



# The London Gazette.

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MONDAY, FEBRUARY 27, 1837.

*Office of Commissioners of Compensation,  
No. 25, Great George-Street, West-  
minster, February 27, 1837.*

**MAURITIUS.**

**N**OTICE is hereby given, that the under-men-  
tioned uncontested claims having been received  
from the colony of Mauritius, the Commissioners of  
Compensation will proceed to take the same into  
consideration on Friday the 3d day of March  
next, at twelve o'clock; and that certificates of the  
awards which shall be made upon that day will  
be deliverable at this Office, on Saturday the 18th  
day of March next:

107	654	1872	2696	3625	4707	5574
and	655	1918	2698	3674	4713	5610
sup.	656	1922	2719	3721	4733	5616
3	665	1932	2799	3761	4753	5621
256	667	1936	2806	3764	4754	5684
393	668	1940	2959	3768	4795	5688
421	670	1971	2974	3776	4820	5732
447	671	1983	2979	3777	4822	5774
456	672	2053	2981	3786	4823	5783
501	998	2055	2982	3793	4828	5787
576	1006	2077	2985	3794	4845	5794
581	1007	2122	2986	3795	4853	5832
583	1049	2155	2988	3797	4856	5844
584	1051	2168	2989	3798	4869	5850
585	1284	2173	2991	3799	4876	5873
588	1358	2185	2993	3800	4907	5899
592	1374	2204	2994	3801	4956	6526
593	1377	2210	2995	3804	4961	6573

594	1378	2213	3000	3806	5002	6575
595	1383	2224	3009	3808	5030	6594
602	1388	2227	3012	3814	5039	6598
606	1412	2243	3013	3816	5046	6599
607	1419	2244	3014	3817	5114	6602
608	1475	2263	3139	3818	5121	6608
612	1490	2265	3140	3819	5211	6626
615	1508	2274	3142	3822	5265	6683
616	1519	2280	3143	3823	5299	6684
618	1528	2293	3161	3824	5301	6697
620	1546	2317	3172	3826	5307	6701
622	1556	2340	3193	3827	5308	6730
623	1557	2407	3205	3829	5311	6778
624	1609	2420	3206	3830	5315	6803
626	1618	2427	3223	3831	5319	6841
631	1632	2433	3295	3837	5325	6848
632	1640	2447	3298	3842	5327	6923
634	1660	2458	3359	3997	5353	6958
635	1688	2459	3423	3999	5355	6962
637	17 4	2476	3424	4585	5371	6977
638	1732	2483	3427	4598	5420	6989
639	1738	2496	3428	4600	5421	6990
641	1763	2554	3429	4617	5474	sup.
642	1768	2607	3433	4623	5499	4
643	1788	2629	3434	4639	5517	
644	1804	2644	3435	4643	5526	
645	1847	2674	3437	4665	5543	
650	1850	2680	3444	4672	5544	
651	1858	2693	3521	4695	5562	
652	1861	2694	3618	4698	5569	

By order of the Board,

*Henry Hill, Secretary.*

**T**AKE 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 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 near the turnpike-road leading from Drogheda towards Dublin, in or near the townland of Byranston, in the parish of St. Mary's, in the county of the town of Drogheda, and terminating at or near Hetford 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 Lagavooran 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 Curnuff, 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 Whittle, Ardbrackan, Liscartan, Scallionstown and Grange, or some of them, in the union of Ardbrackan, in the parish of Liscartin; Bulnaveerane, Castlemartin, in the parish of Donaghpatrick or Orastown; Phoenixstown, Knockhinury, Martry, Brickfield, and Ballybeg, or some of them, in the parish of Martyr or Cortown, in the union of Ardbrackan; Nugentstown, Hurdlestown, Cookstown, Charlesford, Garden Wroth, Furryfield, Grange, Philpotmore, Hetford, 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, together with the book of reference thereto, was deposited on the 30th day of November last, 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, Solicitors to the Bill.

South Eastern, Canterbury, Ramsgate, and Sandwich Railway.

**N**OTICE 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 and Canterbury Railway, 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, 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, Hackington, otherwise Saint Stephen, Canterbury, 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; Sturrey, Westbeer otherwise Westbere, Littlebourne, Stodmarsh, Wickhambreaux otherwise Wickhambreaux otherwise Wickham, Preston Street, otherwise Preston next Wingham, Stourmouth, 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, 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; 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 Stourmouth, 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 20th day of February 1837.

Williams, Vaux and Fennell,

Solicitors, 32, Bedford-row, London.

## Gloucester and Bristol 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, with proper works and conveniences connected therewith, commencing by a junction with the Cheltenham and Great Western Union Railway, in the parish of Moreton otherwise Moreton Valence, in the county of Gloucester, and terminating at or near Castle-green, within the Castle Precincts, in the city of Bristol and county of the same city.

And also a branch railway from the said first-mentioned railway, commencing at or near the Stroud-water Canal, in the parish of Stonehouse, in the county of Gloucester, and terminating by another junction with the said Cheltenham and Great Western Union Railway, in the same parish of Stonehouse.

And also another branch railway from the said first mentioned railway, commencing at or near a certain place called Lower Easton, in the parish of Saint George, in the county of Gloucester, and terminating by a junction with the Great Western Railway, at or near the Floating-harbour, in the out parish of Saint Philip and Jacob, in the said county of Gloucester; which said railway and branch railways are intended to be made in, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places of Standish, Moreton otherwise Moreton Valence, Oldend, Stonehouse, King Stanley, Eastington otherwise Easton, Frocester, Coaley, Gossington, Slimbridge, North Nibley, Upper Cam, Lower Cam, Draycott, Uley, Cam, Breadstone, Lorridge, Leonard Stanley otherwise Stanley Saint Leonard's, Dursley, Stinchcomb, Newport, Alkington, Wick, Whitehall, Stone, Berkeley, Huntingford, Falfield, Thornbury, Rockhampton, Tortworth, Cromhall Leggan, Cromhall Abbots, Cromhall, Wickwar, Itchington, Tytherington, Rangeworthy, Thornbury, Lateridge, Iron Acton, Yate, Westerleigh, Frampton Cotterell, Stoke Gifford, Hambrook, Winterbourne, Stapleton, Saint George, Saint Paul, Saint Philip and Jacob, or some of them, all in the county of Gloucester; and Saint Paul, Saint Philip and Jacob, Saint Peter, the Castle Precincts, and Saint James, or some of them, in the said city of Bristol and county of the same city.

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

And it is also further intended to apply for powers by the said intended Bill, to purchase land and form

stations or depôts in the several parishes, townships and extra parochial and other places of Stroud, South Hamlet, Barton Saint Mary, Barton Saint Michael, Saint Catherine, Wotton, or some of them, in the county of Gloucester; Saint Catherine, Saint Owen, and Saint Mary de Lode, or some of them, in the city of Gloucester and county of the same city; and Alstone and Cheltenham, in the county of Gloucester. Dated this 16th day of February 1837.

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

## The United Armagh and Dublin, and Drogheda Inland Railway.

NOTICE is hereby given, that application will be made to Parliament in the next session, 1838, for leave to bring in a Bill or Bills, in order to obtain an Act or Acts, authorising the making and maintaining a railway or railways, tramroad or tramroads, from Dublin to Armagh—(where it is proposed to join the Ulster Railway)—with branches to Drogheda and Navan; and proper works, piers, bridges, tunnels, stations, wharfs, and other conveniences, for the passage of locomotive engines, coaches, waggons, and other carriages—the main line commencing at, or near, Somerset-place, or Blessington-street, in the parish of St. George, in the county of Dublin, and terminating at the city of Armagh, in the county of Armagh; extending and passing from Somerset-place, aforesaid, over the Circular Road, East of the Penitentiary, over the Royal Canal, west of the Fourth Lock, through, or near, the townlands, or denominations, following—viz. Clonliffe South, Cross Guns South, Daneswell, or Cross Guns North, and Prospect, in the parish of Saint George aforesaid; Prospect, Slutsend, or West Farm, Great Violet Hill, Little Violet Hill, and Tolka Park, in the parish of Glasnevin, barony of Coolock; Finglass Wood, and Ballyboggit, in the parish of Finglass, Barony of Nethercross; Cabragh, Pelletstown, Scribblerstown, Ashtown, Donsink, Abbotstown, Sheephill, Deanestown, Corduff, and Blanchardstown, in the parish of Castleknock; Coolmine, in the parish of Clonsilla; Ballycoolin, in the parish of Cloughran; Buzzardstown, Huntstown, Parslickstown, Tyrelstown, Damastown, Macetown South, Macetown North, Macetown Middle, Powerstown, and Ballintry, in the parish of Mulhuddart, barony of Castleknock, all in the county of Dublin; Calliwee, part of Ballintry, Loughsallagh, Portann, Gunnocks, Mayne, Portmanna, Rowann Kinorestown, part of Portmanna, Norman's Grove, Whitesland, part of Dunboyne, Ballymagillan, Stokestown, Callstown, Ballymacaul Read, and Herbertstown, in the parish of Dunboyne, and Nutstown, in the parish of Kilbride, barony of Dunboyne; Loughlinstown, Gunstown, Mulliman, Ballybin, Newtown, Ballyhack, Leggagunna, Glasscarn, Paddock, Peacocks-town, Tankardstown, Jamestown, Ratoath, Glebe, Doghtog, Twenty Park, and Cabbin Hill, in the parish of Ratoath; Foxhall, in the parish of Cookstown; Crakenstown, Bodyeen, Loughlinstown, Reask, Kilbrew, Glebe, Littleriggins, and Franks-town, in the parish of Kilbrew, barony of Ratoath; Killbrew, Ballyhack, Irishtown, Yellowshaw, and Kilmoon, in the parish of Kilmoon, barony of

Upper Duleek; Painstown, in the parish of Mace-town, Slanestown, Edoxtown, Glebe, Loughlins-town, Rathfeigh, Great Waterside, Little Water-side; and Bellew, in the parish of Rathfeigh; Cushinstown, in the parish of Cushinstown; Gilliamstown, Irishtown, and Tymooles, in the parish of Tymooles, barony of Skreene; Ballymagarvy, Burtons-town, and Balrath, in the parish of Ballymagarvy, Barony of Upper Duleek; Flemingtown, including Daltonstown and Rathcoon, and Tuterath, in the parish of Kentstown, barony of Duleek; Sicily, in the parish of Danestown, barony of Skreene; Galls-town, Sniogue, Mullaghfin, Gaskinstown, Thomastown, Kellystown, Rahill, Drumin, Lougher, Corballis, and Roughgrange, in the parish of Duleek; Rathdrina, Knockcommon, Gilltown, Newtown, Rosserra, and Cullen, in the parish of Knockcommon, barony of Lower Duleek; New Grange, Nowth, Crewbawn, Balfaddock, Monknewtown, Reillystown, and Mellafont, in the parish of Monknewtown; Mellifont, Hurle, and Carrickneagh, in the parish of Tullyallen, barony of Upper Slane, and county of Meath; Keerhan, Mellifont Park, or Louth Hill, Mellifont, Begrath, and Coolfore, in the parish of Tullyallen; Cordoogan, Barabona, and Monasterboice, in the parish of Monasterboice; Collon, in the parish of Collon; Rathdaniel, Tinure, and Castle-lumny, in the parish of Mullary, barony of Ferrard; Duryhole, Hammondstown, and Stirue, in the parish of Mostown; Hammondstown, Lawlesstown, and Mooremount, in the parish of Cappoge; Moormount, Knockdinnin, Dromin, Toberdony, Richardstown, in the parish of Dromin; Richardstown, in the parish of Richardstown; Harristown, and Stickillin, in the parish of Stickillin; Broadlough, Manistown, Riverstown, and Ballybaille, in the parish of Ardee; Greenlane, in the parish of Charlestown; Mullacloe, in the parish of Shanlis; Pepperstown and Charlestown, in the parish of Charlestown; Arthurs-town Little, and Louth Hall, in the parish of Tallanstown; Rathbody, in the parish of Phillipstown; Cavanrobert, in the parish of Tallanstown; Rathneestan, Phillipstown, and Thomastown, in the parish of Phillipstown, barony of Ardee; Ferraghs, Drumgowna, Muff, Ravanny, Oaktate, Newtown, and Rosslough, in the parish of Louth, barony of Louth, and county of Louth; Cornagarvoige, Dromore, and Drumnagrella, in the parish of Innishkeen; Kednaminsha, Mucker, Shancoduff, Muff, Drumnanalliv, Moyles, Mullaghunshinagh, Tattaboy, Aughrimbeg, Colgagh, Kilmurry, and Coreullionglis, in the parish of Donaghmoine, barony of Farney, and county of Monaghan; Annaghgad, in the parish of Creggan, barony of Upper Fews, and county of Armagh; Corcullioncrew, Kenneraboy, Tullynacrunat South, Tullynacrunat North, Maghernakill, Gorteens, and Coolskeagh, in the parish of Donaghmoine, barony of Farney; Annalitten, Drumcrew, Corragarta, and Annahale, in the parish of Clontibret; Connabury, Onomy, Drumillard Little, and Moraghy, in the parish of Muckno; Corracloghan, Corrinshigo, Grigg, Lislanly, Corrakeen, Corlealackagh, Billeady, and Drumgristen, in the parish of Clontibret, barony of Cremorne; Drumroosk, Lennan, Derryhallagh, Tiromedan, and Cornanagh, in the parish of Tullycorbet, barony of Monaghan; Derryarrilly, Listroar, Moysnaght, Cornabrandy, Dromore, Downs, Glasdrumman, Corlagan North, Glennhorn, Carricka-

