie Ferry on the river Forth; and another branch railway from the said main line to or near to Bannockburn; with inclined planes, viaducts, bridges, tunnels, archways, aqueducts, depôts, wharfs, offsets, turning, passing, and loading places, and other necessary works connected therewith; which railway is intended to commence at the town of Stirling aforesaid, in or near to the lands of Claycroft, and to proceed from thence in an eastern direction through the Kerse to and through the lands of Carnock, and from thence in a southern direction to or near to Larbert Bridge; and from thence one line will be continued and pass to, or near to, lock number sixteen aforesaid on the said canal; and the other through the estate of Caermuir, to or near to the said canal, at or near to the said Ironstone Pend, and from thence passing by one or more tunnels, archways, or aqueducts under the said canal, to the said point on the line of the intended Edinburgh and Glasgow Railway; and it is also intended by the said Bill, if necessary, towards the making of the said tunnels, archways, or aqueducts, to divert or alter, temporarily or permanently, the course or line of the said canal for the space of three thousand feet or thereabouts in length, at or near to the said Ironstone Pend; and the foresaid branch railway to Alloa and Kersie Ferry is intended to commence at a point on the said main line, at, in, or near to the lands of Carnock aforesaid, and to pass through the lands of Dunmore and Kersie to, or near to, the said ferry; and it is intended towards the making of the said branch railway to divert or alter the line of the turnpike road leading from Kersie toll bar to the said ferry, for the space of three thousand five hundred feet or thereabouts, and the said branch railway to, or near to, the village of Bannockburn, is intended to commence at a point on the said main line, at, in, or near to, the lands of Heartsmealing or the lands of Cockspow, and to pass through the lands of Easter and Wester Greenyards, to, or near to the village of Bannockburn aforesaid; which railway and branch railways, inclined planes, viaducts, bridges, tunnels, archways, aqueducts, depôts, wharfs, offsets, turning, passing, and loading places, and other necessary works connected therewith, are, or will be, situated or made in, from, through, or into the parish of Saint Ninians, the burgh and parish of Stirling, and the parishes

of Airth, Larbert, Falkirk and Denny, all in the county of Stirling, or some one or more of them. As the said intended railway and branch railways are delineated on a plan or plans and section or sections thereof, to be lodged with the clerk of the peace for the county of Stirling, on or before the 30th day of November current. Which Bill will also contain clauses authorizing and empowering lands and other property to be taken and acquired, and funds to be raised for the foresaid purposes, and tolls, rates, and duties to be levied on and for the use of the said railway and branch railways, and other works intended to be made and maintained as aforesaid. And it is intended to apply for power by such Bill to deviate from the line or lines of the said railway and branch railways respectively, or any one or more of them, as laid out or intended to be laid out, and delineated on the plans thereof, to be deposited with the clerk of the peace for the said county, to any extent not exceeding one hundred yards on either side of such line or lines, 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 it is also intended to apply for power by the said Bill, to alter and amend, as far as is necessary towards the alteration of the line of the said canal, the following Acts, viz., "An Act passed in the eighth year of the reign of His Majesty King George the Third, intituled 'An Act for making and maintaining a navigable cut or canal from the Firth or river of Forth, at or near the mouth of the river of Carron, in the county of Stirling, to the Firth or river of Clyde; at or near a place called Dalmuir Burnfoot, in the county of Dumbarton, and also a collateral cut from the same to the city of Glasgow; and for making a navigable cut or canal of communication from the port and harbour of Borrowstounness, to join the said canal at or near the place where it will fall in the firth of Forth.'" Another Act passed in the eleventh year of the reign of His said Majesty King George the Third, intituled "An act to explain, amend, and render more effectual an Act made in the eighth year of his present Majesty's reign, intituled 'An Act for making and maintaining a navigable cut or canal from the firth or river of Forth, at or near the mouth of the river of Carron, in the county of Stirling, to the firth or river of Clyde, at or near a place called Dalmuir Burnfoot, in the county of Dumbarton, and also a collateral cut from the same to the city of Glasgow; and for making a navigable cut or canal of communication from the Port and harbour of Borrowstounness, to join the said canal at or near the place where it will fall into the Firth of Forth.'" Another Act passed in the thirteenth year of the reign of His said Majesty King George the Third, intituled "An Act to enlarge the powers of two Acts made in the eighth and eleventh years of the reign of His present Majesty, for making and maintaining a navigable cut or canal from the Firth or river of Forth, at or near the mouth of the river of Carron in the county of Stirling; to the Firth or river of Clyde, at or near a place called Dalmuir Burnfoot, in the county of Dumbarton, and also a collateral cut from the same to the city of Glasgow, and for making a navigable cut or canal of communication from the port and

harbour of Borrowstounness to join the said canal at or near the place where it will fall into the Firth of Forth." Another Act passed in the twenty-fourth year of the reign of His said Majesty, King George the Third, intituled "An Act for extending, amending, and altering the powers of an Act made in the eighth year of the reign of His present Majesty, intituled "An Act for making and maintaining a navigable cut or canal from the Firth or river of Forth, at or near the mouth of the river of Carron in the county of Stirling, to the Firth or river of Clyde, at or near a place called Dalmuir Burnfoot in the county of Dumbarton, and also a collateal cut from the same to the city of Glasgow; and for making a navigable cut or canal of communication from the port and harbour of Borrowstounness to join the said canal at or near the place where it will fall into the Firth of Forth." Another Act passed in the twenty-seventh year of the reign of His said Majesty, King George the Third, intituled "An Act for varying and extending the powers of the Company of Proprietors of the Forth and Clyde navigation." Another Act passed in the said twenty-seventh year of the reign of His said Majesty King George the Third, intituled "An Act for altering and extending the line of the cut or canal authorised to be made and maintained by so much of several Acts made in the eighth, eleventh, thirteenth, and twenty-fourth years of the reign of his present Majesty, as authorises the making and maintaining a navigable cut or canal from the Firth or river of Forth, at or near the mouth of the river of Carron, in the county of Stirling, to the Firth or river of Clyde, at or near a place called Dalmuir Burnfoot, in the county of Dumbarton; and also a collateral cut from the same to the city of Glasgow, for deepening the said cut or canal, and for explaining and amending so much of the said Acts as relates to the making and maintaining the said cut or canal. Another Act passed in the thirtieth year of the reign of His said Majesty King George the Third, intituled an Act for forming a junction between the Forth and Clyde navigation, and the Monkland navigation, and for altering, enlarging, and explaining several former Acts passed for making and maintaining the said navigation." Another Act passed in the thirty-ninth year of the reign of his said Majesty King George the Third, intituled "An Act for empowering the company of proprietors of the Forth and Clyde Navigation, to repay into the Court of Exchequer, in Scotland, the sum advanced to them for the purpose of completing the said navigation; for repealing so much of an Act of the twenty-fourth year of His present Majesty, as relates to the said company, and for enabling the Barons of the said Court of Exchequer, to advance part of the sum so to be received to the company of proprietors of the Crinan Canal, on certain conditions;" another Act passed in the forty-sixth year of the reign of His said Majesty King George the Third, intituled "An Act to alter and amend the several Acts passed for making and maintaining the Forth and Clyde Navigation;" another Act passed in the fifty-fourth year of the reign of His said Majesty King George the Third, intituled "An Act to enlarge, alter, and amend the powers of the

several Acts for making and maintaining the Forth and Clyde Navigation;" another Act passed in the first year of the reign of His late Majesty King George the Fourth, intituled "An Act for altering and amending several Acts for making and maintaining the Forth and Clyde Navigation;" and another Act passed in the sixth year of the reign of His present Majesty King William the Fourth, intituled "An Act for improving, enlarging, and extending the Forth and Clyde Navigation, and certain harbours and works belongiug thereto and connected therewith, and for making and maintaining two branch cuts or canals, from the said navigation." And it is also intended, so far as is necessary, towards the alteration of the line of the foresaid turnpike-road, leading from Kersie Toll Bar, to Alloa and Kersie Ferry, to apply for power to alter and amend an Act, which received the royal assent, on 2d August, 1831, intituled "An Act for making and repairing certain roads leading across the county of Stirling, and other roads in the said county."

*Wm. Galbraith, Stirling; Richardson and
Connell, Fludyer-street, Westminster.*

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 navigable cut or canal from and out of a certain cut or canal, called the Staffordshire and Worcestershire Canal Navigation, commencing at or near a pasture field, called the Stable Meadow, the property of Thomas Taylor, in the occupation of Richard Evans, and at or near another pasture field belonging to Samuel Stone Briscoe, Esquire, in the occupation of John Gowhorn, situate at or near Hincksford, in the parish of Kingswinford, in the county of Stafford, and terminating at or near a close of land called the Paddock, the property of the said Samuel Stone Briscoe, and in his own occupation, and which last mentioned close adjoins a public road leading from Gornall Wood Furnaces to Brockmoor, otherwise Brockmore, in the parish of Kingswinford aforesaid, 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, Himley, Womborn, Sedgley and Lower Gornall, 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 certain brooks or streams of water arising from springs within lands belonging to the devisees, in trust of the late Right Honorable John William, Earl of Dudley, deceased, and John Elwell, and situate in the parishes of Sedgley and Kingswinford aforesaid, or so much and such part or parts thereof, as may be necessary, and to make and contract 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 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 the conveniences connected therewith. 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 first-mentioned cut or canal for the making whereof 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.—Dated the 11th day of November, 1836.

John Corser,
Solicitor for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill, and to obtain an Act to enable the company of proprietors of the Stainforth and Keadby Canal Navigation, to sell, transfer, and convey their rights and interests therein, and the rates, tolls, and duties collected, or authorised to be collected thereon, unto the company of proprietors of the navigation of the river Dunn, and to enable the company of proprietors of the navigation of the river Dunn to raise money for, and to apply the same in, the purchase thereof, and to authorise and enable the said last-mentioned company to collect, receive, and take the tolls, rates, and duties payable on the said Stainforth and Keadby Canal Navigation, and also to execute, perform, and do all such powers and provisions with respect to the said Stainforth and Keadby Canal Navigation as the said company of proprietors of the said Stainforth and Keadby Canal Navigation are now authorised to execute, perform, and do. And notice is hereby also given, that for the several purposes aforesaid, it is intended to alter, extend, amend, and enlarge, the powers and provisions of the several Acts hereinafter mentioned, that is to say, an Act passed in the thirty-third year of the reign of his late Majesty King George the Third, intituled, "An Act for making and maintaining a navigable canal from the river Dunn navigation cut, at or near Stainforth, in the west riding of the county of York, to join and communicate with the river Trent, at or near Keadby, in the county of Lincoln, and also a collateral cut from the said canal, to join the said river Dunn, in the parish of Thorne, in the said riding." Also, an Act passed in the thirty-eighth year of the reign of his late Majesty King George the Third, intituled, "An Act for amending and enlarging the powers of an Act passed in the thirty-third year of the reign of his present Majesty, for making and maintaining a navigable canal from the river Dunn navigation cut, at or near Stainforth, in the west riding of the county of York, to join and communicate with the river Trent, at or near Keadby, in the county of Lincoln; and also a collateral cut from the said canal, to join the said river Dunn, in the parish of Thorne, in the said riding." Also, an Act passed in the forty-ninth year of the reign of his late Majesty King George the Third, intituled, "An Act to enable the company of proprietors of the Stainforth and Keadby Canal Navigation to raise a further sum of money for the discharge of their debts, and to finish and complete the said canal navigation, and for amending the several Acts passed relative thereto;" which said Stainforth and Keadby Canal Navigation lies in or passes through the several townships of Hatfield, Stainforth, Thorne, and Adlingfleet, all in the west

riding, of the county of York, and the several townships of Crowle, Eastoft, Belton, Althorpe, and Keadby, all in the county of Lincoln, and through the several parishes of Hatfield, Thorne, and Adlingfleet, all in the said west riding of the county of York, and through the several parishes of Crowle, Belton, and Althorpe, all in the said county of Lincoln, or some of them. And also for vesting the powers contained in the said Acts, some or one of them, for making a collateral cut navigable for boats, barges, and other vessels from the said Stainforth and Keadby canal, on Thorne common, to a place called Hangman-hill, there to join with the said river Dunn, in the township and parish of Thorne, in the said west riding of the county of York, and to authorize and enable the said company of proprietors of the navigation of the river Dunn, to collect, receive, and take the tolls, rates, and duties, payable in respect of the same, and to vest in the said company of proprietors of the navigation of the river Dunn all other powers relating thereto, or to repeal the said Acts of the thirty-third, thirty-eighth, and forty-ninth years of the reign of King George the Third, relating to the Stainforth and Keadby Canal Navigation aforesaid, and to transfer all the powers and provisions therein contained, with all the powers and provisions therein contained relating to tolls, rates, and duties, and to the laying, raising, lowering, regulating, collecting, and recovering of such tolls, rates, and duties, to the said company of proprietors of the navigation of the river Dunn as aforesaid, and vesting the same in them.—Dated this 14th day of November, in the year of Our Lord, 1836.

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

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, Llysfaen, 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, Rhyddlan, Dyserth, Prestatyn, Meliden, Llanasa, Gronant, Gwespyr, Pictou Whitford, Bychton, Eden-owen, Mostyn Holywell, Greenfield Bagillt, Coleshill, Cilcen, Flint Northop, Kelsterton, Wepre, Gofftyn, 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 Bellow, Beeston, Clotton Hoofield, Tiverton Peckforton, Bunbury, Spaurstow, Alraham, Haughton Wardle, Barbridge, Cholmondeston, Stoke, Aston Juxta Mondrum, Poole, Leighton, Worleston, Woolstan Wood, Alvaston, Beam Heath, Church Coppenhall, Monks Coppenhall, Haslington, Shavington-cum-Gresty, 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,
Guildhall Yard, London.

Durham and Sunderland 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, in order to obtain an Act to alter, vary, amend, enlarge, and extend the powers and provisions of an Act passed in the fifth year of the reign of his present Majesty King William the Fourth, intituled, "An Act for incorporating certain persons, for the carriage of goods and commodities, by means of a railway, from the city of Durham to Sunderland near the sea, with a branch to join the Hartlepool Railway, in the

township of Haswell, all in the county of Durham." And that it is intended, by the said proposed Act, to take powers to abandon the making and maintaining of a certain part of the main line of the said railway, from the city of Durham to Sunderland near the sea aforesaid, extending from or near to a certain street or place called or known by the name of the Head of Gilligate, at, in, or near to, one or more of certain fields, closes, or parcels of ground, situate on Gilligate Moor, in the parish of Saint Giles, in the said county of Durham, now or late in the several occupations of John Etherington, George Stockley, John Simms, the representatives of the late Thomas Barron, Anthony Burnip, John Ebdy, and Joseph Bennett, towards and unto a certain field, close, or parcel of ground, situate at, in, or near to, a certain place called or known by the name of Broomside, in the occupation of Thomas Jackson, in the township of Pitlington, otherwise Pitlington Hallgarth, in the parish of Pitlington, in the said county; and in lieu thereof to make, continue, and maintain, the main line of the said railway from the city of Durham to Sunderland near the sea aforesaid, with all proper railways or tramroads, works, and conveniences thereto, to commence at, in, from, or out of, the said field, close, or parcel of ground, situate at, in, or near to, the said place called or known by the name of Broomside, in the occupation of the said Thomas Jackson, in the township of Pitlington, otherwise Pitlington Hallgarth aforesaid, in the said parish of Pitlington, in the said county, and to terminate at, in, or near to, a certain field, close, or parcel of ground, in the occupation of George Burrell, situate in the township of Elvet Barony, in the parish of Saint Oswald, in the said county, at or near to a certain street, in the town of Durham, called Hallgarth-street, which said railways or tramroads, with the works, conveniences, and appurtenances thereto, as aforesaid, so proposed to be made, continued, and maintained (in lieu as hereinbefore mentioned), are intended to be made, carried, and maintained, and to pass in, through, to, from, and out of, the several townships, hamlets, chaptries, constabularies, or places following, all in the county of Durham, (that is to say), Broomside, Pitlington, otherwise Pitlington Hallgarth, Sherburn, Shincliffe, and Elvet Barony, and also in, through, to, from, and out of the parishes of Pitlington and Saint Oswald. Also to make and maintain a branch railway or tramroad, with all proper works and conveniences thereto, to be called "The Whitwell and Quarrington Branch Railway," to commence from and out of the said railways or tramroads (so to be made in lieu as hereinbefore mentioned), in, at, or near to a certain field, close, or parcel of ground in the occupation Thomas Mitcheson, situate in the said township of Sherburn, in the parish of Pitlington aforesaid, in the said county of Durham, and to terminate at, in, or near to a certain field, close or parcel of ground, in the occupation of George Pickering, situate in the township of Quarrington, in the parish of Kelloe, in the said county; where the same branch railway or tramroad is intended to join a certain branch of the Clarence Railway, called the "Sherburn Branch Railway," from and out of the "City of Durham Branch Railway," which said branch railway or tramroad to be called

"The Whitwell and Quarrington Branch Railway" as aforesaid, with the works, conveniences, and appurtenances thereto, as aforesaid, is and are intended to be made, carried, and maintained, in, through, to, from, and out of the several townships, hamlets, chapelries, constableries, or places following, all in the county of Durham, that is to say Sherburn, Shincliffe, Whitwell, otherwise Whitwell-house (which last mentioned place is extra-parochial), Cassop and Quarrington, and also in, through, to, from and out of the several parishes of Pitlington, Saint Oswald, the said extra-parochial place of Whitwell, otherwise Whitwell-house, and Kelloe. And also to make and maintain a certain other branch railway or tramroad, with all proper works and conveniences thereto, to be called "The Brandon and Western Branch Railway," to commence from and out of the said railways or tramroads (so to be made in lieu as hereinbefore mentioned), in, at, or near to a certain field, close or parcel of ground, in the occupation of the said George Burrell, situate in the said township of Elvet Barony, in the parish of Saint Oswald aforesaid, in the said county of Durham, and to terminate at, in, or near to a certain field, close or parcel of ground, at or near to a certain place called or known by the name of Langley, in the occupation of Percival Forster and Joseph Forster, situate in the township of Brandon and Byshottles, in the parish of Brancepeth, in the said county; which said last mentioned branch railway or tramroad, with the works, conveniences, and appurtenances thereto, as aforesaid; is and are intended to be made, carried and maintained in, through, to, from, and out of the several townships, hamlets, chapelries, constableries, or places following, all in the county of Durham, (that is to say), Elvet Barony, Houghall, Farewell Hall, Elvet Moor, Burnhall, Langley, and Brandon and Byshottles, and also in, through, to, from, and out of the said parishes of Saint Oswald and Brancepeth. And that it is also intended, in and by the said proposed Act, to obtain powers to raise money for the purposes of the said recited and proposed Acts, either by the creation of additional shares, or by some other mode to be provided, in and by the said proposed Act.—Dated at Durham, this 10th day of November, in the year 1836.

John Gregson, Solicitor.

Ardrossan and Kilmarnock Railway.

NOTICE is hereby given that it is intended to apply to Parliament, in the next session, for leave to bring in a Bill, to make and maintain a railway, from a point at or near the West end of the Broom embankment, on the present line of railway, established by the Johnstone and Ardrossan Railway Company, with which line the proposed railway is to be connected, and passing to the north of the town of Irvine and by Dreghorn, to the town of Kilmarnock, in the county of Ayr, and passing through or into the parishes of Stevenston, Kilwinning, Irvine, Dreghorn, Kilmaurs, and Kilmarnock, all in the said county; to make a branch from this projected railway, departing at or near the Irvine mills on the water of Annick, crossing the water of Irvine, and passing near the south end of Fullarton-street, to the harbour of Irvine, situated in the

parishes of Irvine and Dundonald, and county of Ayr; and for erecting and maintaining depôts, wharfs, bridges, viaducts, and other necessary works; and for taking and acquiring lands and other property for the foresaid purposes, for raising funds for the same, and for levying tolls, rates, and duties on and for the use of the said projected railway and branch and other works, and for other purposes relating thereto.

*Alex. Murdoch, Ayr.
Richardson and Connell,
Fludyer-street, Westminster.*

Johnstone and Ardrossan Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the next session, for leave to bring in a Bill to amend an Act, passed in the 46th year of the reign of His Majesty King George the Third, intituled "An Act for making and maintaining a navigable canal from the harbour of Ardrossan, in the county of Ayr, to Tradestown, near Glasgow, in the county of Lanark, and a collateral cut from the said canal to the coal-works at Hurlet, in the county of Renfrew;" and another Act passed in the 7th and 8th year of the reign of His late Majesty King George the Fourth, intituled "An Act to amend an Act of the 46th year of the reign of His late Majesty, incorporating the Glasgow, Paisley, and Ardrossan Canal Company, and to empower the said company to form a railway from Johnstone, in the county of Renfrew, to Ardrossan, in the county of Ayr, and certain branch railways communicating therewith," to separate and disjoin the management of the canal, extending from Tradestown of Glasgow, to Johnstone aforesaid, from the management of the railway, thereby authorized to be made, and in part already formed, viz. from Ardrossan aforesaid, to Kilwinning, in the county of Ayr, to dissolve the connection between the said canal and railway, to all intents and purposes; and to incorporate the proprietors of the said railway as an independent company; to include as part of the said railway, such branch railways connected therewith, as have already been made, viz. a branch leading from the main railway, at or near Dubbs to Doura, and another branch leading from the said branch line at South Fergushill to North Fergushill, in the parish of Kilwinning; and to make and maintain such additional branches, with wharfs, depôts, and other works, as may be considered necessary; to vary, alter, and improve the present line of railroad, by forming a double line of rails from the main line, at or near Saltcoats, passing along the shore in front of the Crescent of Ardrossan, and again rejoining the said main line, at or near the harbour of Ardrossan, all in the parish of Ardrossan and county of Ayr; and to shut up and abandon the portion of the present railway, which may thus be rendered unnecessary; to take and acquire lands and other property for the foresaid purposes, to levy upon the said railway and branches, the tolls, rates, and duties, granted by the said Acts; and to raise such sums of money, by borrowing the same, or by the creation of additional stock, as may be required in forming a double line of rails along the whole line of the said railway and branches, erecting additional storehouses, and other

necessary buildings and works, and for purchasing and establishing locomotive engines upon the said railway and branches, and for other purposes relating thereto, which railway and branches to be enlarged and formed as aforesaid, are situated, or are intended to be made in, through, or into the following parishes, or some of them, viz. Ardrossan, Stevenson, and Killwinning, in the county of Ayr.

Alex. Murdoch, Ayr; Richardson and Connell, Fludyer-street, Westminster.

Brecon and Merthyr Tydvil 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 Brecknock and Abergavenny canal, in a certain field belonging to Sir Charles Morgan, Bart., in the occupation of John Wm. Morgan, in the chapelry of St. Mary, within the parish of St. John the Evangelist, in the borough of Brecon, in the county of Brecon, and terminating at a farm called Blaenygarth, in a certain field, part of the said farm belonging to the Hon. Robert Henry Clive, in the occupation of the Dowlais Iron Company, in the hamlet of Garth, in the parish of Merthyr Tydvil, in the county of Glamorgan; 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: the chapelry of St. Mary's within the parish of St. John the Evangelist, in the borough of Brecon; the parish of St. David's, the parish of Llanhamlach, the parish of Cantreff, the parish of Llanvrynach, the parish of Llanvigan, the hamlet or township of Penkelly, in the said parish of Llanvigan, the hamlet or township of Glynecollwng, in the said parish of Llanvigan, the parish of Llanthetty, the hamlet or township of Dyffryn in the parish of Llanthetty, the hamlet or township of Vro, in the said parish Llanthetty, and the parish of Visnor, otherwise Vaynor, the hamlet or township of Coedy Cumber, in the said parish of Vaynor otherwise Vaynor, the hamlet or township of Dyffryn, in the said parish of Vaynor otherwise Vaynor, and the hamlet or township of Gelly, in the said parish of Vaynor otherwise Vaynor, or some of them all in the county of Brecon otherwise Brecknock; and the parish of Merthyr Tydvil, and the hamlets or townships of Garth and Heolywormood, in the said parish of Merthyr Tydvil, or one of them; in the county of Glamorgan; And also to make and maintain an extension of the said principal or main railway, commencing at or near the said farm, called Blaenygarth, belonging to the Hon. Robert Henry Clive, in the occupation of the Dowlais Iron Company in the said hamlet or township of Garth, in the said parish of Merthyr Tydvil, in the said county of Glamorgan, and terminating at the head of a certain railway, or intended railway, called the Taff Vale Railway, near a pier belonging to, and in the occupation of the Plymouth Iron Company, situate on the eastern side of the River Taff, in the said hamlet or township of Heolywormood, in the said parish of Merthyr Tydvil, in the county of Glamorgan aforesaid, and to lead to or near the Iron Works

of Dowlais Penydarran and Plymouth; in the said hamlets of Garth and Heolywormood, or one of them in the said parish of Merthyr Tydvil, in the said county of Glamorgan: And notice is hereby also given, that power will be applied for in such Act, to divert or alter, in such cases where it may be expedient or necessary for the purposes of the said Act, the course of the several turnpike roads passing through or into the several parishes of Llanhamlach, Llanvrynach, Llanvigan, the hamlet or township of Glynecollwng, in the parish of Llanvigan, all in the county of Brecon, and through or into the parish of Merthyr Tydvil, in the county of Glamorgan: 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 under the standing orders, to any extent which may be necessary or expedient, not exceeding ten yards in any town, or one hundred yards not in any town.— Dated this 8th day of November, 1836.

Vaughan & Bevan, Solicitors for the Bill.

North Midland Railway.

NOTICE 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 an Act passed in the sixth and seventh years of the reign of His Majesty King William the Fourth, intituled, "An Act for making a railway from Leeds to Derby, to be called the North Midland Railway," and that it is intended to apply for power by the said amended Act, to alter and vary the line or course of the said railway from or near a field in the parish of Duffield, in the county of Derby, numbered 18 on the plan of the said railway deposited with the clerk of the peace for the said county, to or near a field in the township of Belper in the same parish, numbered 193 on the said plan. Also from or near an occupation road in the parish of South Wingfield, in the same county, numbered 20 on the said plan, to or near the Nottingham and Newhaven Turnpike Road, in the said parish of South Wingfield, numbered 98 on the said plan. Also from or near a field in the parish of Chesterfield, in the same county, numbered 102 on the said plan, to or near a field in the parish of Whittington in the same county, numbered 10 on the said plan. Also from or near a field in the parish of Killamarsh, in the same county, numbered 20 on the said plan, to or near a field in the parish of Aughton, otherwise Aston-cum-Aughton, in the West Riding of the county of York, numbered 7 on the plan deposited with the clerk of the peace for the said West Riding. And it is further intended to apply for power by the said amended Act to make and maintain a railway or railways, with all proper works and conveniences connected therewith, between the said several points of deviation, and passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Heage, Duffield, Belper, Alderwasley, Wirksworth Chevin, Chevin Ward, Chevin Side, Makenev, Holbrook, Hazlewood and Milford, South Wingfield, Wessington Crich and Shirland, Chesterfield, Tupton, Newbold, Whittington and Brimington, Eckington, Killamarsh and Beighton, or some of them, in the

county of Derby; and Treeton and Aughton, otherwise Aston-cum-Aughton, or one of them, in the West Riding of the county of York; and to abandon so much of the said first-mentioned line of railway, situate between the said several points of deviation, and within the several parishes and townships of Duffield, Makeney, and Belper, South Wingfield and Crich, Chesterfield, Tapton, Newbold and Whittington, Killamarsh and Beighton, in the county of Derby; and Treeton and Aughton, otherwise Aston-cum-Aughton, in the West Riding of the county of York, as by reason of the said several deviations may be rendered useless and unnecessary. And it is further intended to apply for power by the said Act to alter and divert the course of the river Derwent in the township of Makeney and parish of Duffield aforesaid, and to fill up part of the ancient channel thereof. And it is also intended to apply for power by the said amended Act to purchase additional land and buildings within the several townships of Leeds and Hunslet, or one of them, in the parish and borough of Leeds, in the West Riding of the county of York, for the purpose of making proper depots and stations at the termination of the railway; and for forming approaches thereto. And also to alter and divert or stop up so much of a certain public footway or path, called Grey Walks, in the said townships of Leeds and Hunslet, within the parish and borough aforesaid, as will be situate within the site of the said intended depot or station. And it is also intended to apply for power by the said amended Act to make and maintain a branch railway or railways, with proper works and conveniences connected therewith, commencing in or near a field on the line of the said first-mentioned railway, in the parish of Crich, in the said county of Derby, numbered 19 on the plan of the said railway, deposited with the clerk of the peace for the said county as aforesaid, passing from, in, through, or into the several parishes, townships, extra parochial, and other places of Ripley, Pentrich, otherwise Pentridge, Alfreton, Heage, Duffield, Crich, and South Wingfield, or some of them, all in the same county, and terminating at or near the Butterley Iron Works, in the township of Ripley and parish of Pentrich, otherwise Pentridge, in the same county. And also to make and maintain another branch railway, with all proper works and conveniences connected therewith, commencing in or near a field on the line of the first-mentioned railway, in the parish of North Wingfield, in the said county of Derby, numbered 150 on the plan of the said railway, deposited with the clerk of the peace for the said county as aforesaid, passing from, in, through, or into the several parishes, townships, and extra parochial, and other places of North Wingfield, Tupton, Pilsley, Morton, Woodthorpe, Clay Lane, and Aulthucknall, or some of them, in the said county, and terminating in or near certain fields in the said parish of North Wingfield, the property of Sir Henry John Joseph Hualoke, baronet, in the occupation of Josiah Farnsworth. And it is further intended to apply for powers in and by the said amended Act to deviate from the said altered line of railway, as intended to be made between the points of deviation hereinbefore mentioned, and also from the line or lines of the said branch railways respectively, as the same will

be delineated in the plans thereof, to be hereafter deposited with the respective clerks of the peace for the county of Derby, and the West Riding of the county of York, in pursuance of the standing orders of Parliament, to any distance not exceeding one hundred yards on each side of such lines respectively, where the property lying within the said distance shall be numbered in the said plans, and mentioned in the book of reference, to be deposited therewith in compliance with the said standing orders.—Dated this eighth day of November, 1836.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a railway, to commence in the parish of Christchurch, in the county of Monmouth, upon or near to the eastern bank of the river Usk, and to terminate in the parish of Abergavenny, in the same county, which said railway is intended to be made from, in, through, or into the several parishes and townships, extra-parochial and other places following, that is to say,—Christchurch, Caerleon-ultra-Pontem, Kemeys Inferior, Llantrissant, Llangibby, Llanlowell, Llangievew, Usk, Llanbaddeck, Monkswood, Goytre, Llanvain, Kilgedin, Llanvihangel-juxta-Usk, Llangatock-juxta-Usk, Hardwick, and Abergavenny, all in the county of Monmouth. And also for making and maintaining a railway, to commence in the said parish of Christchurch, upon or near to the Saint Julian's estate, and to terminate in the parish of Trevechin, in the said county of Monmouth, which said last mentioned railway is intended to be made from, in, through, or into the several parishes and townships, extra-parochial and other places following, that is to say,—Christchurch, Malpas, Llangatock-juxta-Caerleon, Caerleon, Llanhenock, Llanvrechva, Lower and Upper Llanvihangel-Llantarnam, Panteague, Llanvihangel-Pontymoill, Trevechin, and Pontypool, all in the county of Monmouth. And also for making and maintaining certain branch railways, in the said parish of Christchurch, from the said first-mentioned railway, to communicate with the said river Usk. And also for making a branch railway, from or near the termination of the said first-mentioned railway, in the said parish of Abergavenny, to communicate in the parish of Llanwenarth, in the said county, with a certain tram-road made by Messrs. Joseph and Crawshay Bailey, from the Nantyglo works, and which said branch railway is intended to be made from, in, through, or into the several parishes and townships, extra-parochial and other places of Abergavenny, Llanfoist, and Llanwenarth, all in the said county of Monmouth, using for the purposes of such branch railway a part of the Llanvihangel Railway, lying between the town of Abergavenny and the Brecknock and Abergavenny Canal. And also for making a certain other branch railway, from or near the commencement of such last-mentioned branch, in the said parish of Abergavenny, to communicate with the inclined plane of Messrs. Hill and Co., in the said parish of Llanfoist; and which said last-mentioned branch railway is intended to be made from, in, through, or into the said several parishes and townships, extra-parochial and other places, of Abergavenny and Llanfoist. And also for making

certain branch railways from the said second-mentioned railway, in the parish of Trevethin aforesaid, to communicate with certain iron works and mines, in the parishes of Trevethin and Llanover, in the said county; and which said last-mentioned branch railways are intended to be made from, in, through, or into the several parishes and townships, extra-parochial and other places, of Trevethin and Llanover, in the said county of Monmouth. And also for making all necessary and proper wharfs, works, engines, machinery, and conveniences attached to, or connected with, the said several railways and branches. And it is intended to take power by the said Bill to deviate from the said lines or courses of the railways and branches respectively, to any extent not exceeding one hundred yards on either side of such lines. And also to divert within the said parish of Christchurch, certain parts of a turnpike road leading from Newport to Caerleon—and within the said parishes of Christchurch and Kemeys Inferior, certain parts of a turnpike road leading from Caerleon, through Llantrissit, towards Usk—and within the said parish of Llangattock-juxta-Caerleon, certain parts of a turnpike road leading from Caerleon to Pontypool—and within the said parishes of Panteague and Trevethin, certain parts of a turnpike road leading towards and into the town of Pontypool—and also within the said parishes of Abergavenny, Llanfoist, and Llanwenarth, certain parts of a turnpike road leading towards and into the town of Abergavenny.—Dated this 11th day of November, 1836.