derry, Tullybuck, Isglassan, Bryanlitter, Shanmullagh, Ennis, Annasuragh, Drumbeo, Feddans, Drumgolat, Cornahoe Lower, Killymonaghan, Dronneill, and Cavancreevy, in the parish of Clontibret, barony of Cremorne, and county of Monaghan; Skerries, Drumoose, Rathrillick, Middleton, Cavandoogan, Tullyglush, (Nevin,) Mullan, Breaghey, Lissheagh, or Mount Irwin, Lisloony, Dillay, Cavanpoole and Ballynameta, or Woodpark, in the parish of Tynan, barony of Tiranny; Crearum, or Fellows-hall, Drum, and Naul, in the parish of Tynan; Lissagally, Cormeen, Tullycallidy, and Drumgar, in the parish of Derrynoose; Lisdrumard, Terearly, and Ballycoffey, or Ballyhoy, in the parish of Lisnadill; Ballyrea, Abheypark, and Annaghboy, or Rosebrook, in the parish of Armagh; Navan, in the parish of English; Tullylost, Ballycrummy, Ballyrath, Tullymore, Um-gola, Legarhill, Drumarg, or Downs, and Corporation, in the parish of Armagh, barony of Armagh, and county of Armagh, where the main line will terminate, and join the Ulster Railway.

And the branch to Navan will extend from the said main line, commencing at or near Gilltown, parish of Knockcommon, barony of Lower Duleek, and county of Meath; passing through, or near, the townlands, or denominations, called Gilltown, Newtown, and Cullen, in the parish of Knockcommon; Thurstenstown, Painstown, and Dollardstown, in the parish of Painstown, barony of Lower Duleek; Haystown, Little Carnuff, and Ardmulkin, in the parish of Ardmulkin; Ferganstown, Ballymacon, and Athlumney, in the parish of Athlumney, barony of Skreene, and county of Meath; and will terminate at or near the Navan bridge, or junction of the canal with the river Boyne, in the town of Navan.

And the branch to Drogheda will extend from the said main line, commencing at or near Gilltown aforesaid, passing through, or near, the townlands, or denominations, called Gilltown, in the parish of Knockcommon; Lougher, and Roughgrange, in the parish of Duleek; Stalleen, Sheephouse, Old Bridge, and Rathmullin, in the parish of Donore, barony of Lower Duleek, and county of Meath; Ballsgrove, and Legavooreen, in the parish of St. Mary's, and county of the town of Drogheda; and will terminate at Beymore road, near the Dublin turnpike-gate, in the said county of the town.

And it is intended, in and by the said Bill or Bills, to provide that branch railways may be made from the said main line, to communicate with the towns on each side of the said railway; also, to take the usual power of deviating from the lines of railway laid out, to the extent of one hundred yards, together with all other powers and provisions customary in undertakings of a similar nature.

Notice is also given, that the maps, plans, and sections of the said several lines of railway, with the necessary books of reference, have been lodged in the offices of the several Clerks of the Peace of the several counties in Ireland through which the said lines of railway are intended to pass, and also in the Private Bill Office of the House of Commons, and in the Office of the Clerk of the Parliament of the House of Lords.—Dated this 12th day of February 1837.

*Hugh Wallace and Company, Solicitors for the Bill.*

## Richmond Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a railway to be called the Richmond Railway, to commence at or near to Vauxhall Bridge, in the parish of Lambeth, in the county of Surrey, and to terminate at or near to a place commonly called or known as the Pound, at Richmond, in the parish of Richmond, in the same county; and to make and maintain a viaduct or bridge for carrying the said railway across the river Wandle, in the said county of Surrey, near the river Thames, in the parish of Wandsworth, in the said county of Surrey, together with all other bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, docks, quays, roads and other works material or necessary to the said railway, or for the more complete use and enjoyment thereof respectively; and which said railway is intended to pass and be made from, in, through, or into the several parishes, townships, or extra parochial and other places following, that is to say, Lambeth, Battersea, Wandsworth, Putney, Barnes, Mortlake, East Sheen, and Richmond, in the said county of Surrey.

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 one hundred yards on either side of the said line; and also for taking of such fares, tolls, dues, rates, and sums of money as shall be mentioned in the said Bill, and for purchasing and holding lands, tenements, and hereditaments within the said several parishes, townships, or extra parochial and other places, or elsewhere, for the purposes aforesaid.

*Francis Beetham, Solicitor for the Bill,  
8, Chatham-place, New Bridge-street.*

*Dillon Macnamara, Parliamentary Agent.*

## Dundalk Western Railway.

**N**OTICE 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, authorising the making and maintaining a railway or railways, tramroad or tram roads, 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 town and townlands of Dundalk, Farrendreg, and Newtown Balregan, in the parish of Castletown and barony of Upper Dundalk; Lisnawilly, in the parish of Dundalk and barony of Upper Dundalk aforesaid, Accaneagh and Tankardsrock, in the parish of Castle-

town and barony of Upper Dundalk aforesaid, Donaghmore and Kilcurly, in the parish of Dunbin, in the 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, Ballinurd and Carrickrobin, in the parish of Barranstown and barony of Upper Dundalk aforesaid, Annagh (M'Cann's), in the parish and barony of Louth aforesaid, Toprass, Kilcomer, and Edenagreena, partly in the parish of Iniskeen and barony of Upper Dundalk aforesaid, Annagh (Bolton's) and Drumcaly, in the parish and barony of Louth aforesaid, and in the county of Louth, Drumass, Drummond, Secola, Ballyrush, Knockreagh, Killyboly, and Mishkishbeg, in part of the parish of Iniskeen and barony of Farney, Mullaghbunshinagh and Tattyboy, in the parish of Donaghmoyno and barony of Farney aforesaid, Mishkishmore, Magony, and Keenoge, in part of the parish of Iniskeen aforesaid, and barony of Farney aforesaid, Augrimbeg, Colgah, Kilmurry, Corcollienglish, Corcuillencrew, Keeneraboy, Ardkirk, Fullanacrunat South, Maghernakill, Tullanacrunat North, Gorteens, Drumgoose, and Coolskeagh, in the parish of Donaghmoyno and barony of Farney aforesaid, Annalittier, Annadrumuan, Corragarta, Druncrow, and Annahall, in the parish of Clontibrit and barony of Cremorne, Tullanacrunat, Onomy, Cornabury, Drumillard Little, Moraghy, and Drumillard Big, in the parish of Muckno and barony of Cremorne aforesaid, Corracloghan, Corrinshigo, Killycard, Muldrumman, Modesse, Killycrom, Tonyglassan, Tattyreah South, Corryloan, Doohamlet, Dernaghlug, Crinkill and Cornamuckla South, in the parish of Clontibret and barony of Cremorne aforesaid, Terrygreehan, Tonyglassan, Knappagh Knocknamaddy, Laragh, Corrybrannan, Acres, Annaneese, Corbrack and Drumhillagh, in the parish of Ballybay and barony of Cremorne aforesaid, Bowelk, Corwillin, Drumfaltra, Corkeeran Tamlat Aghnamullen, Moylemore, Edensbrone, Derry, Carmel, Mount Carmel, Cortamel, Killyliss Gortlama, Raw, Moylemuck, and Corsilloge, in the parish of Aghnamulten, barony of Cremorne aforesaid, and county of Monaghan, Drumroughal, Corough Benwilt, Lisnurarine Drumvail, Magoeranure, Lislegh, Drummon and Clargh, in the parish of Drumgoon and barony of Tullygarvy, Irrigall, Drumhark, Cabra, Cornabughy, Cordoagh, Cornamraheir, Raluden and Gorrick, in the parish of Kilsherdny, in the barony of Tullygarvy aforesaid, Kilnacreena, Cornacarrew, Drumnasky, Mullaghboy, and Largy, in the parish of Ashfield and barony of Tullygarvy aforesaid, Tullawella, Cornabest, Cornacarrew, Drumrane, and Drumgallon, in the parish of Drung and barony of Tullygarvy aforesaid, Glynceguy or Carragh, Drumbane, Lisclone, Lisleagh, Lishathew, Cursyhone, Raskil and Drumnanarragh, in the parish of Laragh and barony of Tullygarvy aforesaid, Cloneroy, in the parish of Ballyhays, and in the barony of Upper Loughtee, Pottle Drumroughra, Shankill, Killagarvey, Billis, Stragilagh Drumcarne, Killynebbra, Armaskerry, Drumalee, Killymooney and Kinpottle, in the parishes of Annagiliff and Annagh, 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 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 the usual powers shall be applied for to authorise 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.*

#### Cork and Cove Railway.

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

of Cork; and also in, through, and across the slab and channel lying between the lands of Carrigrenan, in the Little Island, and the lands of Marina, in the Great Island, and also in and through the said lands of Marina, the lands of Old Court, the lands of Donnegaul, the lands of Ballyleary, the lands of Ballyvoloon and the lands of Kilgarvan, in the parish of Clonmell, in the barony of Barrymore, and county of Cork; and also in and through part of the lands of Kilgarvan, in the parish of Templeroobin, in the barony of Barrymore and county of Cork; and also in and through the lands of Ballynoe, the lands of Colloye, the lands of Ringacoulter, and the lands of Ringaman, in the said parish of Clonmell, in the barony of Barrymore, and county of Cork.

And notice is hereby also given, that it is intended to apply for powers to authorise the taking of such fares, dues, tolls, rates, and sums of money, as shall be mentioned in the said Act, and also for purchasing and holding lands, tenements, and hereditaments, for the purposes of the said undertaking within the above mentioned places, and also for deviating to the extent of one hundred yards from any part or parts of the several lines of the said intended railway or railways, or branches thereof, as delineated upon the plans or maps thereof, to be deposited in reference to the application to be made to Parliament for such Act.—Dated this 15th day of February 1837.