Thomas Phillips, Jun. Solicitor for the Bill.

Brighton and London Railway, without a Tunnel.

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 a certain open space called the Oval at Kennington in the parish of Saint Mary, Lambeth, in the county of Surrey, and to terminate at or near a certain building called Brooker's Chapel, to the north west of Saint Peter's Church, in the parish of Brixton otherwise Brighton, in the county of Sussex, and such said railway or railways, is, or are intended to pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tithings, extra-parochial fields, or places following, that is to say,—Saint Mary Lambeth, Clapham, Streatham, Saint Nicholas Tooting Graveny, Saint Mary Merton, Morden otherwise Moreton otherwise Moreton, Maldon, Mitcham Chessington otherwise Chessington Cuddington, Sutton, Cheam Carshalton Ewell, Kingswood, Epsom, Horton, Woodcot otherwise Woodcote, Ashstead otherwise Ashsted, Stoke D'Overton Leatherhead Patchenham otherwise Patesham, Mickleham, West Humble Dorking otherwise Darking, Betchworth otherwise Beachworth, Westcot otherwise Westcott, Milton Leigh otherwise Lyé, Newdigate, Ockley otherwise Oakley Wotton, Capel, Charlwood,

or some of them, all in the county of Surrey; Ruspër Kingsfold Roughhook, Warnham Horsham, Itchingfield Shipley, Nuthurst, Billingshurst otherwise Billingshurst, West Grinstead otherwise West Grinstead, Henfield, Ashurst, Steyning, Bramber, Beeding otherwise Seale, Old Shoreham, New Shoreham, Kingston by sea otherwise Kingston Bowsey, Southwick, Pottslade, Aldrington, Hangleton, Hove, Preston otherwise Bishop's Preston, Brixton otherwise Brighton or some of them, all in the county of Sussex. 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 also for purchasing and holding lands, tenements, buildings, hereditaments, and other property within the said several boroughs, towns, parishes, townships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tithings, extra-parochial fields or other places, for the purposes of the said Act. And notice is hereby also given that power will be applied for in the said intended Act to deviate from the said several lines of the said intended railway or railways 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 also that it is intended to take power to make for the purposes of the said railway or railways deviations or diversions in the course of the turnpike road leading from Morden to Epsom, in the parishes of Morden, and Sutton, in the county of Surrey, and in the said Bill it is also intended to take power to make, for the purpose of the said railway or railways, deviations or diversions in the course of the turnpike road leading from Steyning to Brighton, in the parish of Beeding in the county of Sussex.—Dated this 18th day of October, 1836.

Charles Pearson and Wilkinson, Solicitors,
Guildhall-yard, London.

Westminster and Deptford Railway Company, to be designated in future, the "Westminster Bridge, Deptford and Greenwich Railway Company,"
Offices 21, Old Jewry.

NOTICE is hereby given, that under the powers conferred upon them by the subscribers agreement, the Directors of the "Westminster and Deptford Railway Company," have determined, in all their future notices and proceedings, to designate this company as the "Westminster Bridge, Deptford, and Greenwich Railway Company." By this alteration of title, the directors believe the objects of the project will be more clearly understood, and its merits more fully appreciated. The Directors have great pleasure in taking this opportunity of informing the subscribers, that the result of actual observation has proved the traffic on this line considerably to exceed any amount previously anticipated, and they have no doubt of being able to establish, to the satisfaction of Parliament, the advantages both to the public and to the proprietors, which must attend the formation of this railway. In addition to the populous districts with which this line will be connected in the neighbourhood of London, it will

receive a vast accession, both of passengers and merchandize from the various railways, in course of completion or projection south of London to Brighton, Dover, Croydon, and the Kent, Sussex, and Surrey counties in general, of which railways this line must naturally become the western entrance to the metropolis.

Holders of Scrip, under either title, will be equally recognized as shareholders of the "Westminster Bridge, Deptford and Greenwich Railway Company," the offices of which are removed to No. 21, Old Jewry.

By Order of the Board,
J. H. Powell, Secretary.

NOTICE 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, and for an Act or Acts, to make and maintain a railway or railways, to commence at or near the wharf ground of the Glastonbury Navigation and Canals, situate near Saint Benedict's Bridge, in the united parishes of Saint John the Baptist and Saint Benedict, in the town of Glastonbury, in the county of Somerset, and to terminate at or near a bridge over the river Brue, at the west end of the town of Bruton, in the parish of Bruton, in the said county of Somerset, and also to make and maintain a branch railway or railways from and out of the said first-mentioned railway or railways, commencing in the village, tithing, or chapelry of Week, otherwise Wyke Champflower, in the parish of Bruton aforesaid, and terminating in the parish of Wincanton, in the county aforesaid, at or near the junction of the road leading to the new poorhouse in Wincanton aforesaid, with the road leading from Wincanton aforesaid to Bruton aforesaid, which said railway or railways and branch railway are intended to be made from, in, through, and into the several parishes, townships, extra-parochial, and other places, of the united parishes of Saint John the Baptist and Saint Benedict aforesaid, West Pennard, Baltonsborough, West Bradley, East Pennard, Ditchat, Alhampton, Lam-yatt, Week, otherwise Wyke Champflower, Bruton, Cole, Pitcombe, Shepton, Montague, Redlynch, Charlton Musgrave, Bratton Seymour, and Wincanton, some or one of them, all in the said county of Somerset; and it is intended to apply for powers in such Act to make and maintain all necessary wharfs, quays, staiths, lidings, approaches, warehouses, locomotive and stationary steam engines, reservoirs, water-courses, and other necessary and proper works and conveniences in connection with the said railway or railways and branch railway as aforesaid; and it is also intended to apply for power in such Act to deviate from the line or lines of the said railway or railways and such branch railway, as laid out, or intended to be laid out, and delineated on the map or plans thereof to be deposited with the clerk of the peace of the said county of Somerset, to an extent not exceeding one hundred yards on either side of such line or lines; and it is also further intended to apply for power by the said Act to alter or divert the present course or line of the present turnpike road leading from the Shepton Mallet Road, near Arthur's Bridge, to Bruton aforesaid,

such deviation to be made in the parish of Lamyatt aforesaid, in manner and to the extent shewn, or to be shewn, on the map or plans so to be deposited with the clerk of the peace as before-mentioned.—
Dated 12th November, 1836.

Edward Dyne, Bruton,
R. P. and S. Prat, Glastonbury,
Solicitors for the Bill.

Cork and Passage 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 or railways, with proper warehouses, wharfs, landing places, tunnels, bridges, and suitable and commodious erections, works, roads, communications, conveniences, adjoining and attached thereto, or connected therewith, for the passage of coaches, wag-gons, carts, and steam and other carriages properly constructed, which said railway or railways is or are intended to commence at or near the edge of the east side of the Anglesey Road or Street, adjoining to and abutting upon the wall at the west side of the Corn Market, in the parish of Saint Nicholas, in the county of the city of Cork, and to terminate at or upon or near the strand or slab adjoining to and abutting upon the east end of the New Steam Packet Pier or Quay at the town of Passage, upon or adjoining the lands of Malbaune, in the parish of Monkstown, in the county of the city of Cork, or in the county of Cork, and which said railway or railways is or are intended to pass from, into, or through the several parishes, towns, townships, and places following, or some of them, that is to say, Saint Nicholas; Saint Finn Barry, Saint Michael, Dundannion, Black-Rock, Mahon, Ballinure, Carrigaline, alias Bever, Douglas, Dunderrow, otherwise Dunderroe, otherwise Dune, Marmullane, Passage, and Monkstown, all in the county of the said city of Cork; Ardmore, Horsehead, Pembroke, Tureen, Passage, Marmullane and Monkstown, in the county of Cork, or some of them; and notice is also hereby given that application is intended to be made to Parliament for power to be granted by the said Act to deviate from the line of the said intended railway as laid down in the maps or plans thereof which will be deposited, in pursuance of the standing orders of Parliament, with the respective clerks of the peace for the county of the city of Cork, and the county of Cork, to any extent not exceeding one hundred yards on either side of the said line, and for power also to take and levy such fares, tolls, duties, rates or sums of money as shall be in the said Act mentioned, and for all other powers and regulations usually granted in Acts of Parliament for undertakings of a like nature.—Dated 14th November, 1836.

Terry and Hunt, Solicitors for the Bill.
No. 25, College Green, Dublin,
and No. 2, Morrisson's Island, Cork.

Dundalk Western Railway.

NOTICE is hereby given, that an application will be made to Parliament in the next session for leave to bring in a Bill or Bills in order to obtain an Act or Acts authorizing the making and maintaining

a railway or railways, tramroad or tramroads, to be called the Dundalk Western Railway, from the town of Dundalk in the county of Louth to the town of Cavan, in the county of Cavan, and proper works, piers, bridges, tunnels, stations, wharfs and other conveniences for the passage of coaches, waggons, and other carriages properly adapted thereto, said railway or railways, tramway or tramways, commencing at or near the quay of Dundalk, in the parish and town of Dundalk, and terminating at or near the town of Cavan, in the county of Cavan, passing through and into the following townlands, parishes, places, and counties, viz. the toyn and townlands of Dundalk, Farrendreg, and Newtown Balregan, in the parish of Castletoun, and barony of Upper Dundalk, Lisnawilly in the parish of Dundalk and barony of Upper Dundalk aforesaid, Aca-neagh and Tankardsrock in the parish of Castletoun and barony of Upper Dundalk aforesaid, Donaghmore and Kilcurley in the parish of Dunbin and barony of Upper Dundalk aforesaid, Plaster in the parish of Barronstown and barony of Upper Dundalk aforesaid, Cortial in the parish of Louth and barony of Louth, Ballinwid and Carrickrobbin in the parish of Barronstown and barony of Upper Dundalk aforesaid, Annagh (McCann's) in the parish and barony of Louth aforesaid, Toprass Killaconner and Edenagreena partly in the parish of Inishkeen in the barony of Upper Dundalk aforesaid, Annagh (Bolton's) and Drumcar in the parish and barony of Louth aforesaid and county of Louth, Drumass, Drummond, Secola, Ballyrush, Knockreagh, Killyboley, and Mickrishbeg, in part of the parish of Inishkeen aforesaid and barony of Farney, Mullaghan-shinagh and Tattyboy in the parish of Donaghmoyné and barony of Farney aforesaid, Miskishmore, Magoney, and Keenoge, in part of the parish of Inishkeen aforesaid, and said barony of Farney, Aughrim Beg, Colgagh, Killmurry, Corcullionglis, Corcullioncrew, Keeneraboy, Ard Kirk, Tullanacrunat South, Maghermakill, Tullanacrunat North, Gorteens, Drumgoose and Coolskeagh in the parish of Donoughmoyné and barony of Farney aforesaid, Amalittin, Annadrumman, Corragata, Drumerev, and Annaghate in the parish of Clontibret and barony of Cremorne, Tullanacrunat, Onomy, Cornaleury, Dramillard, Litte Moraghy and Drumillardbig in the parish of Muckno and barony of Cremorne aforesaid, Corracloghan, Corrinshigo, Killycard and Mull-drumman, Modessa, Killycrom, Tonyglasson, Tattyreagh South, Corryloan, Doohamlet, Dernaghlug, Crinkill and Cornamucklagh South, in the parish of Clontibret and barony of Cremorne aforesaid, Terry-greehan, Tonyglasson, Knappagh, Knocknamaddy, Laragh Corrybrannaw, Acres, Annaneese, Cor-brack and Drumhillagh in the parish of Ballybay and barony of Cremorne aforesaid, Bowelk, Cor-willen, Drumfalra, Corkeeran, Tamlat, Aghna-mullen, Moylemore, Edenbrone, Derry, Cormeen, Mount Carmel, Cortonnel, Killyliss, Gortlanna, Raw Moylemuck and Corsillage in the parish of Aghnamulten, barony of Cremorne aforesaid and county of Monaghan, Drumroughal, Corough, Ben-wilt, Lisnurarine, Drumvail, Magheramore, Lislay, Drummon and Claragh in the parish of Drumgoon and barony of Tullygarvy, Irrigale, Drumhurk, Calera, Cornaleughy, Cordodgh, Cornamrahier, Ralu-

den and Corrick in the parish of Kilsherdncy in the barony of Tullygarvy aforesaid, Killuacreeena, Cornacarrew, Drummaskey, Mullaghboy and Lary in the parish of Ashfield in the barony of Tullygarvy aforesaid, Tullawella, Cornabest, Cornacarrew, Drumrane and Drumgallon in the parish of Drung in the barony of Tullygarvy aforesaid, Glynchgny or Carragh, Drumlane, Lisclone, Lisleagh, Lishathew, Curfyhone; Raskil and Drummeragh in the parish of Laragh and barony of Tullygarvy aforesaid, Cloneroy in the parish of Ballyhays in the barony of Upper Loughtee, Pottle Drumranghra, Shankil, Killagawy, Billis, Strgillagh, Drumcarne, Killynebba, Armaskerry, Drumalee, Killymooney and Kynypottle in the parishes of Annagilliff and Armagh, barony of Upper Loughtee aforesaid and in the county of Cavan; and it is also intended to apply for power to be granted by the said Bill or Bills to authorize the taking of such fares, dues, tolls, rates, and sums of money as shall be mentioned in the said Bill or Bills, and for purchasing and holding lands, tenements and hereditaments within the said several townlands, parishes, baronies, places and counties, or elsewhere, for the purposes aforesaid.

And it is also intended that the usual powers shall be applied for to authorize the deviation from the line of railway laid down to the extent of one hundred yards, together with all other powers as in such cases usual.