*Julius C. Besnard, Cork, and  
Leahy, Young, & Murdock, 7, New Palace-yard,  
Westminster, London, Solicitors for the Bill.*

#### Londonderry and Enniskillen Railway.

**N**OTICE is hereby given, that it is intended to apply, in the next session of Parliament, for leave to bring in a Bill or Bills, and to obtain an Act for making, constructing, and maintaining a railway or railways, tramroad or tramroads, with branches therefrom, (for the conveyance of goods and passengers by locomotive engines or otherwise,) with proper station houses, offices, warehouses, wharfs, landing places, tunnels, bridges, and suitable and commodious erections, edifices, roads, ways, communications, conveniences, and all other necessary works, which may be required and connected therewith, for the passage of coaches, chaises, waggons, carts, and steam or other carriages and engines; which said railway or railways, tramroad or tramroads, (to be called "the Londonderry and Enniskillen Railway," is or are intended to commence at or near the three following places in the suburbs of the city of Londonderry, or some or one of them, that is to say, at or near William-street, between Rosville-street and the corner of the Cow-Bog, in a yard belonging to the representatives of the late Adam Compton, and now in the occupation of Robert McClelland, running from thence across Faham-street to the banks of the river Foyle, below Foyle-hill at or near Foyle-street, in the Orchard, commonly called the old Pear-tree Orchard, belonging to and now in the occupation of James M'Crea, Esquire, running from thence under Bridge-street to the bank of the river Foyle, below or near the place called the rope walk; and at or near the toll gate at the bridge across the river Foyle afore-

said, and running from thence along the slob or bank of the said river; all which hereinbefore mentioned places are situate in the suburbs of the city of Londonderry, parish of Templemore, and city and county of Londonderry; and which said railway or railways is or are intended to terminate at or near to the bridge across the branch of Lough Erne, on the east side of the town of Enniskillen, in the parish of Enniskillen, and county of Fermanagh; and such railway or railways is or are intended to be made or pass from the said before mentioned points of commencement, or some, or one of them, from, in, through, into, over, along or upon, the several towns, townships, townlands, parishes, counties or places following, or some of them, or some parts thereof: that is to say, the suburbs of the city of Londonderry, the several townships or townlands of Londonderry, Edenballymore, Ballymagowan, Termonbacca, Ballougry, and Mullennan: the parish of Templemore; all situate in the city and county of Londonderry aforesaid; and the several townships or townlands of Drumnashear, Glasmullen, Whitehouse, Carrigans, Cloghfin, Dundee, Saint Johnstown, Tullyowen, Moymore, Nethertown, Mongavlin, Cuttymanhill, Carrickmore, Porthall, Glanfadh, Drumminaw, Gortgranagh, Kilpark, Coolatee, Edenmore, Roughan, Drumboy, Lifford Bog, Lifford-common, Lifford, Lifford-town, Parks, and Coneysburrow; and the several parishes of Killea, Toughboyne, and Clonleigh; all which said townlands and parishes are situate in the county of Donegal; also the several townships or townlands of Magirr, Castletown, Carricklee, Ballycolman, Bollyfatten, Liggartown, Seein, Camus, Lisky, Liscreevagh-an, or Clady-Sproul, Mulvin, Knockroe, Bunderg, Urbalreaghif Timiegan, Miltown, Lisnatunny Glebe, Birnaghs, Pebble, Newtownstewart, Croughballinree, Moyle, Glebe, Grange, Bloomry, Altdoghal, Lislapp, West, Lurgunby, Ballykeel, Belrany, Carrigans, Gortinagin, Castletown, Killinure, Trantramurry, Tatraconnaghty, Mountjoy, Forest, West Division, Tully, Lisnagirt, Lislinnaghan, Straughroy, Bunnynubber, Conywarren, Mullaghmenagh Lower, Mullaghmenagh Upper, Gortmore, Gortrush, Cornabracken, Deer Park, (M'Cormick,) Culmore, Lammy, Ballygowan, Rylands, Fireagh (Thompson,) Fireagh (Cochhrane,) Loughmuck (Alcone,) Fireagh (Gardninear,) Loughmuck (Wallace,) Creevangar (White,) Mullaghmore, Rakeeragh, Creevanmore (Crosby,) Crucknamona, Clanabogan lower, Drudgeon, Blacksessagh, Riverstown, Dunnamona, Skreen, Glennan, Tattysallagh, Aghadulla, Mullawinny, Shannaragh, Mullaghbane, Curly, Kildrum, Gardrum, Polfore, Aghlisk, Magheragart or Sessiaghs, Magheragart (Donnell,) Mulnagoagh, Drumskinny, Galbally, Esker, New Park, Drumardnagross, Dergany (Maguire,) Dergany (Neville,) Shanmullagh East, Crossan, Keenogue, Carran, Stranagummer, Lisnahanna, Coilea, Lougherush, Corkhill, Kilsery Glebe, Corkragh and Drumsonnus; and the several parishes of Urney, Camus, Ardstraw, Cappagh, Drumragh, Donacavey, Dro-more, and Kilskeery; all which said townlands or townships and parishes are situate in the county of Tyrone. Also the several townships or townlands of Magheracross, Craghan, Salloon, Drumcree, Drumrainy, Bellanamallard, Drumcurry, Drumkeen, Saly, Kilgortnaleague, Drumcullion Mullaghmeen,

Gortalougan, Drumgay, Rakeelan Glebe, Levaghy, Aughaward, Cross, Carran, Drumclay, Kilmacormick, Cornagrade, Tonystick, and Enniskillen; and the several parishes of Magheracross, Derryvullan, Trory, and Enniskillen; all which said townships or townlands and parishes are situate in the county of Fermanagh.

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

And also for powers to make branch railway or railways, tramroad or tramroads from the several parts of the said line to or towards the towns or places called Strabane and Omagh, or one of them; that to or towards Strabane diverging or branching off from the said intended main line of railway in the townland of Magirr, in the parish of Urney, and passing from, in, through, over, into, along or upon the townships or townlands of Magirr and Ballycolman, in the said parish of Urney, or one of them, or some part thereof, and terminating at the river Mourne, at or near to the bridge over said river to the town of Strabane; all said places being situate in the county of Tyrone aforesaid; and the intended branch to or towards Omagh diverging or branching off from the said intended main line of railway, and passing from, in, through, over, into, along or upon the several townships or townlands and parishes, or places following, or some of them, or some parts thereof, that is to say, the several townships or townlands of Bunnynubber, Conywarren, Mullaghmenagh Upper, Gortrush, Gortmore, and Meetinghouse hill, and the parishes of Cappagh and Drumragh, and terminating in the said townland of Gortmore, at or near to the town of Omagh; all which said township or townships, parishes or places are situate in the county of Tyrone aforesaid.

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

It is also intended to apply for powers in the said Act, to authorise the taking such fares, tolls, rates, dues, rents, or sums of money as shall be mentioned in the said Act, and to take, levy, and receive the same; and also to erect and raise stations and houses, and all other necessary edifices, buildings, and conveniences requisite for the purposes of said railway or railways, branch railway or railways; and also for purchasing and holding lands, tenements, buildings, hereditaments, and other property within the said several cities, boroughs, towns, parishes, townships, townlands, suburbs, liberties, districts, counties, and other places for the purposes of the said Act; together with all other powers and provisions customary in undertakings of a similar nature.—Dated this 21st day of February 1837.

*Matthew Anderson, Archibald M'Corkell,*  
Solicitors for the Bill,  
No. 29, Lower Gardiner-street, Dublin,  
and Londonderry.

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 the undermentioned main line of railway or railways, tramroad or tramroads, and also the undermentioned branch 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, steam or other power, together with warehouses, wharfs, landing-places, tunnels, bridges, and all other suitable and proper stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith respectively; which said main line is intended to commence by a junction with the intended London and Croydon Railway, in, at, or near Sellhurst Farm, in the parish of Croydon, in the county of Surrey, and to terminate in, at, or near Church-street, in the parish of Brighton otherwise Brighthelmstone, in the county of Sussex, and the same main line, with the warehouses, wharfs, landing-places, tunnels, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith, will pass from, in, through, and into the several parishes, townships, and extra parochial and other places next after-mentioned, or some of them, that is to say, Battersea, Streatham, Croydon, Waddon, Little London, Mitcham, Beddington, Carshalton otherwise Caseherton, Wallington, Addington, Selsdon, Sanderstead, Woodmansterne otherwise Woodmanstone, Banstead, Warlingham, Coulsdon, Catterham, Woldingham, Chaldon, Chipstead otherwise Chipsted, Merstham, Gatton, Kingswood, Buckland, Reigate, Reigate Borough, Reigate Foreign, Hooley Borough otherwise Howleigh Borough, Linkfield-street or Lingfield, Woodhatch Borough, Santon Borough, Colley Borough, Nutfield, Horne, Bletchingley otherwise Blechingley, Burstow, Horley, Charlwood, Leigh, Ifield, Crawley, Worth otherwise Worde, Saint Olave Southwark, Saint Thomas Southwark, Saint John Horselydown Southwark, Saint Saviour Southwark, the liberty of the Clink, Saint George the Martyr Southwark, and Saint Mary Magdalen Bermondsey, in the said county of Surrey; Ifield, Crawley, Burstow, Horley, Charlwood, Worth otherwise Worde, East Grinstead otherwise East Grinstead, Balcombe, Ardingly otherwise Ardingley, West Hoathly otherwise West Hoathley, Lindfield otherwise Lindfield Burley Arches otherwise Lindfield D'Arches, Fletching, Horsted Keynes, Wivelsfield, Chailey, Plumpton, Ditchling otherwise Ditcheling otherwise Ditchelling, Westmeston, Chiltington, Street, Hurstpierpoint otherwise Hurstpierpoint otherwise Hurstpierpoint, Newtimber, Keymer otherwise Kymere, Cuckfield, Bolney, Slaugham, Twincham, Clayton, Piecombe otherwise Pycombe, Pangdean, Patcham otherwise Pecham, Poyning, Edburton, Fulking, Beeding otherwise Seal, Upper Beeding or Seal, Lower Beeding, Albourne otherwise Alsourn, Woodmancote, Withdean, Preston, West Blatchington otherwise West Bletchington, Brighton otherwise Brighthelmstone, and Hove, in the county of Sussex.

And one of which said branches is intended to commence from and out of the said main line, at or

near to a certain street or road, called Cavendish-place north, in the said parish of Brighton otherwise Brighthelmstone, and to terminate in, at, or near to a certain road or lane, called Buckingham-lane, in the parishes of Old Shoreham and New Shoreham, or one of them, in the said county of Sussex; and the same branch, with the warehouses, wharfs, landing-places, tunnels, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith, will pass from, through, and into the several parishes, townships, and extra parochial and other places next after mentioned, or some of them, that is to say, Preston, West Blatchington otherwise West Bletchington, Brighton otherwise Brighthelmstone, Hove, Aldrington otherwise Atherington, Hangleton, Portslade, Southwick, Kingston by Sea otherwise Kingston Bowsey, Old Shoreham, and New Shoreham, in the said county of Sussex.

And one other of which said branches is intended to commence from and out of the said branch to Shoreham, in, at, or near to a field which lies to the west of a windmill, near to New England Farm, in the said parishes of Brighton otherwise Brighthelmstone, Hove, and Preston, or one of them, and to terminate in, at, or near to a certain field, in the said parish of Hove, lying near to a place called the Wick; and the same branch, with the landing-places, tunnels, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith, will pass from, through, and into the several parishes, townships, and extra parochial and other places next after mentioned, or some of them, that is to say, Preston, West Blatchington otherwise West Bletchington, Brighton otherwise Brighthelmstone, and Hove, in the said county of Sussex.

And one other of which said branches is intended to commence from and out of the said main line at or near to a certain street or road, called Cavendish place north, in the said parish of Brighton otherwise Brighthelmstone, and to terminate in, at, or near to a certain place, called the Tan-yard-brook, in the parish of Saint John under the Castle of Lewes, in the said county of Sussex; and the same branch, with the warehouses, wharfs, landing-places, tunnels, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith, will pass from, through, and into the several parishes, townships, and extra parochial and other places next after mentioned, or some of them, that is to say, Brighton otherwise Brighthelmstone, Preston, Patcham otherwise Pecham, Stanmer, Moulsecombe, Hodshrove otherwise Hotsrove, Baldean, Rottingdean, Bevendean, Ovingdean, Balmer otherwise Bolmer, Falmer, Chailey, Plumpton, Westmeston, Chiltington, Ashcombe, Iford, Swanborough, Northease, Kingston otherwise Kingstone, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, Saint Michael Lewes, All Saints Lewes, precincts of the Castle Lewes, Saint John under the Castle of Lewes, Hamsey, the Cliffe Lewes, otherwise Saint Thomas in the Cliffe near Lewes otherwise Saint Thomas A'Becket in the Cliffe Lewes, Southover otherwise

Saint John the Baptist Southover, and South Malling otherwise Malling, in the said county of Sussex.

And one other of which said branches is intended to commence from and out of the said branch to Lewes at or near the second mile-stone from Lewes, upon the Lewes and Brighton turnpike-road, in the parish of Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes aforesaid, and to terminate in, at, or near Court House Farm, in the parish of Newhaven otherwise Meeching, in the said county of Sussex; and the same branch, with the warehouses, wharfs, landing-places, tunnels, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith, will pass from, through, and into the several parishes, townships, and extra parochial and other places next after mentioned, or some of them, that is to say, Falmer, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, Ovingdean, Rottingdean, Baldsdean, Kingston otherwise Kingstone, Southover otherwise Saint John the Baptist Southover, Iford, Swanborough, Northease, Southease, Telscombe, Tarring Neville, Heighton otherwise South Heighton, Rodmill otherwise Rodmell, Beddingham, Itford, Asham, Denton, Piddinghoe, Bishopstone, and Newhaven otherwise Meeching, in the said county of Sussex.

And notice is also hereby given, that it is intended to apply for power in the said Bill or Bills, to levy tolls, rates, or duties on passengers and goods, and also on carriages, carts, and other vehicles passing along, through, or over the said railway or railways, tramroad or tramroads, branch railway or railways, tramroad or tramroads; and also for power to deviate from the lines laid out to the extent of one hundred yards on either side of such lines; and also for power to alter, vary, and divert highways, roads, tramroads, paths, passages, rivers, canals, brooks, streams, waters, and watercourses.—Dated this 15th day of February 1837.

*Sweet and Sutton, Solicitors, 6, Basinghall-street, London; H. Faithfull, Arthur R. Briggs, Solicitors, Brighton.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the session of the year 1838, for an Act or Acts to alter, amend, explain, enlarge, repeal, 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 or railways, with proper works and conveniences connected therewith, commencing by a junction with the Grand Junction Railway, in the parish of Runcorn, in the county of Chester, and terminating by a junction with the Liverpool and Manchester Railway, in the parish of Huyton, in the county of Lancaster, and passing from, through, or into the several parishes, parochial chapelries, townships, hamlets, and places of Runcorn, Aston, Daresbury, Kekewick, Moore, Norton, Acton-Grange, Higher Walton, Lower Walton, Filders Ferry, Marshgate, Warford, Stockham, Astmore, and Great Budworth, or some of them, all in the county of Chester; West Bank, Cærdley, Widnes, Upton within Widnes, Upton, Widness within Appleton, Appleton, Speke, Child-

wall, Widnes, Penketh, Great Sankey, Farnworth, Farnworth within Widness, Ditton, Little Tarbock, Tarbock, Hale, Halewood, Little Woolton, Much Woolton, Garston, Allerton, Walton on the Hill, Halsnead, Cronton, Rainhill, Bold, Whiston, Huyton, Roby, Prescott, Warrington, and Winwick, or some of them, all in the county of Lancaster.

And further notice is hereby 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 railways respectively, as the same will be defined in the plans thereof to be deposited pursuant to the Standing Orders of Parliament.

*Clay and Swift, Solicitors.*

Liverpool, 1st February 1837.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the session of Parliament which will be in the year 1838, for an Act to make and maintain a branch railway from the Midland Counties Railway, commencing in the parish of Barrow-upon-Soar, in the county of Leicester, by a junction with the said Midland Counties Railway, in or near a certain field, of which Thomas Bradshaw is the owner, or reputed owner and occupier, and numbered 7 on the plan of the said Midland Counties Railway, deposited with the Clerk of the Peace for the county of Leicester, and terminating in or near the village of Mountsorrel, at a bridge across the Leicester Navigation, in the public road leading from Mountsorrel to Sileby, together with wharfs and other works and conveniences connected with the said branch railway; which is intended to pass from, in, through, and into the several parishes, townships, or places of Barrow-upon-Soar, Mountsorrel North End, and Mountsorrel South End, all in the said county of Leicester, or some or one of them.

And power is intended to be applied for in the said Act, to deviate from the line of the said intended branch railway, as laid down in the plan to be deposited with the Clerk of the Peace for the county of Leicester, on or before the 1st day of March next, to the extent of one hundred yards on each side thereof.—Dated the 16th day of February 1837.

*By order of Butler Danvers, Esq.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway or railways, with all necessary and proper erections, works, and conveniences 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 called Butt-lane, or High-street, in the parish of St. Paul, Deptford, in the county of Kent, by means of a junction with the London and Greenwich Railway, at or near to Butt-lane or High-street aforesaid, and to terminate at or near the town of Deal, 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, town-

ships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tythings, extra parochial fields or places following, that is to say, Saint Paul and Saint Nicholas, Deptford, Saint Alphege or Saint Alphege, Greenwich; Lewisham, Lee, Charlton, Kidbrook, Eltham, Chislehurst, Saint Mary's Cray, Foot's Cray, North Cray, Bexley, Crayford, Ruxley, Wilmington, Swanley, Sutton at Hone, Horton Kirby, Farningham, Eynesford, Shoreham, Otford, Kemsing, Lullingstone, Kingsdown, Falkham, Saint Clare, Seal, Igham, Wrotham, Addington, Trotterscliffe, Ryarsh, Ottham, Leybourn, West Malling, Saint Leonard's street, East Malling, Ditton, Aylesford, Allington, All Saints Maidstone, Maidstone, Boxley, Otham, Debting, Thurnham, Bearsted, Hollingbourne, Leeds, Broomfield, Harrietsham, Lenham, Witchling, Boughton Malherbe, Charing, Egerton, Little Chart, Westwell, Eastwell, Ashford, Hothfield, Kennington, Boughton Aluph, Challock, Wye, Godmersham, Moldash, Chillham, Crundell, Chartham, Horton, Hinshall, Chapelry of Milton, Thanington, Nackington, Saint Michael, Harbledown, Harbledown, Holy Cross, Westgate without Canterbury, Saint Dunstan, Saint Stephen, otherwise Hackington, the borough of Longport, in the parish of Saint Paul, all in the county of Kent, Holy Cross, Westgate, Saint Martin, Saint Peter, Saint Alphege, Saint Mildred, Saint Mary Bredin, Saint Mary de Castro, and Saint Mary Northgate, in the city and county of Canterbury, the suburbs of Canterbury, Fordwich, Wickhambreux, Sturry, Littlebourne, Stodmarsh, Westbeer, Chislett, Beakbourne next Wingham, Patricbourne, Ickham, Wingham, Preston by Wingham, Stourmouth, Elmstone, Ash next Sandwich, Richborough, Maresborough, Staple, Woodnesborough, Saint Mary the Virgin, Saint Peter the Apostle, Saint Bartholomew, and Saint Clements, in the town and Port of Sandwich, Great Stonar, Little Stonar, Word otherwise Worth, Eastry, Ham, Shoulden, Northbourne, Great Mongeham, Little Mongeham, Monkton, Saint Nicholas Atwade, Ville of Sarre and Deal, all in the county of Kent.

It is also intended to apply for powers by the said intended Act, to authorise 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 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 with the said several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, villages, liberties, districts, tythings, extra parochial fields or other places, for the purposes of the said Act; also for powers to deviate from the line of the said intended railway or railways, 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 18th day of February 1837.

*Jas. Freshfield, Jun.*  
*Chas. Freshfield.*

Birmingham, Dudley, Stourbridge, and  
Wolverhampton Railway.

NOTICE is hereby given, that application is intended to be made to Parliament during the next year, for leave to bring in a Bill, and to obtain an Act to make and maintain a railway, with all necessary and proper stations, works, and conveniences connected therewith, commencing in the parish of Saint Martin, in the borough of Birmingham, in the county of Warwick, and terminating in the parish, township, or borough of Wolverhampton, in the county of Stafford; and also a branch out of the same railway, with all necessary and proper stations, works, and conveniences thereto, commencing in the parish of Rowley Regis, in the county of Stafford, and terminating at or in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester; which said railway and the branch railway therefrom is or are intended to be made and to pass from, in, through, and into the several parishes, townships, hamlets, liberties, extra parochial and other places of Saint Martin and All Saints, in the borough of Birmingham, in the county of Warwick, Handsworth, Smethwick, Harbourn otherwise Harborne, Westbromwich, Rowley Regis, Tipton otherwise Tibbington, Coseley, Wood Setton, Sedgley, Etingshall, Bilston otherwise Bilstone, Wolverhampton, Kingswinford, the Level, the Delph, the Black Delph, Penn's-hill, and Amblecote otherwise Amblecoat, in the county of Stafford, or some of them; Halesowen, Oldbury otherwise Oldbury Wallasall, in the county of Salop, or one of them; Dudley, borough of Dudley, Netherton, Upper Dudley Wood, Lower Dudley Wood, Mushroom Green, Pensuett, Oldswinsford, Stourbridge, and Amblecote otherwise Amblecoat, in the county of Worcester, or some of them.

And notice is hereby also given, that power will be applied for in the said intended Act, to deviate from the line of the said intended railway and branch railway, as the same will be delineated in the plans thereof, to be deposited with the respective Clerks of the Peace for the said counties of Warwick, Stafford, Salop, and Worcester, to any extent not exceeding one hundred yards on either side of such line or lines, save and except where the same is or are intended to pass through lands covered with houses, and in such case to an extent not exceeding ten yards on either side of the said railway or branch railway respectively.

And also powers to divert and alter the present line or course of certain turnpike roads on the line of, or intersected by, the said railway and branch railway respectively.—Dated this 14th day of February 1837.

*Tyndall and Rawlins, Solicitors, Birmingham.*

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, Baronet, in the occupation of

John William Morgan, in the chapelry of Saint Mary, within the parish of Saint 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 Honorable 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 Saint Mary within the parish of Saint John the Evangelist, in the borough of Brecon, the parish of Saint David's, the parish of Llanhamlach, the parish of Cauheff, 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 Glyncollwug, 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 of Llanthetty and the parish of Vainor otherwise Vaynor, the hamlet or township of Coedy Cummer, in the said parish of Vainor otherwise Vaynor, the hamlet or township of Dyffryn, in the said parish of Vainor otherwise Vaynor, and the hamlet or township of Gelly, in the said parish of Vainor or 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 Heolywormwood, 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 Honorable 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 Heolywormwood, 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 Heolywormwood, 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 Glyncollwug, 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.

And notice is hereby also given, that power will be applied for in the said Bill 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 the 16th day of February 1837.

*Vaughan and Bevan*, Solicitors for the Bill.

NOTICE is hereby given, that application will be made to Parliament in the next ensuing session, for leave to bring in a Bill for making and maintaining a railway or railways, tramroad or tramroads, to be called the Cwm Garw Railway, to commence at or near Brach y Cymmer, in the parish of Llangenor, in the county of Glamorgan, and to terminate at the Duffryn Llynfi and Porth Cawl Railway, near Pentwyn Bayden, in the parish of Llangonoyd, in the same county; and which said railway or tramroad will pass from, through, and into the several parishes, townships, tythings, hamlets, or places of Llangenor Braich y Cymmer, otherwise Brach Cymmer, Bettws, Cwm Du, and Llangonoyd, all in the said county of Glamorgan; 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 tramroad, 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 or Bills; and for purchasing, taking, and holding lands, tenements, hereditaments, and premises within the said several parishes, townships, tythings, hamlets, or places before mentioned and described for the purposes aforesaid.

And it is also intended to apply for powers to be granted in and by the said Bill or Bills, to deviate from the said line of the said intended railway or tramroad, 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 or Bills, as the same will be defined in such application to Parliament, to divert or alter all such road or roads as shall be necessary to be diverted or altered in the construction or formation of such railway or tramroad; and that it is intended to abandon or relinquish so much of the present rivers, canals, streams, or running waters, as shall be rendered unnecessary or useless by reason of such diversion or diversions aforesaid, or any of them.—Dated this 16th day of February 1837.

*Wm. Andrews*, Solicitor for the Bill.