*Briscoe and McNeill, 7, Mountjoy-street,
Rutland-square, Dublin,
Solicitors for the Bill.*

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 for making and maintaining several reservoirs (hereinafter particularized) for collecting and holding waters for the better supply of the mills, factories, and other premises situate within the limits hereinafter also mentioned, in the West Riding of the county of York, that is to say a reservoir and an embankment across the stream or fall of water called Ramsden Dyke, at or near Ramsden; in the townships of Cartworth and Holme, and parishes of Kirkburton and Almondbury, which said stream or dyke flows or falls into the river Holme; at or near Bright Hill, in the said township of Cartworth, and parish of Kirkburton; also a reservoir and embankment across the said river Holme, at or near Nedderly, in the townships of Cartworth and Holme, and parishes of Kirkburton and Almondbury, for the purpose of affording a more regular and better supply of water to the mills, factories, and other premises, situate below the sites of the said intended reservoirs, and on or near the line of the said river Holme; and also on or near the line of the river Colne, from the junction of the said river Holme, with the river Colne, at or near Rashcliffe; in the township of Lockwood, in the said parish of Almondbury, to the junction of the said river Colne with the river Calder, at or near Colne Bridge, in the several townships and parishes of Huddersfield and Kirkheaton, and which said mills, factories, and other premises are situate in the several townships of

Cartworth, Holme, Austonley, Uppertong, Wooldale, Netherthong, Thurstouland, Honley, South Crosland, Almondbury, Lockwood, Huddersfield, Dalton, and Kirkheaton, in the several parishes of Kirkburton, Almondbury, Huddersfield, and Kirkheaton, together with all such cuts, aqueducts, feeders, dams, sluices, and other works in the said townships of Cartworth and Holme, and parishes of Kirkburton and Almondbury, as shall be requisite or convenient for conducting and conveying into the said reservoirs, and for collecting, impounding, and penning up the waters of the said stream and river, and all flood and other waters usually arising or flowing near to the sites of the said intended reservoirs, or which may be diverted into the same, and for regulating the flowing of such waters out of such reservoirs for the purposes aforesaid; also a reservoir and an embankment across the stream in Issues Clough, at or near Issues Sheepford, in the township of Uppertong, and parish of Almondbury, which said stream flows or falls into the rivulet or brook called Diglee, at or near Hoybroom, in the township of Austonley and parish of Almondbury; and also a reservoir and an embankment across the said rivulet or brook called Diglee, at or near Bilberry Mill, in the said township of Austonley, and parish of Almondbury, for the purpose of affording a more regular and better supply of water to the mills, factories, and other premises situate below the sites of the said intended reservoirs, and on or near the line of the said rivulet or brook called Diglee, in the several townships of Austonley and Holme, and parish of Almondbury, and to the mills, factories, and other premises situate on or near the line of the said river Holme, below the junction of the said rivulet or brook called Diglee, with the said river Holme; and also on or near the line of the said river Colne, from the junction of the said river Holme, with the said river Colne, at or near Rashcliffe, in the township of Lockwood and parish of Almondbury, to the junction of the said river Colne with the river Calder, at or near Colne Bridge, in the several townships and parishes of Huddersfield and Kirkheaton, and which said last mentioned mills, factories, and other premises are situate in the several townships of Austonley, Uppertong, Cartworth, Wooldale, Netherthong, Thurstouland, Honley, South Crosland, Almondbury, Lockwood, Huddersfield, Dalton, and Kirkheaton, and parishes of Kirkburton, Almondbury, Huddersfield, and Kirkheaton, together with all such cuts, aqueducts, feeders, dams, sluices, and other works in the said townships of Uppertong and Austonley and parish of Almondbury, as shall be requisite or convenient for conducting and conveying into the said reservoirs, and for collecting, impounding and penning up the waters of the said stream and rivulet, or brook, and all flood and other waters usually arising or flowing near to the sites of the said intended reservoirs, or which may be diverted into the same, and for regulating the flowing of such waters out of such reservoirs for the purposes aforesaid; also a reservoir and an embankment across the stream, rivulet, or brook, called Ribbleden, otherwise Rivleden rivulet or brook, at Long Ing, being at or near the head or source of the

said stream, rivulet, or brook, in the said township of Wooldale and parish of Kirkburton; and also a reservoir and an embankment across the said stream, rivulet, or brook, called Ribbleden, otherwise Rivleden Rivulet or Brook, near to and above Helm Styes Mill, in the several townships of Cartworth and Wooldale, and parish of Kirkburton, for the purpose of affording a more regular and better supply of water to the said mills, factories, and other premises situate below the sites of the said intended reservoirs, and on or near the line of the said stream, rivulet, or brook, called Ribbleden, otherwise Rivleden Rivulet or Brook, in the several townships of Cartworth and Wooldale, and parish of Kirkburton; and to the mills, factories, and other premises situate on or near the line of the said river Holme below the junction of the said stream, rivulet, or brook called Ribbleden, otherwise Rivleden rivulet or brook, with the said river Holme; and also on or near the line of the said river Colne, from the junction of the said river Holme with the said river Colne, at or near Rashcliffe, in the township of Lockwood, and parish of Almondbury, and the junction of the said river Colne with the river Calder, at or near Colne Bridge, in the several townships and parishes of Huddersfield and Kirkheaton; and which said last mentioned mills, factories, and other premises, are situate in the several townships of Wooldale, Uppertong, Netherthong, Thurstouland, Honley, South Crosland, Almondbury, Lockwood, Huddersfield, Dalton, and Kirkheaton, and parishes of Kirkburton, Almondbury, Huddersfield, and Kirkheaton; together with all such cuts, aqueducts, feeders, dams, sluices, and other works in the said townships of Cartworth and Wooldale, and parish of Kirkburton, as shall be requisite or convenient for conducting and conveying into the said reservoirs, and for collecting, impounding, and penning up the waters of the said stream, rivulet, or brook, and all flood and other waters usually arising or flowing near to the sites of the said intended reservoirs, or which may be diverted into the same, and for regulating the flowing of such waters out of such reservoirs for the purposes aforesaid; also a reservoir and an embankment across the stream called Upperhose Dyke, at Boshaw Wharms, in the township of Cartworth and parish of Kirkburton; and also a reservoir and an embankment across the stream called Strines Dyke, at or near Field Heads, in the townships of Hepworth and Cartworth, and parish of Kirkburton, which said streams unite and flow or fall into the New Mill rivulet or brook at Jackson Bridge, in the township of Hepworth and parish of Kirkburton, for the purpose of affording a more regular and better supply of water to the mills, factories, and other premises situate below the sites of the said intended reservoirs, and on or near the line of the said rivulet or brook called New Mill Rivulet or Brook, in the several townships of Cartworth, Hepworth, Wooldale, Fulstone otherwise Foolstone otherwise Foulstone, and Thurstouland, and parish of Kirkburton; and to the mills, factories, and other premises situate on or near the line of the said river Holme, below the junction of the said New Mill Rivulet or Brook with the said river Holme; and also on or near the line of the said river Colne, from the junction of the said river

Holme with the said river Colne, at or near Rashcliffe, in the township of Lockwood, and parish of Almondbury, and the junction of the said river Colne with the river Calder at or near Colne Bridge, in the several townships and parishes of Huddersfield and Kirkheaton, and which said last-mentioned mills, factories, and other premises are situate in the several townships of Honley, South Crosland, Almondbury, Lockwood, Huddersfield, Dalton and Kirkheaton, and parishes of Almondbury, Huddersfield, and Kirkheaton, together with all such cuts, aqueducts, feeders, dams, sluices, and other works in the said townships of Cartworth and Hepworth, and parish of Kirkburton, as shall be requisite or convenient for conducting or conveying into the said reservoirs, and for collecting, impounding, and penning up the waters of the said streams, and all flood and other waters usually arising or flowing near to the sites of the said intended reservoirs, or which may be diverted into the same, and for regulating the flowing of such reservoirs for the purposes aforesaid; also a reservoir and an embankment across the rivulet or brook called Brow Grains Rivulet or Brook, at or near Scope, in the township of Meltham and parish of Almondbury; and also another reservoir and an embankment across the said rivulet or brook called Brow Grains rivulet or brook, at or near Uppershore in the said township of Meltham, and parish of Almondbury; and also another reservoir and an embankment across the said rivulet or brook called Brow Grains Rivulet or Brook, at or near Grange Ash, in the said township of Meltham and parish of Almondbury, for the purpose of affording a more regular and better supply of water to the mills, factories, and other premises situate below the sites of the said intended reservoirs, and on or near the line of the said rivulet or brook called Brow Grains Rivulet or Brook, in the several townships of Meltham, South Crosland, and Honley, and parish of Almondbury, and to the mills, factories, and other premises situate on or near the line of the said river Holme, below the junction of the said rivulet or brook called Brow Grains Rivulet or Brook with the said river Holme; and also on or near the line of the said river Colne from the junction of the said river Holme with the said river Colne, at or near Rashcliffe, in the township of Lockwood and parish of Almondbury, and the junction of the said river Colne with the river Calder, at or near Colne Bridge, in the several townships and parishes of Huddersfield and Kirkheaton, and which last-mentioned mills, factories, and other premises are situate in the several townships of Honley, South Crosland, Almondbury, Lockwood, Huddersfield, Dalton, and Kirkheaton, and parishes of Almondbury, Huddersfield, and Kirkheaton, together with all such cuts, aqueducts, feeders, dams, sluices, and other works in the said township of Meltham and parish of Almondbury, as shall be requisite or convenient for conducting and conveying into the said reservoirs, and for collecting, impounding, and penning up the waters of the said stream, rivulet, or brook, and all flood and other waters usually arising or flowing near to the sites of the said intended reservoirs, or which may be diverted into the same, and for regulating the flowing of such

waters out of such reservoirs for the purposes aforesaid. And for the purposes aforesaid, it is also intended to apply for power in such Bill and Act to stop up part of a certain bridle way or road leading from Ramsden aforesaid to the village of Holme in the townships of Cartworth and Holme and parishes of Kirkburton and Almondbury, and for setting out and making a new bridleway or road in lieu thereof, in the said several townships of Cartworth and Holme and parishes of Kirkburton and Almondbury; and also to stop up part of an occupation road leading from Howbroom bank to Goodbent; in the several townships of Austonley and Upperthong and parish of Almondbury, and for setting out and making a new occupation road in lieu thereof, in the said several townships of Austonley and Upperthong and parish of Almondbury; and also for powers to take and use lands, tenements, and hereditaments in the townships of Holme, Cartworth, Austonley, Upperthong, Wooldale, Hepworth, and Meltham, and parishes of Kirkburton and Almondbury for making such several reservoirs, aqueducts, cuts, and works aforesaid; and for the purpose of raising money for paying the interest of any moneys to be advanced for making such reservoirs and works aforesaid, and for maintaining and supporting the same and all other costs, charges, and expences in anywise arising therefrom or incidental thereto, and finally paying off all moneys advanced or borrowed for the purposes aforesaid, it is intended to obtain powers by such Bill and Act for rating and assessing all mills, factories, premises, and works, or the respective owners and occupiers thereof, receiving any benefit or advantage from the making and maintaining of such reservoirs and works aforesaid according, and in proportion to the benefit and advantage so received by them respectively, such mills, factories and premises, and works so to be rated and assessed, being situate in the townships of Cartworth, Holme, Austonley, Upperthong, Wooldale, Netherthong, Hepworth, Fulstone, otherwise Foolstone, otherwise Foulstone, Thurstonland, Meltham, Honley, South Crosland, Almondbury, Lockwood, Huddersfield, Dalton, and Kirkheaton, and parishes of Kirkburton, Almondbury, Huddersfield and Kirkheaton aforesaid, and on or near the lines of the streams, rivers and rivulets, or brooks aforesaid, below the said several reservoirs respectively, to the junction of the said river Colne, with the river Calder, at or near Colne Bridge, in the several townships and parishes of Huddersfield and Kirkheaton aforesaid.—Dated this tenth day of November, in the year of our Lord, one thousand eight hundred and thirty-six.

W. and S. Stephenson, Solicitors for the said Bill.

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 make and maintain a railway for the passage of waggons, carts, and other carriages properly constructed, with proper warehouses, landing places, bridges, roads, communications, works, and conveniences thereto, to commence by a junction with the line of a proposed rail-

way from Store-street, at or near the London road end thereof, in the township of Manchester, in the county of Lancaster, to join the Grand Junction Railway in the township of Rickerscote, in the parish of Castle Church, in the county of Stafford; at or near to that part of the said line of railway which is intended to pass or be made between Travis-street, in the said township of Manchester, and Store-street aforesaid, to unite with the line of the Liverpool and Manchester Railway, in the township of Salford, in the said county of Lancaster, and to terminate by a junction with the line of the Bolton and Manchester Railway, in the said township of Salford; and which said railway will be made and pass in, from, through, and into the parish and several townships and places following,—that is to say, Manchester, Manchester, Hulme, Chorlton-upon-Medlock, and Salford, or some of them; and it is intended by the said Bill to apply for power to deviate from the line or course of the said railway, as the same is intended to be laid down on the plan thereof to be deposited with the clerk of the peace for the county of Lancaster, to any extent not exceeding twenty yards on either side of the said railway; and it is also intended by the said Bill to apply for power to alter and divert the course of a certain river, called the Medlock, in the said several townships of Manchester and Hulme, or one of them.—Dated 11th November, 1836.

Wheeler and Marriott, Solicitors, Manchester.

Westminster-bridge, Deptford, and Greenwich Railway, (by way of and including Kennington, Camberwell, and Peckham.)

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 all proper approaches and other works and conveniences connected therewith, commencing on the south side of the river Thames, at or near to the foot of Westminster-bridge, in the parish of Saint Mary Lambeth, in the county of Surrey, passing from, through, or into the boroughs of Lambeth and Greenwich, or one of them, and from, through, or into the several parishes, townships, and extra-parochial and other places of Westminster-bridge, Saint Mary Lambeth, Saint Mary Newington, Saint Giles Camberwell, Peckham, Hatcham, and Saint Paul Deptford, or some of them, in the county of Surrey, and Saint Paul Deptford in the county of Kent, and terminating by a junction with the proposed London and Greenwich Railroad, at or near to High-street in the parish of Saint Paul Deptford in the said county of Kent, together with a branch railway or branch railways from the said main line, commencing at or near to White Post-lane in the Old Kent-road otherwise called the Great Dover-road in the hamlet of Hatcham and parish of Saint Paul Deptford in the county of Surrey aforesaid, passing from, through, or into the boroughs of Lambeth and Greenwich, or one of them, and from, through, or into the several parishes, townships, and extra-parochial and other places of Hatcham, the parish of Saint Paul Deptford in the county of Surrey, and the parish of Saint Paul Deptford in the county of Kent, or some

or one of them, and terminating by a junction with the proposed London and Croydon Railway, at or near to a certain bridge over the Croydon Canal at New Cross in the hamlet of Hatcham in the said county of Surrey, or in the said parish of Saint Paul Deptford, in the said counties of Kent and Surrey, or one of them; and that it is also intended to take power by the said Act to deviate to any extent, not exceeding one hundred yards, (except where the railway or railways pass through lands covered with buildings, and in such latter case to any extent not exceeding ten yards) from the line or lines laid down or to be laid down on the plan and section to be hereafter deposited according to the standing orders of Parliament, with the clerks of the peace for the counties of Surrey and Kent respectively, and with the parish clerks of the several parishes through which the said railway or railways and branch railway or branch railways is or are intended to pass, save and except also where the property lying within the said one hundred yards or ten yards, as the case may be, on either side of the said line or lines, shall be omitted to be numbered on the said plan, or referred to in the book of reference to be deposited therewith, in compliance with the standing orders aforesaid; and it is further intended to apply for power by the said Act to purchase and hold lands immediately adjoining or contiguous to the line or lines of the said railway or railways, and branch railway or branch railways respectively, for the purpose of erecting thereon dwelling-houses, shops, and other buildings; and also to make and maintain a wharf or pier and jetty, with proper approaches, warehouses, slips, embankments, and other works and defences at the termination of the said railway at or near Westminster-bridge aforesaid, and to levy and take tolls, rates, and duties as well for the use of the said railway or railways and branch railway or branch railways respectively, as of the said wharf or pier and jetty, and also upon all foot passengers passing upon or under the said railway or railways and the branches thereof.—Dated this 4th day of November, 1836.

Henry Hoppe, 3 Sun-court, Cornhill, London.
Solicitor for the Bill.

Counties of Donegal and Londonderry.

NOTICE is hereby given, that an application will be made to the Parliament of the United Kingdom of Great Britain and Ireland in the ensuing Session, for leave to bring in a Bill for embanking, enlarging, draining, and otherwise reclaiming certain lands covered by the tide waters, usually denominated slob, situate and being in the county of Donegal, and county or city and county of Londonderry, in that part of the United Kingdom called Ireland, particularly the slob and waste lands covered with water, called Lough Swilly, from Inch, in the parish of Burt, in the county of Donegal, to the main-land, across at the far-land and at Runcran points in the said county, or within the said points, the blanket mark, in the parish of All Saints, in the said county of Donegal, and the sides of the river of Letterkenny, up to Ball Green Ridge, near Fort-stewart, in the parish of Aughorish, in the county of Donegal, bounded by or contiguous to the towns,

townlands, or places called Ballylinor, Balligren, Fortstewart, Cachan, Sheffield, and Killydonnell, in the said parish Aughorish, and said county of Donegal, Drumboj, Roaghan Glebe, Ballybegly, Ballybegly Little Monygreggan, Glar, Moy Cross, and Calhill, in said parish of All Saints, and said county of Donegal, Cooney Island, Ballymaney, Grange, Bahullan Lower, Taneyhabloe and Castleforward, in the said parish of Burt, and county of Donegal; and also, for embanking, enlarging, draining, and otherwise reclaiming certain lands covered by the waters or tide waters, called the lake, river, or Lough Foyle, usually denominated slob, on both sides of the said lake, river, or lough, situate and being in the said county or city and county of Londonderry, and county of Donegal aforesaid, between high and low water mark, commencing at a place called Culmore, at, near, or in the liberties of the said city of Londonderry, and extending to a place called Magilligan, in the parish of Magilligan, otherwise Tamlatard, in the said county of Londonderry, and bounded by or contiguous to the towns, townlands, or places called Ballenashallaugh, Ballyingard, in the parish of Templemore, and liberties of Londonderry aforesaid, Craig, Muff, Ardmore, Drumskeellan, Three Trees, and Trueamatty, in the parish of Muff, and county of Donegal, Carrakeel, Cabry, Creehennan, White Castle, Roosky Tullynavin, Red Castle, Tullyally, Clare, Ballyrattam, Ballylawn Glebe, Carranaff, and Glenaran, in the parish of Upper Moville, and said county of Donegal, Ballynaville, Carnagarvé, Ballebrack, Drumnadaven, and Eleven Ballyboes, in the parish of Lower Moville, and said county of Donegal, Culmore, Calarah, Carrakeel, in the parish of Clanderuff, Lower Campee Salt Works, Darrybrever, Clanterkee, Dramenaneery, Longfieldmore, Longfieldbeg, Cragan, Tullybrusland, Cresteelmore, Tullyvarry, Faughanvale, Coolah, Carrehugh, Tullymaul, Wallworth, Barnyhilly, and Warworth House, Division, in the parish of Faughanvale, Wallworth, Ballykelly, Ballepsallen, Brahorin Glebe, Braglascan, Brochter, Ballymacran, Bas, Carrowclare, Carraweigh, Carrawmenagh, Carrowmuddle, in the parish of Tamaghfullega, Stackstown, Carrowreigh, Menerreagh, Drumneheagh, Oughtmoyle, Ballymultenebar, Ballyscullin, Drameyally, Lenamore, Marggamoughan, Ballymuelhalland, Drumahargan, Oughtymore, Ballymagaland, Lower Drummonds, Lower Douglas, and Lower Middle Douglas, in the parish of Tamlaughard, otherwise Meggelligan, in the said city and county of Londonderry; and also, for the slopping up, embanking, and altering, or dividing the course of all or any of the rivers, creeks, rivulets, streams, and watercourses, adjoining to or communicating with such slob or waste land. And also, for diverting or altering the course of the river called the Letterkenny River, and in lieu thereof, to make a navigable canal up to the town of Letterkenny, through, or contiguous to the lands or townships of Magherabegg, Plea Isle, Mannercunningham, Haraghey's Isle, Magheramore, Churchland of Mannercunningham, Remaghy, Beg Isle, and the Churchland Isle, in the parish of Ramaghy and county of Donegal, Drumdagh, Trimraght, Tanetmore, Drumdreg-

gan, Dromore, Bumreege Glebe, Milk Isle, Drumahogh, Scriblee Old Town, Woodpark, Lismonhaghan, and Criove, in the parish of Leck, and county of Donegal and Letterkenny, in the parish of Conwal and said county of Donegal; and also, to make a navigable canal from Loughswilly, in the said county of Donegal, commencing at or near the Burnfoot River, in the said county of Donegal, to the river of Loughfoyle, and entering the same near Pennyburn Mills, in the parish of Templemore, in the liberties of the city of Londonderry, and going through or bounded by the townlands, townships, or places called Kilmackclrenny, Carneshanagh, Moneyreagh, Garvarey, Birdstown, Drumedocoy, in the parish of Upper Fahan, in the county of Donegal, Ballyderowen, Eloghbegg, Duidrane, and Bunnamane, in the parish of Burt, in the county of Donegal, Elaghmore, Ballynagalleagh, Shantallow, Coshquin, Ballynagrotty, Springtown, Cloghass, and Pennyburn, in the parish of Templemore, in the liberties of the city of Londonderry; and to make all such other canals, waters, and watercourses, as may be found necessary for the purpose of draining any part of such slob, or waste lands; or for preserving or making a communication to and from any part of the same, in, through, or over the same, to any point of the present shores, of high-water boundaries of such slob or waste lands, with all such necessary breakwaters, wharfs, quays, basins and sluices, as may be necessary; and also, to fix and collect the rates, tolls, and dues, to be raised and taken in, and for the said canals, wharfs, quays, basins, and other works; and also, to enable corporate bodies, infants, and other persons to make grants or conveyances, of all or any such slob, or waste lands, or any rights in or to the same, in the said county of Donegal, city, or liberties of Londonderry, or county of Londonderry aforesaid.—
Dated this 14th day of November 1836.

Barrington and Watt, 3, Palace-street, Dublin.
Tho. Wood, Saint Thomas Apostle, Solicitors
for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, for making and maintaining a railway, or railways, to be called, "the Penryn and Helstone Railway," to commence at or near the quay in the borough or town of Penryn, in the parish of Saint Gluvias, in the county of Cornwall, and to terminate at or near the borough of Helstone, in the parishes of Constantine Sithney, and Wendron, or one of them, in the said 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, Penryn, Saint Gluvias, Budock, Mabe, Stithians, Constantine, Sithney, Wendron and Helstone, all in the said county of Cornwall, and to make and maintain all necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, depôts, warehouses, roads and other works material and necessary to the said railway, or rail-

ways, for the more complete use and enjoyment of the same: And it is intended to apply for powers to be granted in, and by, the said Bill, to authorise the taking of such tolls, fares, dues, rates, rents, and sums of money, as shall be mentioned in the said Bill, and for purchasing, taking, and holding lands, tenements, hereditaments, and premises, within the said several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra-parochial places, and other places before-mentioned and described, for the purpose aforesaid; and it is also intended to apply for power, to be granted in and by the said Bill, to deviate from the said line of the said intended railway or railways, for the making of which, 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 as aforesaid

And notice is hereby likewise given, that it is intended to apply for power, to be granted in and by the said Bill, 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 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 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 9th day of November, 1836.

Wm. Andrews, Solicitor for the Bill.

Salisbury, Romsey, and Southampton 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, for making and maintaining a railway or railways, to be called "The Salisbury, Romsey, and Southampton Railway," to commence at or near the city of Salisbury, otherwise New Sarum, in the county of Wilts, and to terminate at or near the pier or landing-place in the parishes of Saint Michael and Saint John, or one of them, in the town and county of the town of Southampton: also for making and maintaining a tramway or road, tramways or roads, from the termination of the said railway or railways, in the said parishes of Saint Michael and Saint John, or one of them, to and across the quays, wharfs, and landing-places at the Port of Southampton aforesaid, to the docks about to be made and constructed at the said port of Southampton, at, in, or adjoining to the parish of Saint Mary, in the said town and county of the town of Southampton: and also to make and maintain all bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, quays, roads, and all other works, material or necessary to the said railway or railways, and tramway or road, tramways or roads respectively, for the more complete use and enjoyment thereof respect-

ively; and which said railway or railways, tramway or road, tramways or roads, is or are intended to be made from, in, through, and into the several parishes, townships, hamlets, chapelries, tythings, liberties, and places following, (that is to say,) Saint Martin, in the city of New Sarum, otherwise Salisbury, Milford, Laverstock, Clarendon Park, Alderbury, West Grimstead, East Grimstead and West Dean, all in the county of Wilts; East Dean, East Tytherley, otherwise Tuderley, Lockerley, Mitchelmarsh, otherwise Mitchelmersh, Timsbury, Mottisfont, Awbridge, otherwise Awebridge, Great Bridge, Romsey Infra, Romsey Extra, Lee, Nutshalling, otherwise Nursling, Redbridge and Millbrook, all in the county of Southampton; and All Saints, Saint Michael, Saint John, Holyhood, Saint Mary, Saint Laurence, or some of them, in the town and county of the town of Southampton; and which railway or railways, tramway or tramways, tramroad or tramroads, is or are intended to be made from, in, through, and into, the several parishes and places following (that is to say) the said parishes of All Saints, Saint Michael, Saint John, Holyhood, Saint Laurence and Saint Mary, or some of them, in the town and county of the town of Southampton. And it is also intended to apply for powers, to be granted by the said Bill, to authorize the 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, within the said several parishes, townships, hamlets, chapelries, tythings, liberties and places, or elsewhere, for the purposes aforesaid. And it is also intended to apply for powers, to be granted in and by the said Bill, to deviate from the said line of the said intended railway or railways, tramway or road; tramways or roads, 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 respectively.

And notice is hereby likewise given, that it is intended to apply for powers, to be granted in and by the said Bill, 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, tramway or road, tramways or roads respectively. 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 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 the 10th day of November, 1836.

Michael Peniston Harris, Secretary, the Close, Salisbury.

The Grand Collier Docks.

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to make and maintain certain

wet docks, quays, basins, and other works and conveniences connected therewith, at, or adjoining to and including all or any part of the docks, canal, and other property belonging to the company of proprietors of the Grand Surrey canal and docks, in the boroughs of Greenwich and Lambeth or one of them, and in the parish of Saint Mary Rotherhithe, in the county of Surrey, in the parish of Saint Paul, Deptford, in the counties of Kent and Surrey, or one of them, in the parish of Saint Nicholas, Deptford, in the said county of Kent, to be called "The Grand Collier Docks," with communications therefrom to the river Thames, at some one or more places, at or near to Dudman's Dock, and at or near to the East Country Dock, within the parishes aforesaid, or some or one of them.

And it is intended by the said Bill to apply for power to make and maintain a cut, canal, aqueduct, or navigable waterway, with all proper basins, inlets, works and conveniences connected therewith, in extension of the before mentioned Grand Surrey Canal, commencing at the termination thereof, in the parish of St. Giles, Camberwell, in the county of Surrey, passing from, in, through, or into the boroughs of Greenwich and Lambeth, or one of them, and from, in through, or into the several parishes, townships, and places of Saint Giles Camberwell, St. Mary, Newington, St. Mary, Lambeth, and Battersea, or some or one of them in the county of Surrey, and terminating at the river Thames, near a certain wharf formerly used as an iron wharf, and belonging to Thomas Ponton, Esquire, situate at Nine Elms, in the parish of Battersea, and county of Surrey aforesaid.

And it is also intended by the said Bill, to apply for power to purchase all the docks, ponds, reservoirs, canal, aqueducts, feeders, works, lands, buildings, and all rights and interests belonging to the Company of proprietors of the Grand Surrey Canal and Docks, and of the East Country docks respectively, and to enable the said companies, respectively, to sell and dispose of the same or otherwise power to make and enter into agreements or arrangements with the said several companies respectively in manner in the said Act to be provided.

And it is also further intended by the said Bill to take power to alter, vary, amend, enlarge, and complete all or any part of the canals, docks, and other works belonging to the said Grand Surrey Canal and East Country Dock Companies, respectively, within the boroughs of Greenwich and Lambeth, or one of them, and within the several parishes or townships of Saint Mary Rotherhithe, in the county of Surrey, of St. Paul, Deptford, in the said counties of Kent and Surrey, or one of them; of St. Nicholas, Deptford, in the said county of Kent and of St. Giles, Camberwell in the said county of Surrey, or some or one of them.

And it is also further intended for the purposes of the said intended docks, canals, reservoirs, and other works connected therewith, for the construction of which application is intended to be made to Parliament as aforesaid to take power to alter and divert the course of certain roads or ways, commonly called or known by the name of the Deptford road

and the Deptford lower road respectively, within the parishes of Saint Mary, Rotherhithe, in the said county of Surrey and of St. Paul, Deptford, in the said counties of Kent and Surrey, or one of them, also another road commonly called Plough-lane, otherwise Plough-bridge-road, and a certain Street commonly called High Street, respectively, within the parish of St. Mary, Rotherhithe, in the county of Surrey, and also a certain other street called Grove-street, within the parish of St. Paul, Deptford, in the said counties of Kent and Surrey, or one of them, also to alter and divert the several conduits or streams called or known by the names of the King's-mills, Earle Sluice or sewer, and the river Effra or sewer within the several parishes and townships of St. Mary, Rotherhithe, in the said county of Surrey St. Paul, Deptford, in the said counties of Kent and Surrey, or one of them, and of St. Mary, Lambeth, in the said county of Surrey, or some of them, and to take and use so much of the waters thereof, as well as of the waters of the river Thames, the Grand Surrey Docks and Canal, and the East Country Docks, as may be necessary for the purposes of the said intended canal and docks, in respect of which application is intended to be made to parliament as aforesaid: And it is further intended to apply for power by the said Act to levy and raise tolls for the use of the said dock or docks and canal and other works so intended to be made as aforesaid, and to alter and vary or increase the rates or tolls already authorised to be taken for the use of the said Grand Surrey Docks and Canal and East Country Dock respectively.—Dated this fourth day of November, 1836.

Henry Hoppe,
Solicitor for the Bill,
3, Sun Court, Cornhill London.

The Thames Improvement Company.

NOTICE is hereby given, that it is intended to apply to Parliament in the next session, for a Bill for the establishment of a company to be called "The Thames Improvement Company," with power to make, construct, and maintain embankments on each side of the river Thames. The embankment on the north side of the river to commence at, or near, or opposite the west end of Millbank-row, in the parish of St. John, in the city and liberty of Westminster, and to terminate at or near to premises in the occupation of Messrs. Sewell, Daun and Co. in the parish of Saint Peter, Paul's wharf, in the city of London; such embankment to be made in or through the several parishes or liberties of Saint John, Saint Margaret, Saint Martin in the Fields, Saint Clement Danes, Savoy Precinct, and Saint Mary-le-Strand, all in the city and liberty of Westminster aforesaid, and county of Middlesex. And also in or through the several parishes or liberties of the Middle and Inner Temples, White Friars' precinct, Saint Bride, Fleet-street, Bridewell precinct, Saint Ann, Blackfriars, Saint Andrew by the wardrobe, Saint Bennet, Paul's-wharf, and Saint Peter, Paul's-wharf, all in the city of London aforesaid. And such embankment on the Surrey side of the river Thames to commence at, or near, or opposite Lambeth palace, in the parish of Saint Mary, Lambeth, and to terminate at, or near, or opposite Pond-

street, in the parish of St. Saviour, in the borough of Southwark; and to be made in or through the several parishes of Saint Mary, Lambeth, Saint George the Martyr, Southwark, and Saint Saviour aforesaid, all in the said county of Surrey.

And also with power to make public walks, gardens, baths, docks, reservoirs, cuts, locks, and wharfs, within, or upon, or adjoining, or near such embankments.

And also to construct sewers on each side of the Thames, to prevent the sewage from any other sewers falling into such river, and to form receptacles for sewage on pieces or parcels of ground situate near King's Scholars' Pond sewer, in the parish of Saint John, Westminster, and county of Middlesex aforesaid, near the wash sewer, in the parish of Lambeth and county of Surrey aforesaid; in the Isle of Dogs, in the parish of Poplar and county of Middlesex aforesaid; and in the parish of Saint Mary, Rotherhithe, in the county of Surrey aforesaid.

And also for enabling the said company to purchase and take all such houses, warehouses, buildings, lands, tenements, and other premises and hereditaments, as they may require for the purposes aforesaid, or any of them.—Dated the 24th day of October, 1836.

John Elderton Burn,
4, Raymond Buildings, Gray's Inn,
Solicitor to the Bill.

Truro, Redruth, and Penzance Railway Company,
with a breakwater at Penlea point, Mount's-
Bay.