NOTICE is hereby given, that application will be made to Parliament in the next ensuing session, for leave to bring in a Bill or Bills for

making and maintaining a railway or railways, to be called the Penryn, Helstone, and Redruth Railway; one portion of which said railway or railways 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, in, or near the borough of Helstone, in the parishes of Constantine, Sithney, and Wendron, some or one of them, in the said county of Cornwall; and which said portion of the said railway or railways will pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places following, that is to say, Penryn, Saint Gluvias, Budock, Mabe, Stithians, Constantine, Sithney, Wendron, and Helstone, all in the said county of Cornwall; and the other portion of which said railway or railways will likewise commence at or near the said quay, called Penryn Quay, in the said borough of Penryn and parish of Saint Gluvias, and terminate at, in, or near the manor of Treleigh, in the parish of Redruth, in the said county of Cornwall; and which said last mentioned portion of the said railway or railways will pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places following, that is to say, Budock, Penryn, Saint Gluvias, Stithians, Perran, Arworthal, Gwennap, Wendron, and Redruth, 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 railways, 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 or Bills to authorise the taking of such tolls, fares, dues, rates, rents, and sums of money as shall be mentioned in the said Bill or Bills, and for purchasing, taking, and holding lands, tenements, hereditaments, and premises within the said several boroughs, parishes, towns, 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 or Bills 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 or Bills, as the same will be defined in such application to Parliament, to divert or alter all such road or roads as shall be necessary to be diverted or altered in the construction or formation of such railway or railways; and 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 of diversions as aforesaid, or any of them.—Dated this 15th day of February 1837.

*W. Andrews, Solicitor for the Bill.*

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for leave to bring in a Bill for making and maintaining a railway or railways, to be called the Cambridge, Newmarket, Thetford, and Bury Saint Edmunds Railway, to commence at or near a field or fields in the parish of Trumpington, in the county of Cambridge, and to terminate in a field or fields, at or near the South gate of the town and borough of Bury Saint Edmunds, in the county of Suffolk; and which said railway or railways will pass from, through, and into the several boroughs, parishes, towns, townships, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places and other places following, that is to say Cambridge, Little Saint Mary's Cambridge, Trumpington, Stapleford, Saint Andrew's the Less Cambridge, Chevey Hinton, Great Thelford, Little Thelford, Fulbourn, Teversham, Barwell, Ven Ditton, Quy, Wilbraham Magna, Wilbraham Parva, Bottisham, Swaffham, Bulbeck, Swaffham, Prior, Burwell, Landwade, Snailwell, Chippenham, Newmarket, Kennet, and certain extra parochial lands, or some of them, in the county of Cambridge; crossing or connecting itself with the River Cam, in one or more of the said parishes, in the county of Cambridge, Exning, Chippenham, Landwade, Newmarket, Higham, Moutton, Gazley, Kentford, Cavenham, Barrow, Saxham Magna, Saxham Parva, Westley, Risby, Ickworth, Horningsheath, Herringswell, Kennet, Saint James's Bury, Saint Edmunds, Saint Mary's Bury Saint Edmunds, extra parochial lands, Exning, Freckenham, Worington, Barton, Mildenhall, Icklingham, Eriswell, Elvedon, and Thetford, Saint Mary, or some of them, in the county of Suffolk; Thetford Saint Cuthbert and Thetford Saint Peter, in the borough of Thetford, in the county of Norfolk; with depôts in the said respective parishes of Little Saint Mary Cambridge, Bury Saint Edmunds, and in one of the said parishes in the borough of Thetford, in the said county of Norfolk; 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 railways, 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 or Bills, to authorise the taking of such tolls, fares, dues, rates, rents, and sums of money as shall be mentioned in the said bill or bills; and for purchasing, taking and holding lands, tenements, hereditaments and premises within the said several boroughs, parishes, towns, townships, 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 or bills 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 or bills, as the same will be defined in such application to Parliament, to divert or alter all such road or roads as shall be necessary to be diverted or altered in the construction or formation of such railway or railways; and 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 15th day of February 1837.

*W. Andrews, Solicitor for the Bill.*

**N**OTICE is hereby given, that application will be made to Parliament in the next ensuing session, for leave to bring in a Bill or Bills for making and maintaining a railway or railways, tramroad or tramroads, to be called the London, Guildford, and Portsmouth Railway, with branches therefrom; which said railway or railways, tramroad or tramroads, is or are to commence at or near the depôt of the Croydon Railway, in the parish of Croydon, in the county of Surrey, and to terminate at or near the eastern side of the church of Saint Paul, in the borough and parish of Portsmouth, in the county of Southampton, and will pass from, in, through, and into the several parishes, towns, boroughs, townships, tythings, hamlets, precincts, chapelries, liberties, districts, extra parochial places and other places following, that is to say, Croydon, Beddington, Carshalton, Sutton, Cheam, Ewell, Epsom, Ashstead, Leatherhead, Stoke D'Abernon, Fetcham, Great Bookham, Little Bookham, Effingham, East Horsley, West Horsley, Ockham, East Clandon, West Clandon, Merrow, Stoke-above-Bars, in the borough of Guildford, Holy Trinity, in the same borough, Saint Mary's, in the same borough, Saint Nicholas, in the same borough, Guildford, Shalford, Compton, Godalming, Pepper Harrowe, Whitley Thursley, Hambledown, Haslemere, and Chiddingfold, in the county of Surrey; Lynnhmere, Furnhurse, Lynch, Chithurst, Iping, Stedham, Woolbeding, Eastbourne, Medhurst, Bepton, Heyshor, Didding, Cocking, Singleton, West Dean, Binderton, West Stoke, Middle Lavant, East Lavant, West Lavant, Fishbourne, Chichester, Bosham, Chedham, Westbourne, Funtington, and Emsworth, in the county of Sussex; Emsworth, Narblington, Havant, Bedhampton, Earlington, Crossham, Hulsea, Kingston Cross, Kingston, Portsea, Southsea, and Portsmouth, in the county of Southampton; and also to make and maintain a branch railway or railways, tramroad or tramroads, from the said first-mentioned railway, at or near the town of Midhurst, in the said county of Sussex, to terminate at or near the town of Petworth, in the county of Sussex; and which said branch railway will pass from, in, through, and into the several parishes, towns, boroughs, townships, tythings, hamlets, precincts, chapelries, liberties, districts, extra-parochial places and other places following, that is to say, Midhurst, Eastbourne, in the county of Sus-

sex; South Ambersham, in the said county of Southampton; Sellham, Ladsworth, Finnington, and Petworth, in the said county of Sussex; and also to make another branch railway or railways, tramroad or tramroads, from the said first-mentioned railway, at or near the said town of Midhurst to the town of Petersfield in the said county of Southampton; which said last-mentioned branch railway will pass from, in, through, and into the several parishes, towns, boroughs, townships, tythings, hamlets, precincts, chapelries, liberties, districts, extra parochial places, and other places following, that is to say, Midhurst, Woolbeding, Stedham, Iping, Chithurst, Trotton, Turwick, Rogate, all in the county of Sussex; and Petersfield and Buryton, in the county of Southampton; and also to make and maintain a certain other branch railway or railways, tramroad or tramroads, from the said first-mentioned railway, at or near the town of Epsom, in the said county of Surrey, to terminate at the Southampton Railway, at or near the town or parishes of Kingston, in the said same county; which said last-mentioned branch railway will pass from, in, through, and into the several parishes, towns, boroughs, townships, tythings, hamlet, extra parochial places, and other places following, that is to say, Epsom, Ewell, Chessington, Long Ditton, Malden, and Kingston, all in the said county of Surrey; 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 railways or tramroads, or either of them, for the 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 or Bills, and for purchasing, taking, and holding lands, tenements, hereditaments, and premises within the said several parishes, towns, boroughs, townships, tythings, hamlets, or places before mentioned, and described, for the purposes aforesaid.

And it is intended to apply for powers to be granted in and by the said Bill or Bills, to deviate from the said lines of the said intended railways or tramroads, or either of them, 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 aforesaid.

And notice is hereby likewise given, that it is intended to apply for power to be granted in and by the said Bill or Bills, as the same will be defined in such application to Parliament, to divert or alter all such road or roads, canals, navigable or other rivers and streams, as shall be necessary to be diverted or altered in the construction or formation of such railways or tramroads; and that it is intended to abandon or relinquish such of the present roads, rivers, canals, streams or running waters, as shall be rendered unnecessary or useless by reason of such diversion or diversions as aforesaid, or any of them.— Dated this 15th day of February 1837.

*W. Andrews, Solicitor for the Bill.*

## Harwich Railway.

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

And it is intended to apply for power in and by the said intended Act, to deviate in the construction of the said railway to any extent not exceeding one hundred yards on either side of the line laid out on the plan of the said railway, to be deposited with the Clerk of the Peace of the county of Essex, on or before the 1st day of March, 1837.

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

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

February 18th, 1837.

## Bristol and Gloucestershire Railway.

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

county of Gloucester;" and in which Act so to be applied for, power is intended to be taken to make an extension or new line of railway, with proper works and conveniences connected therewith, from and out of the said railway, commencing in the parish of Westerleigh, in the county of Gloucester, and terminating in the parish of Standish, in the same county, by a junction with the Cheltenham and Great Western Union Railway; also a branch railway, with proper works and conveniences connected therewith, from and out of the said first-mentioned railway, commencing in the parish of St. Philip and Jacob, heretofore in the county of Gloucester, but now in the borough of the city of Bristol, and county of the same city, and terminating in the same parish; which said extension or new line of railway and branch railway will pass from, through, and into the several parishes, townships, and extra-parochial or other places of Saint Philip and Jacob, and Westerleigh aforesaid, Pucklechurch, Wapley, Yate, Old Sodbury, Chipping Sodbury, Iron Acton, Thornbury, Rangeworthy, Hall End, Church End, Wickwar, Cromhall, otherwise Abbott's Cromhall, Charfield, Tortworth, Avening, Wotton-under-Edge, otherwise Wotton-under-Ridge, Huntingford, North Nibley, Berkeley, Stone, Whitehall, Wick, Lower Wick, Alkington, Breadstone, Stinchcombe, Dursley, Cam, Lower Cam, Draycott, Uley, Coaley, Gossington, Slimbridge, Cambridge, Frocester, Leonard Stanley, otherwise Stanley Saint Leonard's, and King's Stanley, within the borough of Stroud, Eastington, otherwise Easton, Stonehouse, within the borough of Stroud, Oldend, Moreton, otherwise Moreton Valence, Standish, some or one of them, in the county of Gloucester, and Kingswood in the county of Wilts.

And it is also intended to apply for power, by the said intended Act, to alter, amend, divert, or vary certain parts of the said first-mentioned railway, situate in the several parishes, townships, and extra-parochial or other places of Saint Philip and Jacob aforesaid, Saint George, Stapleton, Kingswood, Mangotsfield, Fishponds, Bitton, Oldland, Sciston, Pucklechurch, and Westerleigh, or some or one of them, in the county of Gloucester.

And also to alter and divert the line or course of the following turnpike roads, videlicet:—In the Stapleton, Mangotsfield, Toghill, and Bitton Division, of the Bristol District of turnpike roads; the Toghill Road, in the parish or township of Saint George aforesaid; and the Mangotsfield Roads, in the parish or township of Mangotsfield aforesaid; in the Pucklechurch District of turnpike roads, the Mangotsfield and Pucklechurch Road, in the parish or township of Pucklechurch aforesaid; in the Acton Turville District of turnpike roads, the London Road in the parish or township of Westerleigh aforesaid; in the Upper Division of the Sodbury District of turnpike roads, the Sodbury Road, in the parishes or township of Westerleigh and Yate aforesaid, or one of them; in the Kingswood District of turnpike roads, the Wickwar and Charfield Road, in the parish or township of Wickwar aforesaid; in the Wotton-under-Edge Division of the Berkeley, Dursley, Wotton-under-Edge, Frocester, and Caincross District of turnpike roads, the road from Wotton-under-Edge

to Iron Acton, in the parish or township of Charfield aforesaid; and the road from North Nibley to the Bristol and Gloucester Road, in the parish or township of Berkeley aforesaid; in the Berkeley and Dursley Division of the last-mentioned District; the road from Bristol to Gloucester, in the parishes or townships of Berkeley and Cam aforesaid, or one of them; and in the parish or township of Slimbridge aforesaid; and the road from Cambridge to Dursley, in the parishes or townships of Cam and Slimbridge aforesaid, or one of them; in the Frocester Division of the said last-mentioned District, the road leading from the Bristol and Gloucester Road to Frocester, in the parish or township of Frocester aforesaid; and in the Cainscross Division of the said last-mentioned District, the road leading from the said last-mentioned road through Stonehouse to Stroud, in the parish or township of Stonehouse aforesaid.