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 for making and maintaining a railway, to be called the Truro, Redruth, and Penzance Railway," to commence at or near Castle Hill, within that part of the borough of Truro which lies in the parish of Kenwyn, in the county of Cornwall, and there, or at such other place as shall be deemed most expedient, to communicate with and join the intended London, Exeter, and Falmouth Railway, when and as soon as the same shall have been so far completed from either of its termini, and to extend from thence to or near Hendra and Goosebain old tin smelting house, now used as a paper mill, from thence to or near new mills, Saint Coose, Pennytenny, Lanagarth, and the late Kernel of the four Barrow, otherwise four Borough Hunt, all in the said parish of Kenwyn, and from the last-mentioned place to Penstrares, alias Polstrears, partly in the parish of Kea, and partly in Kenwyn aforesaid, and from thence crossing a part of the manor of Killewerras, in the said parish of Kea, to or near the old mine of Wheel Daniel, now called the Kenwyn and Kea mines, from thence to or near the town or village of Chacewater to or near Kelleverth, crossing the turnpike-road leading from Truro, aforesaid, to the town of Redruth at or near that part where the Portreath rail or tram-road crosses the said turnpike-road, all within the said parish of Kenwyn, from thence to or near Wheel Boys and Wheel Chance, traversing other parts of the said parish of

Kenwyn, and the several parishes of Saint Agnes, Redruth, and Gwennap, to or near a place called "the four hundreds," at or near which the said four several last-mentioned parishes meet, and from thence to or near Cardew mines and Wheal Harmony and Montague mines, situate respectively in the parish of Redruth, and from thence to or through a part of Treleigh, and from thence to or near Wheal Tolgus, respectively situate in the said parish of Redruth, and from thence to or near Wheal Raven and Park Bottom, both in the parish of Llogan, and from thence to or near North Roskear mine and lower Rosewarne, both in the parish of Camborne, to or near the town of Camborne, and from thence to or near Peapons and Barepper, both in the said parish of Camborne, and from thence to or near Halgarrack, in the parish of Crowan, and from thence to Penlea point, in the parish of Paul, passing through the several parishes of Gwincar, Crowan, Sithney, Breage, Germoe, Saint Erth, Saint Hilary, Ludgvan, Gulval, and Madron, and through part of or near the borough of Penzance, all which said several boroughs, towns, parishes, and other places herein-before enumerated, are respectively situate in the said county of Cornwall. And also for leave to construct a Breakwater, extending from Penlea point, aforesaid, about three-quarters of a mile into the sea, in an easterly direction, and for erecting and maintaining a light-house on the said Breakwater. And also for cutting, making and maintaining a branch railway from that part of the said main line intended to pass through or near the said Borough of Penzance to Penlea point, aforesaid, to or near the church, town or village of Saint Just, in the parish of Saint Just in Penwith, in the said county, and to or near a place called the Row, in the said parish of Saint Just, near Boscaswell Downs and several other mines there, and passing through the several parishes of Madron, Paul, Saint Creed, and the said parish of Saint Just. And also for cutting, making and maintaining another branch railway from the said main line from or near Wheal fortune mine, in or near Trewal, otherwise Trowal, in the said parish of Ludgvan, to and so far over the bridge at or near Hayle Foundry, in the said county, passing through and over parts of the several parishes of Saint Hilary and Saint Erth, and the parish of Phillack, in the said county, to connect or join with a railway now constructing on the east, and intended to be extended westward to or near to Hayle Foundry aforesaid, and called "the Hayle Railway," and which said last-mentioned railway passes or is to pass through or near Hayle copper-house, in the said parish of Phillack, to or near the bridge at or near Hayle foundry aforesaid, and which said bridge is situate in the said several parishes of Phillack and Saint Erth, with power to use such portion of the Hayle railway aforesaid, as lies between its westernmost inclined plane and the said bridge. And for making and maintaining another branch railway to communicate with and commence from and out of any part of the said portion of the said Hayle railway to Upton and other sand banks, situate respectively in the several parishes of Gwithian, in the said county, and Phillack aforesaid. And also for cutting, making, and maintaining another branch railway from the said

main line, at or near Trewal, otherwise Trewal aforesaid, to or near the town of Marazion, in the said county. And also for cutting, making, and maintaining another branch railway from the said main line, at or near Treve-neage, in the said parish of Saint Hilary, to or near Tregethas, in the said parish of Saint Erth, there to fall in with and join the said other branch railway from or near Wheal fortune mine aforesaid to the said bridge, at or near Hayle foundry aforesaid. And also for cutting, making, and maintaining another branch railway from that part of the said main line intended to pass near Godolphin, in the said parish of Breage, to and through certain other parts of the said parish of Breage, the said parish of Sithney, and the parish of Wendron, in the said county, to or near the borough of Helston, in the said county. And also for cutting, making and maintaining another branch railway from the said main line, at or near Wheal Tolgus aforesaid, through or near the said town of Redruth, and from thence through other parts of the said parish of Redruth, and through parts of the said parish of Gwennap, and parts of the several parishes of Stithians and Perran-ar-worthall, until the said last-mentioned branch railway shall fall in with, and join that portion of the said London, Exeter, and Falmouth Railway, which is intended to pass from Truro, aforesaid, through or near Penryn, in the said county, and to make and maintain all necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, quays, basins, docks roads, and other works material or necessary to the said railway and branch railways, breakwater, and light-house, or for the more complete use or enjoyment thereof respectively.—And it is also intended to apply for power to be taken by the said Bill or Bills, to deviate for one hundred yards on either side of the said railway, and the said branches connected or to be connected therewith, as aforesaid.—And it is likewise intended to apply for powers to be granted by the said Bill or Bills, to authorize the taking of such fares, tolls, dues, rates, and sums of money as shall be mentioned in the said Bill, or Bills, and for purchasing, taking and holding lands, tenements, hereditaments, soil and stone, within the said several boroughs, towns, parishes, and other places or elsewhere for the purposes aforesaid.—Dated October 18, 1836.

William Andrews, London, and *Paynter* and *Gurney*, Penzance, Cornwall, joint Solicitors for the Bill.

Manchester, Leeds, and Goole 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 warehouses, wharfs, landing places, tunnels, bridges, works, and conveniences, adjoining thereto or connected therewith, which said railway or railways is or are intended to join and communicate with the Manchester and Leeds railway, and the Leeds and Derby railway, or one of them, at or near a certain place called Bulman Green, in the townships of Normanton and Altofts, in the parish of Normanton, in the west riding of

the county of York; and also, to make and maintain a branch from the said intended railway, to join and communicate with the said Manchester and Leeds Railway, and the said Leeds and Derby Railway, at or near a place called low farm-house, in the township of Altofts aforesaid, and to cross the York and North Midland Railway; and which said intended railway and branch therefrom are intended to commence at, in, or near certain closes or parcels of land, in the said townships of Normanton and Altofts, belonging or reputed to belong to Sir Edward Dodsworth, Baronet, John Maude, David Smirthwaite, William Garlick, Thomas Brook, James Faveil, Lady William Gordon, and William Foxcroft, or some or one of them, and in the respective occupations of the said Sir Edward Dodsworth, and of Robert Long, Robert Spawforth, Benjamin Shillito, Colonel William Wade, Elizabeth Middleton, James Benson, George Heptonstall, William Furbisher, John Musgrave, Joseph Midgley, Robert Nalson, Charles Foxcroft, and William Foxcroft, respectively, or some or one of them, and to terminate at a certain dock or certain docks, at the port of Goole, in the several townships of Armin, Hook, and Goole, all in the said West Riding of the county of York, belonging or reputed to belong to the undertakers or company of proprietors of the Aire and Calder navigation, and in the occupation of the said undertakers or company of proprietors; which said railway and branch are intended to be carried and pass from, in, through, or into the several parishes, townships, hamlets, and extra-parochial and other places, of Altofts, Normanton, Methley, Woodhouse, Loscoe Grange, Ackton Pastures, Houghton Carrs, Upper Park Farm, Snyderall, Whitwood, Ackton, Featherstone, Glass Houghton, Castleford, Pontefract Park District, Tanshelf, Blind Hardwick, Spittle Hardwick, Monk Hill, Pontefract, Bubwith House, Ferrybridge, Ferry Fryston, Water Fryston, Knottingly, Cridding Park, Cridding Stubbs, Darrington, Cobercote, Womersley, Walden Stubbs, Stubbs Walden, Balne Croft, Balne, Whitley, Egbrough, High Egbrough, Low Egbrough, Kellington, Hensall, Great Heck, little Heck, Pollington, Gowdall, Snaith, Cowick, East Cowick, West Cowick, Rawcliffe, Armin Hook, and Goole, or some of them, all in the West Riding of the said county of York. And notice is hereby also given, that it is intended to apply for powers to be granted in and by the said Act, to deviate from the line or course of the said railway or railways and branch therefrom, to any extent not exceeding 100 yards, on each side of such line. And notice is hereby also given, that it is intended to apply for powers to be granted in and by the said Act, to divert or alter such road or roads, streams or running waters, as may be required to be diverted for the construction or formation of such railway or railways. And notice is hereby also given, that it is intended to apply for powers to be granted in and by the said Act, to enable the said undertakers or company of proprietors of the Aire and Calder navigation, to make and maintain, at their own expense, so much of the line of the said intended railway as is proposed to be made and carried through or across the lands or property of the said under-

takers or company of proprietors, together with such wharfs, warehouses, and other works, as may be thought necessary or proper for the convenient use and occupation thereof.—Dated this twelfth day of November, 1836.

Hasby and Scholey, Solicitors, Wakefield.
John Ramskill, Solicitor, Pontefract.

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 all necessary and proper erections, works, and conveniencies attached thereto, or connected therewith, for the passage of waggons, carts, and other carriages, which said railway or railways is or are intended to commence, at or near to a certain place commonly called Deptford or Greenwich Creek, at or near the Creek-bridge, in the parish of Saint Paul Deptford in the county of Kent, by means of a junction with the London and Greenwich Railway, and to terminate at or near the town of Sandwich in the said county; and which said railway or railways is or are intended to pass from, or through, and into, the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tithings, extra-parochial fields or places following, that is to say, Saint Paul and Saint Nicholas Deptford, Saint Alphege or Saint Alphege Greenwich, Greenwich, Charlton, Kidbrook, Lee, Eltham, Chislehurst, Foot's Cray, North Cray, Bexley, Crayford, Wilmington, Swanley, Sutton at Hone, Horton Kirby, Farningham, Eynesford, Lullingstone, Shoreham, Olford, Kemsing, Falkham, Kingsdown, Saint Clare, Ightham, Trotescliffe, Wrotham, Addington, Offham, Westmalling, Ryarsh, Leybourn, Eastmalling, Ditton, Aylesford, Allington, All Saints Maidstone, Maidstone, Boxley, Berstead, Deptling, Thurnham, Leeds, Hollingborne, Broomfield, Harrietsham, Lenham, Witchling, Egerton, Moldash, Charing, Little Chart, Hothfield, Ashford, Westwell, Eastwell, Kennington, Boughton Aluph, Crundell, Godmersham, Chillham, Hinshall, Horton, Wye, Chartham, Milton next Canterbury, Saint Michael Harbledown, Thanington, Saint Mildred Canterbury, Saint Peter, Saint Alphege, Saint Mary de Castro Canterbury, Holy Cross, Westgate without Canterbury, Holy Cross Westgate, Saint Dunstan, Saint Stephen otherwise Ackington, Saint Mary Northgate Canterbury, Saint Martin Canterbury, Fordwich in the city and county of the city of Canterbury, the suburbs of the city of Canterbury, Sturry, Littlebourne, Wickham Breux, Stodmarsh, Westbeer Chislett, Preston near Wingham, Stourmouth Elmstone, Ash next Sandwich, Richborough, Maresborough, Woodnesborough, Saint Mary the Virgin, Saint Clement's and Saint Peter the Apostle and Saint Bartholomew in the borough and township and port of Sandwich, Word, otherwise Worth, Eastry, Ham, Sholden, Northbourn, Great Mongeham, Little Mongeham, Monkton, Saint Nicholas Atwade, Ville of Sarre, and the parish and township of Deal and Deal Chapel, with the extra-parochial tithes and places, all in the county of Kent, together with a branch from the main line of the said railway or railways, to commence at or near to a certain place called Sutton-at-Hone, and terminate at a certain place called

Gravesend, in the said county; and which said branch is intended to pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tithings, extra-parochial fields or places following, that is to say, Sutton-at-Hone, Darent, South Darent, Southfleet, Westwood, Green-street-green, Perry-street, Longfield, Nursted, Ifield, Saint George Gravesend, Holy Trinity, Milton, and township and parishes of Gravesend and Milton, parish and township of Saint John's, and parish of Northfleet, all in the said county of Kent.

It is also intended to apply for powers by the said intended Act to make and maintain a harbour, with landing-places, quays, docks, dock-yards, wharfs, warehouses, basins, sluices, bridges, and all other necessary erections, works, and appurtenances, at or near to the town and port of Sandwich, in the county of Kent aforesaid, and between the towns of Sandwich and Deal, with one or more entrance or entrances thereto, at or near Sandown Castle. And also to make and maintain a pier or piers at the entrance of such intended harbour; also to deepen, improve, and remove obstacles in the river Stour, and the branches, streams, or rivulets connected therewith, at or near to Sandwich aforesaid; also to make any cut or cuts, canal or canals, reservoir or reservoirs, feeder or feeders, for the purpose of supplying water for the use of the said harbours, docks, and other works, or as a back-water for the same, and which said harbour, landing-places, quays, docks, dock-yards, wharfs, warehouses, basins, sluices, bridges, cuts, canals, reservoirs, feeders, erections, works, and appurtenances are intended to be in the parishes or places following, that is to say, Saint Mary the Virgin Saint Clements, and Saint Peter the Apostle, in the borough and township and port of Sandwich, the chapelry or parish of Saint Bartholomew, the parish of Worth otherwise Word, the parish of Eastry, the parish of Ham, the parish of Sholden otherwise Sholden, the parish of Northbourn otherwise Northbourn, the parish of Great Mongeham, the parish of Little Mongeham, the parish of Monkton, the parish of Saint Nicholas-at-Wade, the ville of Sarre, Saint Leonard, Saint George the Martyr, and the parish and township of Deal and Deal Chapel, with the extra-parochial tithes and places, all in the said county of Kent.

It is also intended to apply for powers by the said intended Act to authorize the levying and taking tolls, rates, dues, rents, or sums of money for the carriage and conveyance of carriages, passengers, goods, wares, merchandize, cattle, and other matters by or upon the said railway and branch; and also on all ships, vessels, passengers, goods, wares, merchandize, cattle, and other matters entering into or leaving the said intended harbour, landing-places, quays, docks, dock-yards, wharfs, warehouses, basins, cuts, canals, and other works; and also to levy such other tolls, rates, and duties, as in the said intended Bill mentioned.

It is also intended to apply for powers to purchase and hold lands, tenements, buildings, hereditaments, and other property within the said several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tithings, extra-

parochial fields or other places, for the purposes of the said Act; also for powers to deviate from the said several lines of the said intended railway or railways, and the site of the said harbour, piers, docks, dock-yards, basins, warehouses, and other works, as the same will be defined in the plan or plans to be deposited with the clerk of the peace of the said county, to any extent not exceeding one hundred yards on each side thereof; and also for all other powers and regulations necessary or incident to the said undertaking.—Dated this 11th day of November, 1836.

James Freshfield, jun., Charles Freshfield,
Solicitors for the Bill.

Commercial Railway London and Blackwall.

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 extend the line of "THE COMMERCIAL RAILWAY" from the terminus of the said railway as at present authorized to be made, near the Minorities, in the parishes of Saint Botolph without Aldgate, and Saint Mary White-chapel, otherwise Saint Mary Matfellow, in the city of London and county of Middlesex respectively, to or near a certain building commonly known as the East India House, situate in Leadenhall-street, in the parishes of Saint Peter in Cornhill and Saint Andrew Undershaft in the said city, and also to purchase and hold lands for the purpose of the said extended line of railway, and for all proper depôts, works and conveniences in connection therewith, which said extended line, works, and conveniences are intended to be situate in, or to pass from, through, or into the several parishes of Saint Mary White-chapel, otherwise Saint Mary Matfellow, in the county of Middlesex, and Saint Botolph without Aldgate, Saint Olave Hart-street, Allhallows, Barking, Saint Katherine Coleman, Allhallows Staining Mark-lane, Saint Gabriel Fenchurch, Saint Dionis Back Church, Saint Andrew Undershaft, and Saint Peter in Cornhill, in the said city of London, or some of them: And in which Bill power will be applied for to deviate from the said extended line of railway and works as laid down on the plan hereafter to be deposited, pursuant to the standing orders of the Houses of Parliament, to any extent not exceeding ten yards on each side thereof; and also for altering and amending the provisions of an Act passed in the sixth and seventh years of the reign of His present Majesty King William the Fourth, intitled, "An Act for making a railway from the Minorities to Blackwall, with branches, to be called 'The Commercial Railway.'"—Dated this 15th day of November, 1836.

Stokes, Hollingsworth and Tyerman,
J. and S. Pearce, Phillips and Bolger,
Solicitors for the Bill.

Great Central Irish Railway.