And it is also intended to apply for power, by the said intended Act, to deviate from the lines of the said extension, or new line of railway, and branch railway and deviations, as laid down on the plans hereafter to be deposited with the respective Clerks of the Peace for the counties of the city of Bristol, Gloucester, and Wilts, to any extent not exceeding one hundred yards on each side of the lines so laid down.

And it is also further intended to apply for power, by the said intended Act, to purchase lands, and to form stations or depots in the several parishes, townships, or boroughs, of Catherine Saint Mary, in the city and county of Gloucester, and Cheltenham, and Stroud, in the said county of Gloucester; and in which Act provision is also intended to be made to alter or increase the rates, tolls, or duties authorised to be collected by the said Acts, or one of them.— Dated this 17th day of February 1837.

*Osbornes and Ward, Solicitors for the Bill.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making 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, Llangewydd, Usk, Llanbadock, Monkswood, Goytre, Llanvair-Kilgedin, Llanvihangel-juxta-Usk, Llangattock-juxta-Usk, Hardwick, Llwyndee, 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 Trevethin, in the said county of Monmouth; which 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, Llangattock-juxta-Caerleon, Caerleon, Llanhenock,

Llanvrechva, Lower and Upper, Llanvihangel-Llan-tarnam, Panteague, Llanvihangel-Pontymoile, Trevethin, 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 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 parishes of Trevethin, Panteague, and Llanvihangel-Pontymoile aforesaid, to communicate with certain iron works, collieries, dwelling-houses, lands, and mines, in the parishes of Trevethin, Panteague, Llanvihangel-Pontymoile, 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, Panteague, Llanvihangel-Pontymoile, Pontypool, 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 100 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 from Newport to Chepstow; and, within the said parishes of Christchurch and Kemeys Inferior, certain parts of a turnpike road leading from Caerleon, through Llantrissant, towards Usk; and, within the said parish of Llanbadock, certain parts of a turnpike road leading from Caerleon to 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 14th day of February 1837.

*Thomas Phillips, Jun.* Solicitor for the Bill.

Manchester South Union Railway.

**N**OTICE is hereby given, that application is intended to be made at the next Session of Parliament, for an Act to alter, amend, and enlarge some of the powers and provisions intended to be included in an Act for which a Bill is now pending before the Honorable the House of Commons, entitled "a Bill for making a railway from Manchester to the Derby and Birmingham Junction Railway at or near Tamworth, with branches to be called "the Manchester South Union railway;" and also for powers to make and maintain a branch railway from the main line of the said Manchester South Union railway, with all proper works and conveniences connected therewith, commencing at or near a certain wharf in the occupation of Thomas Kinnersly, in the parishes of Wolstanton and Audley, and townships of Brieryhurst, Ravenscliff, and Talk, or one of them in the county of Stafford, and terminating by a junction with the Grand Junction railway, at or near Crewe, in the parish of Church Coppenthal, and townships of Monks Coppenthal, and Church Coppenthal, or one of them, in the county of Chester, and with a separate termination by a junction with the proposed railway from Chester to Crewe, in the said parish of Church Coppenthal, and township of Monks Coppenthal, in the said county of Chester; and which said intended branch will pass from, through, or into the several parishes, townships, and extra parochial, or other places of Wolstanton, Brieryhurst, Ravenscliff, Audley, Talk, otherwise Talk-on-the-Hill, or some of them, all in the county of Stafford, Church Lawton, Barthomley, Alsager, Haslington, Crewe, Wybunbury, Church Coppenthal, Monks Coppenthal, or some of them, all in the county of Chester; and also to make and maintain another branch railway from the said before-mentioned main line of railway, with proper works and conveniences connected therewith, commencing with a double commencement at or near Whieldon's-grove, in the township of Fenton-Vivian, in the parish of Stoke-upon-Trent, and also at or near Winton's-wood, in the township of Shelton, in the said parish of Stoke-upon-Trent, and terminating at or near the basin of the Caudon canal, in the parish and township of Leek, and passing from, through, or into the several parishes, townships, and extra parochial or other places of Stoke-upon-Trent, Fenton-Culvert, Fenton-Vivian, Shelton, Hanley, Boteslow, otherwise Boteslow, Bucknall, Bagnall, Eaves, Burslem, Abbey Hulton, Norton-in-the-Moors, Milton, Leek, Endon, Stanley, Park-lane, Horton, Cheddleton, Longsdon, otherwise Longsdon, Leek and Lowe, otherwise Leek Lowe, all in the county of Stafford; and also to make and maintain another branch railway from and out of the first-mentioned main line of railway, with all proper works and conveniences connected therewith, commencing in the parish of Saint Michael, Lichfield, and terminating near Tauworth-street and Butcher's-

row, in the parish of Saint Mary's Lichfield, and passing from, through, or into the several parishes, townships, and extra parochial or other places of Saint Michael, Lichfield, Saint Chad, otherwise Stowe, Lichfield, Saint Mary, Lichfield, or some of them, all in the county of the city of Lichfield; and it is intended by the said Act, to take power to deviate from the line or lines of the said railways or branch railways, as the same are intended to be laid out on the plans thereof, to an extent not exceeding one hundred yards on either side of the said railways or branch railways, save and except where the same is or are intended to pass through lands covered with houses, and in such case to an extent not exceeding ten yards on either side of the said railways or branch railways; and it is further intended to take power by the said Act, to alter and divert for the purpose of the said railway the line of the Caudon canal, in the townships of Endon and Stanley, in the parish of Leek, in manner and to the extent hereafter to be shewn on the plans thereof; and it is further intended to extend to the said Act, so to be applied for all the powers and provisions of the Bill now as aforesaid pending in the Honorable the House of Commons.

*Slater and Heelis*, Manchester; *Few, Hamilton*, and *Few*, London; Solicitors for the Bill.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway, with all necessary and proper bridges, wharfs, quays, warehouses, works, and other conveniences and diversions of rivers and streams connected therewith, commencing at or in the termination of, and forming a junction with, the intended deviation of the Great North of England Railway, in the township and parish of Gateshead, in the county of Durham, in a certain piece of waste ground adjoining the south shore of the River Tyne, belonging to, and in the occupation of William Cuthbert, of Beaufront, in the county of Northumberland, Esq. as sub-lessee under Adam Askew, of Wimpole-street, in the county of Middlesex, Esq. who is lessee under the Bishop of Durham, the owner, and terminating in a certain field or close lying on the south side of the turnpike-road leading from Newcastle-upon-Tyne to Scotswood, and situate in the township of Westgate, and in that part of the parochial chapelry of Saint John which lies within the county of Northumberland, in the occupation of William Knox, and belonging to Thomas Anderson, of Benwell, in the county of Northumberland, Esq.; which said railway, works, bridges, and conveniences, are intended to be made from, through, and into the said parish and township of Gateshead, in the said county of Durham, and from, through, and into the several townships of Elswick and Westgate, and parochial chapelry of Saint John and the parish of Saint Nicholas, lying partly in the said county of Northumberland, and partly in the town and county of the town of Newcastle-upon-Tyne.

And that it is also intended to obtain power to make and maintain a bridge across the River Tyne, for the purpose of, and connected with, and as part

of, the said intended railway, which said bridge will abutt towards the south upon the said waste ground, in the said township and parish of Gateshead, in the said county of Durham, and towards the north upon a piece of ground used as a brick-yard, belonging to the said Thomas Anderson, situate in the township of Westgate, and in the said parish of Saint Nicholas, in that part of the said parochial chapelry of Saint John which lies within the said county of Northumberland, and in the occupation of Messieurs Isaac Cookson and Company and of Mr. James Jons, or the one of them.

And that it is intended to apply for power to limit the passage over such bridge to carriages adapted to be drawn or propelled on railways by locomotive steam power, and to the passage of horses, cattle, and foot passengers, and to collect and levy toll for such carriages, horses, cattle, and foot passengers, and for locomotive engines.

And that it is also intended to obtain powers in the said Act for levying, collecting, and taking certain tolls and duties for passing along the said railway, and for the use of the said intended warehouses, wharfs, quays, landing places, works, and other conveniences.

And that power will also be obtained to deviate from the line of the said railway and bridge respectively, to the extent of one hundred yards on either side of the said railway and bridge, or to such other extent as Parliament shall allow.—Dated this 15th day of February 1837.

*Mewburn and Hutchinson, Solicitors.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill, in order to obtain an Act to alter, amend, enlarge, explain, and repeal, some of the powers and provisions of an Act, passed in the sixth and seventh years of the reign of His present Majesty King William the Fourth, intituled "An Act for making a railway, from near the River Tyne, to or near the River Tees, to be called the Great North of England Railway, in the county of Durham," which said Great North of England Railway, passes through, to, from, and out, of the several parishes following, all in the county of Durham, that is to say, Gateshead, Gateshead Fell, Whickham, Chester-le-street, Saint Oswald, Saint Giles, Pittington, Croxdale, Shincliffe, Kelloe, Bishop Middleham, Sedgfield, Bishopton, Merrington, Aycliffe, Great Stainton, Heighington, Haughton-le-Skerne, Darlington, and Hurworth, or some of them or some part or parts of them; and also through, to, from, and out of the several townships, hamlets, chapelries, constaberies, or places following, all in the said county of Durham, that is to say, the town and borough of Gateshead, Gateshead, Gateshead Fell, Lamsley, Kibblesworth, Kimblesworth, Ravensworth, Birtley, Chester-le-street, Whitehill, Harraton, Waldridge, Lambton, Pelton, Picktree, Pelaw, Plawsworth, Urpeth, Pokerley, Ouston, Crossgate, otherwise Saint Margaret, in Crossgate, Durham, Moor-houses, Framwell-gate, Keeper, Gilligate Moor, Gilligate, otherwise Saint Giles, Sherburn, Sherburn-house, Pittington, other-

wise Pittington Halgarth, Whitewell, Old Durham, Elvet Barony, Elvet Borough, Shincliffe, Cassop, Butterby, Sunderland-bridge, Croxdale, Coxhoe, Church Kelloe, Quarrington, Hett, Butcher Race, Ferry Hill, Cornforth, Thinford, Garmonsway, otherwise Garmonsway Moor, (which last mentioned place is extra parochial) Bishop Middleham, Mainsforth, Thrislington, Tursdale, Kirk Merrington, Chilton, Great Chilton, Little Chilton, Bradbury, Bradbry with the Isle, Mordon, Mordon Carrs, Woodham, Nun Stainton, Copelaw, Preston le Skerne, Grindon, and Howhills, Ricknall, Ricknall Grange, Heighington, Travellers Rest, Great Stainton, Little Stainton, Elstol, Great Aycliffe, Heworth, Brier-ton, Newtown, otherwise Newton Ketton, Ketton, Coatham Mundeville, Whessoe, Beaumont Hill, Harrowgate, Brampton, Skertingham, otherwise Skertingham, Haughton, Cockerton, Darlington, Darlington Borough, Darlington Bondgate, otherwise Bondgate in Darlington, Blackwell, Oxen le Field, and Hurworth. And power will also be applied for in the said amended Act to abandon that part of the said railway, in the county of Durham, which is hereinafter mentioned, that is to say, commencing in, at, or near to a certain field or close numbered 5 on the plan of the said Great North of England Railway deposited in the office of the Clerk of the Peace for the county of Durham, situate in the township of Ouston, in the parish of Chester-le-Street, in the said county, and belonging to the Lady Noel, and now in the occupation of William Lumsdon, and terminating in or near to a certain field or close, or garden ground belonging to and in the occupation of Thomas Fenwick, Esq. of South-hill, in the said county, and adjoining on the west side of the gardens and pleasure-ground of the said Thomas Fenwick, at South-hill aforesaid, and situate in the township and parish of Chester-le-Street, in the said county of Durham; which part of the said Great North of England Railway, so intended to be abandoned, is situate in the several townships, parochial chapelries, hamlets, or places of Saint Margaret, Framwellgate, Plawsworth, Chester-le-Street, Harraton, Ouston, and Birtley, and in the parishes of Saint Oswald and Chester-le-Street, all in the said county of Durham; and in lieu of such abandoned part of the said Great North of England Railway, power will be applied for to deviate from the line of the said railway, and to make and maintain a railway, with all proper works and conveniences thereto belonging, in continuation of the said Great North of England Railway, commencing in that part of the said Great North of England Railway which passes through or into, or which is intended to pass through or into, the said close, numbered 5 on the said plan, deposited with the said Clerk of the Peace of the county of Durham, in the said township of Ouston, and in the said parish of Chester-le-Street, and which is not intended to be abandoned, and passing thence from, through, and into the said parishes of Chester-le-Street and Saint Oswald, and from, through, and into the said several townships, hamlets, parochial chapelries, constaberies, and places of Birtley, Ouston, Harraton, Chester-le-Street, Plawsworth, Saint Margaret and Framwell-gate, all in the said county of Durham, and terminating in and forming a junction with the said Great North of England Railway, at, in, or near to the said

field, close, or garden belonging to, and in the occupation of, the said Thomas Fenwick, of South-hill; and that power will also be applied for to abandon that part of the said Great North of England Railway, in the said county of Durham, which is also hereinafter mentioned, that is to say, commencing in or near to a certain field or close, situate in the township of Gateshead, and in the parish of Gateshead, in the said county of Durham, numbered one hundred and sixteen on the said plan deposited in the said office of the Clerk of the Peace for the said county of Durham, belonging to the Right Honorable Lord Ravensworth, and passing thence from, through and into the said parishes of Gateshead and Gateshead Fell, in the said county of Durham, and from, through and into the several townships, hamlets, parochial chapelries, constaberies and places of Lamesley, Gateshead Fell and Gateshead and terminating in or near to a field or haugh, called the Hassocks, situate at the south shore of the River Tyne, near to the west end of a quay, commonly called Askew's Quay, otherwise Redheugh Quay, in the said township of Gateshead, and in the said parish of Gateshead, all in the said county of Durham, and belonging to Adam Askew of Wimpole-street, in the county of Middlesex, Esquire, and now or late in the occupation of Robert Clark; and that in lieu of the said last mentioned abandoned part of the said Great North of England Railway, power will also be applied for to deviate and to make and maintain a railway with all proper works and conveniences from the said line of railway, in continuation of the said Great North of England Railway, commencing at, in or near to the said close, belonging to the said Lord Ravensworth, in the said township of Gateshead, and numbered one hundred and sixteen on the said plan deposited in the said office of the Clerk of the Peace for the county of Durham, and passing from, through and into the said townships of Lamesley, Gateshead Fell and Gateshead, and the said parishes of Gateshead and Gateshead Fell, and terminating in a certain piece of waste ground adjoining the south shore of the River Tyne, situate in the said township and parish of Gateshead, and belonging to, and in the occupation of, William Cuthbert of Beaufont, in the county of Northumberland, Esquire, as sub-lessee, under the said Adam Askew, of Wimpole-street aforesaid, who is Lessee under the Bishop of Durham the owner thereof; and that power will also be applied for in the said Act to authorize the said Company to make a branch railway from and out of the intended extension (hereinafter mentioned) of the said Great North of England Railway, in that part thereof which passes through or into, or is intended to pass through or into, the parish of Thirsk, in the north riding of the county of York, commencing in or near to a certain field numbered 20 on the plan of the said intended extension of the said Great North of England Railway, deposited with the Clerk of the Peace for the said north riding of the county of York, and lying on the south side of the turnpike-road leading from Thirsk to Ripon, in the said parish of Thirsk and in the township of Carlton Miniott, in the said north riding, belonging to Mary Walker, and in the occupation of William Faint, and terminating in a field lying on the west side of and adjoining the turnpike road leading from Thirsk to Topcliffe, and

in the township of Sowerby, and in the said parish of Thirsk, belonging to and occupied by Hannah Hudson; which said branch railway is intended to pass and be made from, through, and into the parish of Thirsk aforesaid, and the several townships, hamlets, and places of Carlton, Miniott, Sowerby, and Thirsk, in the said north riding of the county of York; and which said intended extension of the said Great North of England Railway will commence at or in the present termination of the same railway, in the township and parish of Hurworth aforesaid, and will terminate at, in, or upon certain lands, called Hob Moor, situate in the parishes of Saint Mary Bishophill the elder and Saint Mary Bishophill the younger, or the one of them, in the city of York, and county of the same city.

And it is also intended to obtain power to divert the course of streams, brooks, rivulets, and highways in the line of the said deviations and branch respectively; and it is also intended to obtain power to raise money for the purposes of the said recited Act, and the said intended Act, by an increase or alteration of the existing rates, tolls, or duties, or by new and additional rates, tolls, or duties, or by both of those means, or by some other means to be provided by the said intended Act; and that power will also be applied for to make such deviations in the line or lines of railway and branch to be comprised in the said Act, not exceeding one hundred yards on either side of such line or lines and branch respectively, or to such other extent as Parliament shall permit.—  
Dated this 15th day of February 1837.

*Mewburn and Hutchinson; and John Coates;*  
Solicitors to the Great North of England  
Railway Company.

Manchester, Leeds and Goole Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next year or session of 1838, for leave to bring in a Bill for making and maintaining a railway, with proper warehouses, wharfs, landing places, tunnels, bridges, works, and conveniences adjoining thereto or connected therewith; such railway to commence in the township of Altofts, in the parish of Normanton, in the west riding of the county of York, by a junction with the North Midland Railway, near to a certain place called Bullmann-green, and to terminate at or near certain docks, at the town and port of Goole, in the several townships of Hook and Goole, all in the said west riding of the county of York, belonging or reputed to belong to the undertakers of the navigation of the Rivers Aire and Calder, and in the occupation of the said undertakers, together with a branch from the said proposed railway, to commence in the township of Normanton, in the parish of Normanton aforesaid, near a wood called Gilcar Wood, and to terminate by a junction with the said North Midland Railway, in the said township of Altofts, near a certain place called Low Farm House; which said railway and branch are intended to pass and be made from, in, through or into the several parishes, townships, hamlets, and extra parochial and other places of Altofts, Normanton, Whitwood, Ackton, Ackton Pastures, Featherstone, Castleford, Glass Houghton, Houghton Cairns, Ponfe-

fract Park district, Pontefract Park, Upper Park Farm, Tanshelf, Pontefract, Monk-hill, Bubwith-House, Ferrybridge, Ferry Fryston, Knottingley, Kellingley, Cridling Park, Cridling Stubbs, Coberoft, Darrington, Wormersley, Kellington, Whitley, Great Heck, Little Heck, Balne, Pollington, Snaith, Cowick, West Cowick, East Cowick, Rawcliffe Armin, Hook and Goole, or some of them, all in the said west riding of the said county of York.

And notice is hereby also given, that it is intended to apply for powers in the said Bill, to deviate from the line or course of the said proposed railway and branch to any extent not exceeding one hundred yards on each side of such lines respectively.

And notice is hereby also given, that it is intended to apply for powers in the said Bill, to divert or alter such roads, canals, streams, or running waters within the said several parishes, townships, hamlets or places as may be required to be diverted or altered for the construction or formation of such proposed railway and branch.

And notice is hereby also given, that it is intended to apply for powers to be granted in and by the said Bill, to enable the said undertakers of the navigation of the Rivers Aire and Calder to make and maintain, if they shall think proper, so much of the line of the said proposed railway as is intended to be made and carried through or across the lands or property of the said undertakers in the several townships of Hook and Goole aforesaid, together with such wharfs, warehouses, landing places, and other works as may be thought necessary or proper for the convenient use and occupation thereof, and to apply the funds of the said undertakers of the navigation of the Rivers Aire and Calder for that purpose, and to alter, repeal, amend and enlarge the powers and provisions of the Act or several Acts relating to the Aire and Calder Navigation, or the Knottingley and Goole Canal, so far as may be necessary for effecting the purposes aforesaid.—Dated this 14th day of February 1837.

*Haxby and Scholey*, Solicitors, Wakefield.  
*Jno. Ramskill*, Solicitor, Pontefract.

#### South-Eastern and Maidstone Railway.

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 by a Junction with the proposed line of the South-Eastern Railway, at or near a certain place called Postern, in the parish of Tunbridge, in the county of Kent, and to terminate at or near a certain field near to Maidstone Lock, on the River Medway, in the parish of Maidstone, in the said county of Kent; which said railway or railways is or are intended to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places of Tunbridge, Tudeley, Capel, Hadlow, East Peckham, West Peckham, Nettsted, Yalding, West Farleigh, East Farleigh Wateringbury, Mereworth, Teston, Barnjet otherwise West Barming, East Barming otherwise Barming, and Maidstone, or some of them, in the said county of Kent; and it is intended to apply for power in and by 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 Clerk of the Peace for the said county of Kent.—Dated this 18th day of February 1837.

*Clutton and Fearon*, Solicitors.

#### London, Exeter, and Falmouth Railway Company.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to authorise the making and maintaining a railway or railways, to commence in a certain field, close, piece, or parcel of land, near Cowley-bridge, in the city and county of the city of Exeter; or the liberties thereof, in the county of Devon, there and at such place as shall be determined upon, to communicate or unite with a certain railway, now in progress of execution, called the Bristol and Exeter Railway, when and so soon as the same shall be so far completed, from either of its termini, and from thence to proceed and terminate at a place, called the Green bank, in the parish of Budock, at or near Falmouth, in the county of Cornwall; and which said railway or railways will pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra parochial places, and other places following, that is to say, in the city and county of the city of Exeter, and the liberties of the said city, in the county of Devon; Upton Pyne, Newton Saint Cyres, Crediton, Colerbrook, Bow alias Nymett-Tracey, Clannaborough, North Tawton, Sampford, Courtenay, Exborne, Jacobstow, Inwardleigh, Hatherleigh, Northlew, Beaworthy, Halwell, Ashwater, Lifton Westweck in Lifton, Virginstow, Saint Giles i' the Heath, and Broad Woodwidger, in the county<sup>n</sup> of Devon; Saint Stephen by Launceston, Saint Thomas, Trewen, Alternun, Cardinham, Temple, Blisland, Bodmin, town and borough of Bodmin, Lanhydrock, Lanivet, Luxullian, Roche, Withiel, Saint Columb Major, Saint Enoder, Ladock, Saint Erme, Saint Allen, Kenwin, Saint Clement, Saint Mary Truro, Kea, Perran, Arworthal, Mabe, Gluvias, Penryn, Budock, and Falmouth, in the county of Cornwall; and also for making and maintaining a branch from and out of the said railway or railways, at or near the Castle-hill, in the parish of Saint Mary, in or near the borough of Truro, in the said county of Cornwall, and to proceed from thence and terminate at or near a certain mine, called Wheal Montague, in the manor of Treleigh, in the parish of Redruth, in the county of Cornwall; and which said branch of and from the said railway or railways will pass from, in, through, and into the several boroughs, parishes, towns, townships, wards, hamlets, precincts, chapelries, liberties, districts, tythings, extra-parochial places, and other places following, that is to say, Saint Mary Truro, Kenwyn, Tregavethan, Kea, Kellewerris, Chasewater, Saint Agnes, Illogan, Gwenap, Cardrew, Treleigh, and Redruth, all in the county of Cornwall aforesaid; and, in which said

Bill or Bills, a power will be applied for to authorise the construction or formation of another branch, diverging from the main line at or in the town and borough of Penryn, and proceeding from thence from, in, through, and into the parish and borough of Penryn, the parish of Budock aforesaid, the town and parish of Falmouth aforesaid, and terminating at or near Kimbersley-terrace, in the parish of Falmouth aforesaid, all in the county of Cornwall; and to make and maintain all necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, depôts, warehouses, roads, and other works material or necessary to the said railways and the branches thereto, for the more complete use and enjoyment of the same respectively; and it intended to apply for powers, to be granted in and by the said Bill or Bills, to authorise the taking of such tolls, fares, dues, rates, rents, and sums of money as shall be mentioned in the said Bill or Bills, and for purchasing, taking, and holding lands, tenements, and 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 purposes aforesaid; and it is also intended to apply for power, to be granted in and by the said Bill or Bills, to deviate from the said line of the said intended railway or railways and the branches thereto, for the making of which, respectively, powers are so intended to be applied for as aforesaid, as the same will be defined in the said intended application to Parliament, to any extent not exceeding one hundred yards on either side of such line or lines and the branches thereto as aforesaid.