NOTICE is hereby given, that it is intended to apply in the next session of Parliament, for leave to bring in Bill or Bills, for making and maintaining a railway or railways, to be called The Great Central Irish Railway, for the transit of carriages and engines properly adapted thereto, and it is proposed

that the said railway or railways, will commence at or near a certain part near Bloody or Barrick-bridge, in the parish of Saint James, in the city and county of Dublin, and terminate at or near the Artillery Barracks at the town of Longford, in the parish of Temple Michael, and lands of Castleabbey Cartron, in the county of Longford; also for two branch railways, one commencing at or near a certain point in the townland of Ballary or Little Ardums, in the parish of Rathcore and county of Meath, and terminate at or near a certain part called the Commons of Lloyd or Kells, in the said county of Meath; also, another branch, commencing at or near a certain point called Cooksborough or Moygullin, in the parish of Rathconnell, and county of Westmeath, and terminating at the river Shannon near the town of Athlone in the said county of Westmeath; together with all bridges, culverts, viaducts, archways, buildings, stations, wharfs, roads, and other works material or necessary to and for the said railway or railways; and for the more complete use and enjoyment of the said railway or railways, and said railway or railways, are proposed to pass from, in, through, and into, the following townlands, parishes, baronies, places, and counties; that is to say,—Saint James's, Kilmainham, Inchicore, Johnston's-style, Palmerstown, Ballyfermott, Cow and Calf, Dodsborough, Butchers' Arms, Chapelizod, Cursistream, Ballyown, Palmerstown, Ballydowd, Markfield, Esker, Tubbermeclough, Filstown, Finstown, Arderig, Lucan, Westown, Saint Woolstan's, Saint James, Newcastle, in the county of Dublin; and Stacumney, Loughlinstown, Commons of Cellbridge, Simonstown, Donacomper, Ballscut, Stacumney, Hazelhatch, Commons of Lyons, Reeves, Dangan, Nortsalt, Ikegh or Oughterany, Cellbridge, Teghadoe, Maynooth, Sharabrien, Kilcock, Abbey, Oakley Park, Ballymachealy, Oldtown, Griffinrath, Corbally, Tulestown, Monacote, Teghadoe, Donaghstown, Dowdstown, Ballyhegan, Roanstown, Newtown, Newtown, Cormackstown, Crinstown, Triadstown, Roestown, Larabrien, Larabrient, Ballycoraghan, Mause, Branganstown, Graigether, Kilcock, Commons of Kilcock, Boycetown, Castlerag and Whitestown, in the county of Kildare; and lower Moyfénragh, Upper Navan, Lúne and Upper Kells, Balfeighan, Radenstown, Gallow; Agher, Rathcore, Rathmolion Laracor, Trim, Moymet, Balfeighan, Kilglin, Ferns, Oldtown, Balintogher, Agher, Great Ardums, little Ardums or Raleeragh, Baconstown, Rahinstown, Isaackstown, Coorock, Kilbeg, Ballynrig, Rathfoore, Rathflesh, Coolderry, Umbedstown, Somerstown, Ballinanwena, Summerhill, Rainstown, Kilbride, Dangan, Balrathhoyme, Bree-mount, Fiermurain, Jamestown, Harbertstown, Harberston, Raheelth, Tallacup, Laracor, Laracor-glebe, Neilstown, Meensbury, Knightsbrook, Dogstown, Commons of Trim, Fosterstown, Gallows-hill or Charterhouse-hill, Trim, One-plough-land, Watergates, Georges well, Trim, Trowpark, Ballinaveeragh, Whitehall, Steeplestown, Phillistown, Rahinacrea, or Tullyallen, Moymet, Iskeron, Stonestown, Courstown Parkbuoy, Meadstown, Tullaghanstown, Robinstown, Moyagher and sub-denominations, lower Moyagher, Allenstown, Rodstown, Betstown, Grithogue, Betaghstown, Great Athgain, Charlesfort, Cartown, Collistown Cookstown,

Cullymoon, Causetown Phebogg, Milltown, Grange-godan, Philpotmoor, Gardenrath, Furryfield, Kermurrin, Butter stream, Pullafruck, New-rath, Röckfield, Gallowshill, Kells and Commons of Lloyd, Graydonstown, Baconstown, Rathcore, Cleggarra, Ballynashea, the liberties, Cooltown, Cloncurry, Rathmolin, Cullintra, Ballydare, Castle-ricard, Brackenranny, Lionsden, Moyfinn, Clo-nard, little Johnstown, Gilberstown, Cullintra, Tanderagee, Gilbertstown, Clonmowley, Clon-daleebeg, Clondalemore, Inan, Killion, Bally-adams, Burogheen, Bullingbeg, Corboy, in the county of Meath; and Annaghdroose, Armagh-droose, Derrymore, Hydepark, Brutenstown, Farhill, Killucan, Thomastown, Cushinstown, Gree-hanstown, Riverstown, Porterstown, Glen Cur-sestown, Currestown, Wardenstown Waddestown, Knockmant, Lisnabin, Banagher, Castledown, Greatdown, Wooddown, Dardisland, Wooddown, Cloncurry, Cloghan, Macetown, Cooksborough or Moygullen, Pass-if-you-can, Rathconnor, Loughagar, Rathconnel, Cloisheever, Culleen, Robinstown, Springfield, Bala, Farnashough, Mullingar, Mullingar, Commons, Grange, Sar-selstown, Newbrook, Meadstown, Kilpatrick, Ballinderry, Martinstown, Clongoway, Bellmount, Charlestown, the Lodge, Ledestown, Keoltown, Hanstown, Popestown, Hopestown, Ballynea, Ratheenageeregh, Keunemuddegh, Rathnamud-dagh, Rogerstown, Lillipit, Middleton, Bal-lyhast, Rathnugent, Ballynacask, Lum, Cal, Bre-nanstown, Ballshy, Rotherishogue, Castleton, Car-ryduff, Garryduff, Derryroe, Banalbet, Highpark, Loughdrin, Knockdrin, Rathconnell, Brittas, Tub-beracun, Tubbertaquill, Toghimon, Corkaree, Moy-ashell and Magheredernon, Tyfernan, Larkenstown Garrénu, Garrinree, Knockatee, Stone Hall, Mul-tyfarnam, Ballinacloonagh, Lackan, Grange, Gar-rinree, Kilmaglish, Garrysollagh, Hopeland, Lar-kenstown, Downe, Soho, Abbeyland, Ballyhamey, Rath, Cappagh Culvin, Ardglass, Gar, Russagh, Russagh, Street, Moygoish, Dysart, mullingar, Rathconnell, Castletown, Gargan, Geoghégan, Lit-tleton, Castletown, Kindlon, Streamstown, Ballin-carnil, Ballinamill, Ballindough, Dromore, Kill-o-leagh, Knockahurm, Tullehansleik, Guineire, Bally-hatton, Streamstown, Crieve, Killinalug, Kilpatrick, Ballybrown, little Lisevera, Corregarrew, Lisevera, Donore, Cappaghduff, Ballinlabin, Ardnorcher, Aynon, Lache, Ballinecallin, Derryhall, Kilcum-ereragh, Kilnabarna, Balnabarna, Kilganna, Kil-gamee, Ballybrickogue, Clonlonan, Ballagh, Ballinlug, Balcumeeragh, Grange, Kilcatherine, Ballinderry, Ballybroder, Suntown, Moyvoughly, Ballydogan, Surock, Tore, Ballycloughdough, Dunlum, Legam, Legan, Ballysallagh, Cor névough, Monkton, Brienmore, Killindra, Clonylcuy, Crieve, Dorrington, Crenan, Walderstown, Kilkenny West Rathconrath, Kilkare, Kilhare, Churchtown, Drumreemy, Lou-gherell, Watertown Ballyloughloe, Kilmonaghan, Killinatore, Fairfield, Coolock, Magerallagh, Mahersallagh, Tuoy Ballykeeran, Twyford, Annagh-gortah, Togher, Kilcroleagh, Moydrum, Willbrook Cross and Tully, Ardnaglass, Lisavo lin, Laragh, Kippinstown, Carnamagh, Tullin, Carriscely, Clon-brusk, Carnamadough, Aughafadda, Clughanbuy, Athlone, Redredt, Retreat, Buinavally, Brawney,

Clonloneen, Killelagh, Athlone, Ballymore, Moy-cashell, Ardnorcher and Newtown, in the county of Westmeath; also Ardagh, Templemichal, Ballina-cormik, Ardagh, Edgeworthstown, Abbey-carton, Templemichael, Ardnacassagh, Knockahocka, Ter-rafed, Coolency, Cartnawar, Clonaghard, Lisafarrell, Lisaghaneden Goshen Lacken, Aghguaiagh, Ballin-dagney, Camliskbeg, Cullivore, Tinivare, Edge-worthstown, Edgeworthstown, Garryandrew, Moata-ward, Lisinagrish, Cam, Munadaragh, Clonwhelan, in the county of Longford: and it is also intended to apply for power to be granted by the said Bill or Bills, to authorise the taking of such fares, dues, tolls, rates and sums of money, as shall be mentioned in the said Bill or Bills, and for purchasing and holding lands, tenements and hereditaments, within the said several townlands, parishes, baronies, places, and counties or elsewhere, for the purposes aforesaid.

And it is also intended that power shall be ap-plied for in the said Bill or Bills, to extend the said railway, or branch railways, to Sligo and Galway, and that the usual powers shall be applied for to au-thorise the deviation from the lines of railway laid down to the extent of one hundred yards, together with all other powers as in such cases are usual.

Young and Murdock, 12, Mountjoy-square, West, Dublin; *Lexchy, and Co.*, 7, Mer-rión-square, West, Dublin, and 7, New Palace-yard, London, Solicitors for the Bill.

Irish Eastern and Western Railway.

NOTICE is hereby given, that it is intended to apply in the next session of Parliament for leave to bring in a Bill for making, constructing and maintaining a railway or railways, or tramroad or tramroads, with proper warehouses, wharfs, bridges, taking-places, suitable and commodious erec-tions, &c. &c. attached thereto, for the passage of coaches, waggons, steam-carriages, &c. &c., which railway or railways, or tramroad or tramroad, is or are now intended to commence in the county of the town of Galway, in the parish of Saint Nicholas, and in that part of the town and town-parks, for-merly known by the name of French's-field, at or near the rear of Mr. Fynn's new store, to the east of the new dock; then crossing Fort-hill through the fields or paddocks, known by the name of Blake's Acre, and through the stubble field to the east of them, and of the burial-ground, on Fort-hill, it crosses Loughathaulia, and through the townland of Renmore, after which it enters the parish of Oranmore, in the county of Galway, and passing through and by the townlands of Murrugh Glau-row, Ballinloughane, Doughiska or Merlimparks, Roscom, Gortatoggert, Glebe, Curragrean, Cartron, Newtown Ryan, Newtown Butler, Mount Fuller, Gurravn, north and south, Carhookel, Carhooma-neash, Millplot Innplot, Oranbeg Oranmore Rock-land, Rockhill, Rinn Ballynagzeha, Bushfield, Munniamore west, and Munniamore east, where it leaves the parish of Oranmore, then passing through the townlands of Coolsraura, in the parishes of Bal-linacourty and Stadbally and Moyveela, in the parish of Kilcornap, it enters the parish of Athewry,

and passing through the townlands of Moyveela, Shantalla, Coldwood, or Foorlyle, it enters the barony of Athenry, passing through the townland of Derrydonnelmore, Greethill, Caherfinisker, it enters the barony of Dunkellin, and parish of Killeeneen, and passing through and by the townlands of Lackarne, Moutatigue, Rockfield, Carkeennascorvogue, it again enters the barony and parish of Athenry, and passing into, through and by the townlands of Cloughtraun Millpark, Mulpit, Castle-turvin, Magheranure, Ballinacrigga, Turlonghalonger, Clamperpark or Parknacamper, Faran-blank, west and east, Mountain-south, Tubberconnelly, Boyhill, Gortroe, Bottom, Lubruagh, and Rahard, then entering the parish of Kiltulla it passes through the townlands of Deerpark, Coolpark, Esker, Ballindangan, Carnakelly, Kiltulla, Knockatogher, Gortakeeran Raford; when entering the parish of Killimer, it passes through the townland of Bracloon, (where it leaves the barony of Athenry, and crossing a small river, it enters the barony of Kilconnell,) and through the townlands of Clonchecahill, Crevagh, Tormon, Island, Gurtuabohey, where it crosses a small river north of Ballyfabridge, then entering the parish of Grange, it passes through the townlands of Crosmaquin, Grange, (south of the old church) Lehanatrahon, then entering the parish of Killaan, it passes through the townlands of Castlebin New Inn, Gurtfodda, Twerreen, Clonegarry Lisnawolthau, then entering the parish of Killallaghten, it passes through the townlands of Killagh, or Killaghmore, Lisduff or Killaghbeg, Cappaveha, Lashelta, then entering the parish of Anghrim, it passes through the townlands of Ballingderry, Oakstown, Gurrynahan Northbrook, then entering the barony of Cloonmacnoon, and parish Killelooney, it passes through the townlands of Deradda, or Dirraghfodda, Cloghfoyle and Lisdooney, Knuckgloss, Killelooney, Killeen, Persse-park, Curraghboy Killelooney and Derrawillan, where it crosses the river Suck, at Ashford, and enters the county of Roscommon and parish of Creagh, and passing by and through the townlands of Ashford, Roane Creagh, Parkmore, Ballygortagh, Loughall, Attycorry, Beaghbeg, Cloonin, Clararagh, Derrcen, Thonalug Culleen, Tonlaghmore, Attyrory, it enters the parish of Moor, and passing through and by the townlands of Ardualg, Lowtown, Kilcashel Oldtown, Kilcashel Cranberry Island, and Cloonulty, it enters the parish of Toughmacconnel, and passing through and by the townlands of Cloonconneen, Derreel, Toughmacconnel, Garbally, Cavehill, Carrowduff, Cloonoghill, Ballyatta, Coimore, Coolfadda, Esker, Eskerbeg, Currarea, Castlesampson, Shraduff, Knock, Glebe, Glaenaneigh Turlaghlmore, Dundaniel, Carrownure, Camlagh, Cloonbeaghy, Carrorcee, Gurtnabla, Tober, again entering the parish of Moor, it passes through and by the townlands of Cloonillagh, Curraghaleen, Creigh or Keogh, Coilglass, Coilleen, then after leaving the parish of Moor, it enters the parish of Saint Peter's, and passing by, through, and into the townlands of Rooskagh, Cragginalavin Bealnamulla, Larkfield, Monksland, Cushalagh, Bogginfinn, (where it crosses the canal,) Glebe, Batteries, and into the townland of Ranalagh, (adjoining the town of Athlone) where, for the present, it terminates;

and also for powers to make a branch railway from a certain part of the said line, to the town of Ballinasloe in the county of Galway; and it is also intended to apply for powers to authorize the taking such fares, tolls, rates, dues, &c. &c., as shall be mentioned in said Act, and for the purchasing and holding lands, tenements, hereditaments and premises, and other property.

Notice is also hereby given, that it is intended, when the application in the foregoing notice mentioned, for leave to bring in a Bill in the next session of Parliament, for making, constructing, and maintaining the railway or railways, tramroad or tramroads therein-mentioned shall be made; likewise to apply in the said next session of Parliament, for liberty to introduce a provision into such Bill, giving a power to deviate from such line of railway or tramroad, to the extent of one hundred yards on either side, together with all other powers as are in such cases usual; and it is also intended that a power shall be applied for in such Bill, to make a branch railway or tramroad from a certain part of the said line, to the town of Tuam, in the county of Galway; and also for extending the said main line of railway or railways, tramroad or tramroads from its now proposed terminus at Athlone, to the city of Dublin, as heretofore intended.

Messrs. *Livesay* and Co., Dublin; *Thomas Metcalfe*, 5, New Square, Lincoln's-Inn, London, Solicitors for the Bill.

Kingstown and Bray Railway.

NOTICE is hereby given, that it is intended to apply in the next session of Parliament, for leave to bring in a Bill for making, constructing and maintaining a railway or railways, with proper warehouses, wharfs, landing places, tunnels, bridges, and suitable and commodious erections, works, roads, communications and conveniences attached thereto or connected therewith, for the passage of coaches, chaises, waggons, carts, steam, or other carriages properly constructed, which said railway or railways is or are intended to commence at or near the termination of the Dublin and Kingstown Railway, upon a piece of ground lying between the forty-foot road and the new wharf, building by the Commissioners of the Royal Harbour of Kingstown, in the county of Dublin, and to proceed from thence through the townlands or places called Duncary, Kingstown, Bullock, Dalkey, Rochestown, and Killiney, or some of them, all situate in the union of parish of Monkstown, and from thence through the townlands of Hackets, Shangana, little Cork, and Ravensdale, or some of them, in the parishes of Rathmichael and Old Connaught, within the union of Bray, all in the said county of Dublin; and thence through the townland of Bray, situate in the parish or union of Bray, in the county of Wicklow, and terminating in or near a field on the south-east side of a certain avenue or road in the said parish or union of Bray, leading from the sea to the town of Bray. And notice is hereby further given that it is intended, in the said Bill to seek for the power to deviate to the extent of 100 yards, on either side from the above line of railway, as laid out and specified on the map or plan which will be

deposited with the clerks of the peace of the counties of Dublin and Wicklow, pursuant to the standing orders of the Houses of Parliament, and for all other powers and provisions customary in Acts for undertakings of a similar nature.—November, 1836.

P. Mahony & Co.

43, Dame-street, Dublin, and
4, Trafalgar-square, London.

TAKE Notice, that application is intended to be made in the next session of Parliament, for liberty to bring in a Bill for making, constructing, and maintaining a railway or railways, with proper warehouses, wharfs, landing places, tunnels, bridges, and suitable and commodious erections, works, roads, communications and conveniences attached thereto or connected herewith, for the passage of coaches, chaises, waggons, carts, steam, or other carriages properly constructed, which said railway or railways, is or are intended to commence near the turnpike road leading from Drogheda towards Dublin; in or near the townland of Bryanstown in the parish of St. Mary's, in the county of the town of Drogheda, and terminating at or near Hetfort Townparks, in the parish of Kells, in the county of Meath, extending and passing through or near the townlands or denominations following, viz: Bryanstown and Lagavoran, in the parish of St. Mary's, in the county of the town of Drogheda, the townlands or denominations of Rathmullen, Beymore, Platin, Newtown Platin, Stalleen Carranstown, Callstown, Cruiserath, Duleek, commons of Duleek, Newtown, Longford, Downstown, Garballagh, Thomastown, Rahill, Drumin, Roughgrange, Lougher, Giltown, Knockcommon otherwise Knockamon, Rathdrina, Newtown, Cullen, Thurstenstown, Painstown, Glebe of Painstown, Dollardstown, Haystown, Little Carnuff, Ardmulkin, Ferganstown, Ballymacan and Athlumny, or some of them in the parishes of Donore, Colpe, Kilsharvan, Duleek, Fenner, Knockcommon, Rossenrae Painstown, Yellow Furze, Ardmulkin and Athlumny, or some of them in the county of Meath, thence crossing the river Boyne in the said county of Meath, and thence extending and passing through or near the townlands or denominations of Dillingsland, Butterstream, Belresk, Newtown Thomson, Lisbrook, Robinrath, Brews, Abbeyland or Moate Land, Scapemanus, and Knockumber; or some of them in the parish of Navan, Mount Whitle, Ardbrackan, Liscartan, Scallionstown and Grange; or some of them, in the Union of Ardbrackan, in the parish of Liscartan, Bulnaveerane, Castlemartin, in the parish of Donaghpatrick or Orastown, Phœnixtown, Knockhinury, Martry, Brickfield, and Ballybeg, or some of them, in the parish of Martry or Cortown, in the Union of Ardbrackan; Nugentstown, Hurdlestown, Cookstown, Charlesford, Garden Wroth, Furryfield, Grange, Philpotmore, Hetfort, Townparks, or some of them, in the parish of Kells and Upper and Lower Kilmainham, in the parish of Teltown, all in the county of Meath. And notice is hereby further given, that it is intended in the said Bill to seek for the power to deviate to the extent of one hundred yards on either side from the above line of railway, as laid out and specified on the map or plan which

will be deposited with the clerks of the peace of the said county of the town of Drogheda, and the said county of Meath, pursuant to the standing orders of the Houses of Parliament, and for all other powers and provisions customary in Acts for incorporating undertakings of a similar nature.

Owen T. Alger, Bedford-row.

P. Mahony & Co., 43, Dame-street, Dublin.
November, 1836.

Dublin and Drogheda Railway.

TAKE Notice, that application is intended to be made in the next session of Parliament, for liberty to bring in a Bill to amend and enlarge the powers of an Act of Parliament, passed in the last session of Parliament, incorporating the Dublin and Drogheda Railway Company, intituled, "An Act for making a Railway from Dublin to Drogheda," and particularly to repeal the two hundred and fourteenth section of the said Act, and also for liberty to deviate the said railway from that thereby authorized to be made, and instead of making the said railway along the Sheds of Clontarf and Dollymount, by making the same from Hart's Row near the Custom House Wall, east of Amiens-street, through the North Lots over Buckingham-place, Seville-place, on the Circular Road, Royal Canal, West Road, the great East Wall, the strand or estuary of the Tolkes river, below Annesley bridge to Clontarf road in the parish of St. Thomas in the county of the city of Dublin, thence crossing the Clontarf road, passing through the Ivy field, Charter School lands, Hollybrook, Hollybrook park, Hollybrook Lodge, Black Quarries, Marino or Merino, and Donnycarney or some of them, in the parishes of Clontarf or Clontarf, or both of them, the lands of Killester, Killester park, Killester lodge, Furry park, Venitian hall, Harmanstown and Rosevale in the parishes of Killester and Clontarf, then running through the lands of Raheny, the glebelands of Raheny, Ballyhoey, Violet hill, Edenmere, the Snug, Belmount, Mount Oliver, or some of them, all in the parish of Raheny, and county of Dublin, thence through the lands of Brookvilla, Vicar's Lodge, Newbrooke and Newgrove, or some of them in the parish of Coolock and county of Dublin; thence through the lands of Swansnest, Upper and Lower Kilbarrack, Donaghmede, Prospect Lodge, Grange Cottage, Newgrove, Talavera and Stapolin, or some of them, in the united parishes of Kilbarrack, Howth, and Baldoyle, and county of Dublin; and thence through the lands of Newgrove, in the parish of Saint Doolough's, in the county of Dublin; thence through the lands of Moyne or Mayne, in the united parishes of Kilbarrack, Howth, and Baldoyle; the lands of Drimnagh or Drumnigh, Portmarnock, and Beechwood, or some of them, in the said parishes of Saint Doolough's and Portmarnock, in the said county of Dublin, at which last mentioned place, it will join and communicate with the present intended line of railway; and also, for the usual power to deviate to the extent of one hundred yards on either side from the intended line of deviated railway, as laid out and specified on the map or plan which will be deposited with the clerks of the peace of the county of the city of Dublin, and

county of Dublin, pursuant to the standing order of the houses of Parliament, and for all other powers and provisions customary in Acts for similar undertakings.—November, 1836.

P. Mahony, and Co. 43, Dame-street, Dublin, and 4, Trafalgar-square, London.

Grand Northern Trunk Railway.

NOTICE is hereby given, that it is intended to apply in the next session of Parliament, for leave to bring in a Bill for making, constructing, and maintaining a railway or railways, with proper warehouses, wharfs, landing-places, tunnels, bridges, and suitable and commodious erections, works, roads, communications and conveniences attached thereto, or connected therewith, for the passage of coaches, chaises, waggons, carts, and steam or other carriages properly constructed, which said railway or railways, is or are intended to commence at a point of the eastern boundary of the parish of Saint Mary's, in the county of the town of Drogheda, and terminating at or near Turner-Hill, in the town of Newry, in the county of Down, leading from Drogheda towards Armagh and Belfast, extending and passing through or near the townlands or denominations following, viz:—Lagavooran and Ballsgrove, in the parish of Saint Mary's; Moneymore, Yellowbatter, Twenties, North Commons, and Townrath, or some of them, in the parish of Saint Peter's; all in the county of the town of Drogheda, Mell, in the parish of Tullyallen, Carstown, New-house, Tullyard, Milltown, Galroostown, Priorstown, part of Blackhall, or some of them, in the Parish of Termonfeekin; Carstown, the parish of Ballymakenny, Priorstown, Kilollaght, Baggotstown, or some of them, in the parish of Drumshallon; Kinkinstown, Garrolagh, Walshestown, Drumgooter, and Ardboles, or some of them, in the parish of Rathdrumin; Carrickbaggot, Rathdrumin, and Cloghlea, or some of them, in the parish of Carrickbaggot; Grangebellew, Morganstown, Drumin, and Milltown, or some of them, in the parish of Dysart; Marlay, in the Parish of Marlestown; Burren, Sliveboy, Drumin, Skibbolmore, Windmill, Dunleer, Battsland, Mountaintown, Ravel, Clindy, or some of them, in the parish of Dunleer; Drumcar, Mountdoyle, Dillonstown, Ballynagassen, or some of them, in the parish of Drumcar; Coneyburrow Cappoge, or some them, in the parish of Cappoge; Mullincross, Maine, Greenmount, Coolestown Demesne, Williamstown and Kilsaran, or some of them, in the parish of Kilsaran; Killally, Clonmore, Togher, and Ardboland, or some of them, in the parish of Clonmore; Martinstown, in the parish of Port; Salterstown in the parish of Salterstown, Linns and Castlebellingham in the parish of Gernonstown, Dromiskin, Milestown, the Commons of Dromiskin and Moretown, or some of them, in the parish of Dromiskin, Haynestown in the parish of Haynestown, Haggardstown in the parish of Haggardstown, Mullagharlin, Upper Marshes, Crumlin, Priorland, Lower Marshes, Townparks, Dundalk Strand, North Marsh, Ballymascanton, Strand, Dowdills-hill, or some of them, in the parish of Dundalk, Bellurgan in the parish of Ballyboys, Annaloughan, Rampark, Loughanmore or some of them, in the

parish of Ballymascanton, Maddoxland, Mountbagnall, Piedmont, Castlecarragh, Rathcor, Lugbriscan, Galtrimsland, Ardtullybeg, Ardtullymore, Petestown, Grangeold, Monksland, Carlingford Commons, Liberties of Carlingford, Ballyonan, Ballinteskinn, Knocknigoran, Drummullagh, Lislea, Cornamucklagh, or some of them, in the parish of Carlingford, all in the county of Louth, Fathom Upper, Fathom Lower, Drumalane, Lisdrumliska, Ballinlare, or some of them, in the parish of Newry, and Cloghoge in the parish of Killeevy, all in the county of Armagh, and also for the usual powers to deviate to the extent of one hundred yards on either side from the above line of railroad, as is now laid down and specified in the map or plan which will be deposited with the clerks of the peace for the county of the town of Drogheda, and for the counties of Louth and Armagh, pursuant to the standing orders of the Houses of Parliament, and for several other powers and provisions customary in Acts for similar undertakings.—November, 1836.

P. Mahony and Co., Solicitors,
43, Dame-street, Dublin, and
4, Trafalgar-square, London.

PATERSON'S PATENT FOR IMPROVEMENT IN THE CONSTRUCTION OF GAS METERS.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confirm the term of certain letters patent, under the Great Seal of Great Britain, dated the 12th November 1836, and granted for the term of fourteen years from the date thereof, by His present Majesty King William the Fourth to George Birtie Paterson, of Peacock-street, in the parish of Saint Mary Newington, in the county of Surrey, engineer, for certain improvements in the construction of meters or apparatus for measuring gas or liquids; and also for enabling the said George Birtie Paterson, or his assigns, to assign over the said patent to a company, and for granting certain other privileges in relation to the said letters patent.—Dated this 14th day of November 1836.

C. H. Stedman, 10, Broad-street-buildings.

BERRY'S PATENT FOR AN IMPROVEMENT OR IMPROVEMENTS IN THE MAKING OF GAS METERS.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confirm the term of certain letters patent, under the Great Seal of Great Britain, the Seal appointed to be used in lieu of the Great Seal of Scotland, and the Great Seal of Ireland, respectively, and granted for the term of fourteen years from the respective dates thereof, by His present Majesty King William the Fourth, to Miles Berry, of Chancery-lane, in the county of Middlesex, mechanical draftsman and patent agent for an improvement or improvements in the making and constructing of gas meters; and also for enabling the said Miles Berry, his associates or assigns, to assign over the said letters patent to a company, and for granting certain other privileges in relation to the said letters patent.—Dated this 14th day of November 1836.

C. H. Stedman, 10, Broad-street-buildings.

Grand Junction 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 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 Hindlip, Martin Husington, Salwarp otherwise Salwarpe, Oubersley, 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, Oréton, 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.

NOTICE 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, Yarnlet, Whitgreave, Rickerscote, Crossfields, Coton, Kinaston, Kingston, Baswich, Berkswich, Radford, Saint Thomas, Brancott, Stockton, Bednall, Tixall, Shugbo-

rough, 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 Copice, 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, Elmhurst, Curborough, Elmhurst and Curborough, 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 Packington, Hints, Kettlebrook, Packington, Hopwas, Hopwas Hayes, Comberford, Wiggington, Bidderscote, Bidderscote, Bitterscote, Sycerscote, 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, Repington, Amington, Amingdon, Warwickshire Moor, Hall End, Pooley, Stanidolph, Stony Delph or Stone Delph, Wharton, Wareton, Dordon, Whittington, Wilnecote, Waverton, Warton, Grendon, Baddesley, Ensor, Baddesley, Endor, Glascote, Atherstone, Bramcote, Wavington, Hollyhurst, Bolehall, and Glascote, Seckington, Shuttendon, Ansley, Coton, Coton Childers, Chilvers Coton, Mancetter, Manchester, Caldecote, Stockingford, Nuneaton, Baxterley, Merevale, Wheatley, Dosthill, 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, Hoppsford, King's Newnham, Harborough, Harborough Magna, Holbrook

Grange, Harborough Parva, Essenhall, 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.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make, carry, and maintain a railway or railways, tramroad or tramroads, with proper wharfs, quays, landing places, bridges, and other works and conveniences, and also with carriages, properly constructed, to be propelled thereon by locomotive steam engines, or other sufficient power, for the passage of waggons, carts, or other carriages, horses, cattle, and passengers, commencing at, in, or near to a certain field, in the township of Castle Eden, in the parish of Castle Eden, in the county of Durham, in the occupation of Thomas Kay, and which forms part of the Wingate Branch of Hartlepool Railway, and extending from thence and terminating at or near a certain other railway called or known by the name of the Byer's Green Branch of the Clarence Railway, in or near to a certain other field, in the occupation of William Rudd, which is situate in the parish of Merrington, in the said county of Durham, with powers to make a junction or junctions with a certain other railway, called the Great North of England Railway, in one or more of certain fields or parcels of ground in the occupation of Anthony Cairns, John Smith, and Robert Parker, or some or one of them, situate in the said parish of Merrington, and which said railway, works, and conveniences are intended to be made in and pass from, through, or into the several parishes or parochial chapelrys following, all in the said county of Durham, that is to say, Castle Eden, Monk Hesledon otherwise Hesledon, Kelloe, Trimdon, Bishop Middleham, and Merrington, or some of them, or some part or parts of them; and also in, through, to, from, or out of the several townships, hamlets, and places following, in the said county of Durham,

that is to say, Castle Eden, Hutton Henry, Wingate, Trindon, Garmondsway otherwise Garmondsway Moor, which latter place is extra parochial; Coxhoe, Cornforth, Thrislington and Ferryhill, or some of them, or some parts thereof.

And notice is hereby further given, that it is intended to insert in the said Bill, power to deviate from the proposed line of the said railway to any extent not exceeding one hundred yards on either side of the said line; and 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, landing places, works, and conveniences.—Dated this 10th day of November 1836.

John Burrell, Durham; Thomas Rawsthorne, Lancaster; Solicitors.

London, Ware, and Hertford Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for making, constructing, and maintaining a railway or railways, tramroad or tramroads, with proper warehouses, wharfs, bridges, and all suitable erections, works, and conveniences for the conveyance of coaches, waggons, carts, and steam or other carriages along the same; which said railway or railways, tramroad or tramroads, is or are intended to commence at or near the line of, and to form a junction with, the intended railway from London to Cambridge, at or near Hoddesdon, in the parish of Broxbourne, in the county of Hertford, and to pass from, in, through, and into the several parishes, towns, townships, hamlets, chapelries, liberties or places of Broxbourne, Hoddesdon, Great Anwell, Little Anwell, Saint Margarets, Ware, All Saints, Saint Andrew, Saint John's and Brickendon, in the town and borough of Hertford, or some of them, all which places are in the county of Hertford, and to terminate at or near the town of Hertford aforesaid. And it is further intended to take power by the same Act to deviate from the line laid down to an extent not exceeding one hundred yards on either side of the said intended railway.

Henry F. Richardson, Solicitor, 7, Ironmonger-lane.

Eastern Counties Railway.

Supplemental Notice.

NOTICE is hereby given, that application being 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, intituled "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," as already advertised, it is intended to insert in the said Bill power to enable the Company, incorporated by the said Act, to make certain further alterations in and deviations from the line or course of the said railway thereby authorised to be made, and particularly to make the alterations or deviations hereinafter mentioned, that is to say, one of such alterations commencing in or near a field, abutting on the Coborn road and Bearbinder-lane, in the parish of Saint Mary Stratford-le-bow, in the county of Middlesex, numbered 36 in the maps or plans of the said railway and books of reference thereto, which, pursuant to the directions of the said Act, were deposited with the Clerks of the Peace for the several counties of Middlesex, Essex, Suffolk, and Norfolk, and city and county of Norwich, passing from, through, or into the several parishes of Saint Mary Stratford-le-Bow, in the county of Middlesex, and West Ham, in the county of Essex, and terminating in or near a certain close or field in the said parish of West Ham, numbered 23 in the said maps or plans and books of reference; and one other of such alterations commencing at or near Forest-lane, in the parish of West Ham, numbered 97 in the said maps or plans and books of reference, passing from, through, or into the several parishes of West Ham, East Ham, Wanstead, Little Ilford, and Barking, all in the county of Essex, and terminating in or near a certain close or field, in the said parish of Barking, numbered 154 in the said maps or plans and books of reference; 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 authorised to be made, within the several parishes hereinbefore mentioned, of Saint Mary Stratford-le-bow, West Ham, East Ham, Wanstead, Little Ilford, and Barking, 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 thereof, 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 one hundred yards on either side of the said line, save and except where the property, lying within the said distance, shall not be numbered in 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, and 19, Great George-street, London.

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