And notice is hereby likewise given, that it is intended to apply for powers, to be granted in and by the said Bill or Bills, as the same will be defined in such application to Parliament, to divert or alter all such road or roads as shall be necessary to be diverted or altered in the construction or formation of such railway or railways and the branches thereto; and also to divert such navigable rivers, canals, streams, or running waters as the same may be required to be diverted for the construction or formation of such railway or railways, and the branches thereto as aforesaid; and that 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 14th day of February 1837.

*George Price, Secretary.*

#### Armagh, Tyrone, and Londonderry Railway.

**N**OTICE is hereby given, that it is intended to apply in the next session of Parliament for liberty to bring in a Bill or Bills to obtain an Act for making, constructing, and maintaining a railway or railways, tramroad or tramroads, (with branches therefrom) for the conveyance of goods and passengers by locomotive engines, or otherwise, with proper station houses, offices, wharfs, landing places, warehouses, tunnels, piers, bridges, culverts, and suitable erections, edifices, ways, communications,

and all other necessary works which may be required or connected therewith, for the passages of coaches, waggons, carts, and steam or other carriages or engines; which said railway or railways, tramroad or tramroads, (to be called The Armagh, Tyrone, and Londonderry Railway,) is or are intended to commence at a place called Lisanally, or Lisanally-lane, in the township, townland, borough, corporation, or city of Armagh, in the parish of Armagh, and county of Armagh, and to terminate at the place, township, townland, or town, called or known by the name of Portrush, otherwise Crocknamuck, in the parish of Ballywillan, in the county of Antrim. And it is intended that such railway or railways, tramroad or tramroads, should pass from, in, through, over, and into the several townships or townlands, subdenominations, parishes, extra-parochial places, and counties following, that is to say, the townlands or subdenominations of Lisanally, Drumcarn, Tullyard, Lisdonwilly, Allistragh, Ballymackilmurray, Tigarve, Tullygoonigan, Annahagh, Kilmore, Mullanary, Drumask, alias Ballycullen, Drumarne, Keenaghan, Corr, Dunavally, and Charlemont, in the parishes or unions of, or called by the names of Armagh, Grange, Clonfecle, and Loughgall, in the city, corporation, and county of Armagh.

The townlands or subdenominations of Moy, Drumgrannon, Drumcart, Lisonan, Turleenan, Listamlet, Gortrea, True, Bogbane, Bovean, Cohannan, Tamlaghtinore, Annagbeg, Derrytresk, Annaghnahee, Derryloughan, Drummurrer, Aughamullan, Ballybeg, Clintrycracken, Magheralamfield, Back Upper, Back Lower, Bellsgrave alias Ballynagowan Lower, Carnan, Killycolpy, Killywoolaghan, Tanmavally, Brookend, Mullynahoe, Kinrush, Drunenny-Conyngnam, Deryerin-Conyngnam, Eglisk alias Gort, Deryerin, Eglisk and Upper Mullan, in the parishes or unions of, or called by the names of, Clonfecle, Killyman, Clonoe, Ballyclog, Arboe, and Ballinderry, in the county of Tyrone.

The townlands or subdenominations of Ballinderry, Ballylifford, Killymuck, Ballydonnell, Ballymultre, Ballyronan-Beg, Ballyronan-More, Drumnagh, Ballymagnigan, Derrygarve. The Creagh, (Étre and Otre,) Leitrim, Ballydermot, Ballyscullion West, Ballycombs-More, Ballynease-mac-peak, Ballynease-Helton, Glenone, Tyance, Lisnagrott, Drumagarnner, Drumane, Drumsaragh, Lislea, Moneygran, Moyknock, Fallahogg, Moyagoney, Kilrea, Claragh, Eaganagh, Mullan, Culinaman, Craigall, Tamlaght, Carnroe, Gortin-Coolhill, Coolhill, Risk, Landmore, Claggan, Drumeil, Landagivey, Glasgort, Mallaghmore, Lissaghmore, Culcrow, Rec, Curragh, Ballylaghan, Gills, Lower Coole-Glebe, Camus, and Castleroe, in the parishes or unions of, or called by the names of Ballinderry, Artrea, Ballyscullion, Tamlaght, O'Crilly, Kilrea, Desertoghill, Aghadowey, Agivey, and Camus or Macosquin, in the county, or city and county of Londonderry.

The townlands or subdenominations of Mount-Sandle, Lodge, Coleraine, Liberties of Coleraine, Suburbs of Coleraine, Harpurs-hill, Spittle-hill, Millburn, Ballysallv, Dundooan, Islandtasserty, Ballywillan Bog, Ballymaclevenan, (West) Ballymaclevenan, (East) Islandmore (Lower) Magheraboy, Magheramenagh, and Corrstown, in the parishes of,

or unions of, or called by the names of, Coleraine, Ballyaghan, and Ballywillan, in the said county, or city and county of Londonderry.

The townlands or subdenominations of Ballywillan and Crocknamuck alias Port Rush, in the parish of, or called by the name of Ballywillan, in the said county of Antrim.

And also for powers to make branch railway, or railways, tramroad or tramroads from parts of the said line to the town of Dungannon, in the county of Tyrone and to the towns or Villages of Moneymore and Magherafelt in the county or city and county of Londonderry, that to, or towards Dungannon, diverging or branching off from the said main line or railway, in the townland of, or subdenomination of Listamlet, in the parish of Clonfeacle, and passing from thro' in or over along, or upon the townships, townlands, or subdenominations, called Listamlet, Seyloran, Coolcush, Gortrea, True, Bugbean, Moyroe, Kinegoe, Dungorman, Culnagrew, Laghey, Tempanroe, Lisnahoy, Cavan, Drum-muck, Cullnagor, Killyneill, Coolhill, Lisnaclin, Gortmannon, Killymeal, and terminating at Drumcoo, in the parishes, or unions of, or called by the names of Clonfeacle, Killyman, and Drumlass, in the said county of Tyrone, the intended branch to or towards the town or village of Moneymore, diverging or branching off from the said intended main line of railway, in the townland of Drumenny-Conyngham, in the parish of Arboe, in the said county of Tyrone, and passing from in through over into along or upon the several townships, townlands, or subdenominations of Drumenny-Conyngham, Drumenny Stewart, Killygonlan, Mullaghwoatragh, Ballymurphy, Drumconway, Drumad, Aughaveagh, Mullaghtiorney, Urbal, Ballygonny Beg, Ballygonny More, Drum-mullan, Moneyhane, Ballydawley alias Rosspatrick, Ballindrum, Moneymore, Moneyhaw and Crossnarea, in the parishes or unions of or called or known by the name of Arboe, Tamlaght, Artrea, Lissan and Desertlyn, in the said counties of Tyrone and Londonderry, and the branch to or towards Magherafelt, diverging or branching off from the townland of Derrygarve, in the parish of Artrea, and passing from in through, over, into, along, or upon the townlands or subdenominations of Derrygarve, Aughrim, An-naghmore, Tullylinksay, Killyneese, Polepatrick and Drumamoney in the parishes, or unions of, or called or known by the names of Artrea and Magherafelt in the said county of Londonderry.

And it is also intended to apply for powers in the said Act, giving authority to take and raise such fares, dues, tolls, rates and sums of money as shall be therein mentioned; and also to take, purchase, and hold lands, tenements, hereditaments, and premises, within or near to the above mentioned places or elsewhere for the purposes of, or connected with the said undertaking; and also to deviate from any part or parts of the line of said intended railway or railways, branch, or branches, as delineated on the maps or plans intended to be deposited with the clerks of the peace of the several counties thro' which said railway or railways, branch or branches is, or are intended to pass, to the extent of 100 yards respectively, together with all other powers and provisions,

usual and customary in undertakings of a similar nature.—Dated this 8th day of February 1837.

*M. Barrington and Co.* Solicitors for the Bill, Palace-street, Dublin.

*William Armstrong and William Barnes,* Surveyors for the Bill.

#### Taw Vale Railway and Dock.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for making a railway, with proper works and conveniences connected therewith, commencing at Penhill, in the parish of Fremington, in the county of Devon, and terminating at or near a certain place called Pill, near Lake, in the parish of Tawstock, in the same county; also a branch railway commencing from and out of the said railway in the parish of Tawstock, and terminating at or near the end of Barnstaple Bridge, in the same parish; also for making and constructing a dock at Penhill aforesaid, with quays, wharfs, warehouses, and other works connected therewith; which said railway and branch railway, dock and other works, are intended to pass or be made from, in, through, or into the parishes of Fremington and Tawstock, in the county of Devon; and in which Bill power will be applied for to deviate from the line of the said railway and branch, as laid down on the plan to be deposited with the Clerk of the Peace for the county of Devon, to any extent not exceeding one hundred yards on each side thereof; also power to alter or divert the Barnstaple turnpike road, in the parish of Tawstock aforesaid.—Dated this 15th day of February 1837.

*Bremridge and Toller,* Solicitors.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, 1838, for leave to bring in a Bill to continue and amend an Act, passed in the 6th year of the reign of his present Majesty, intituled "An Act for making a railway from the town of Belfast to the city of Armagh, in the province of Ulster, in Ireland," also to vary, extend, and enlarge the line of railway already authorised to be made, and to alter the existing tolls, rates, or duties, in the said recited Act mentioned; the line of deviation will commence at Antrim-lane, in the town of Lisburn, in the parish of Blaris, in the county of Antrim, and terminate at the Ladys Bridge, in the parish of Magheramesk, in the said county; it passes through the townlands of Tonagh, Knockmore, Terraghaveevan or Lissue, Lurganure, and Broughmore, in the parish of Blaris, and Drumsill, and Mayrusk, in the parish of Magheragall and Ballynalargy Coarnlougherin, Derrynisk, Trummery, Lisnavilla, and Magheramesk, in the parish of Magheramesk, all in the county of Antrim.

And further it is intended to take power by the said Bill, to deviate from the said last-mentioned line to the extent of one hundred yards.—Dated this 16th day of February 1837.

*Hugh Wallace,* Solicitor for the Ulster Railway Company.

South Eastern, Canterbury, Ramsgate and Sandwich Railway.

**N**OTICE 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 maintaining 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 Stourmouth, in the said county of Kent, to the extent shown, or intended to be shown, on the plans so to be deposited as aforesaid.—Dated the 20th day of February 1837.

Great Central Irish Railway.

**N**OTICE is hereby given, that it is intended to apply in the next session of Parliament, for leave to bring in a 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 said railway, or railways, will commence at or near a certain part near Bloody or Barrack-bridge, in the parish of St. 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 Castle-abbey-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 Ardrams, 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 terminate 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—St. James, Kilmainham, Inchicore, Johnstonsstyle, Palmerstown, Ballyfermott, Cow-and-Calf, Dogsborough, Butchers-arms, Chapelizod, Cursisstream, Ballyowen, Palmerstown, Ballydowd, Larkfield, Esker, Tubbermeclough, Filtstown, Finnstown, Arderig, Lucan, Westown, St.-Woolstans, St.-James, Newcastle, in the county of Dublin; and Stacumney, Loughlinstown, Commons of Cellbridge,

Simonstown, Donacomper, Ballscut, Stacumney, Hazelhatch, Commons of Lyons, Reeves, Dangan, Northsalt, Ikegh or Oughterany, Cellbridge, Teghadoe, Maynooth, Sharabrien, Kilcock, Abbey, Oukley Park, Ballymachealy, Oldtown, Griffinrath, Corbally, Tulestown, Monacoole, Teghadoe, Donaghstown, Dowdstown, Ballyhegan, Roanstown, Newtown, Newtown, Cormackstown, Crinstown, Thriadstown, Roes-town, Larabrien, Larabrien, Ballycoraghan, Mause, Branganstown, Graigether, Kilcock. Commons of Kilcock; Boycetown, Castlerag, and Whitestown, in the county of Kildare; and Lower Moyferagh, Upper Navan, Lower Navan, Lune and Upper Kells, Balfeighan, Radenstown, Gallow, Agher, Rathcore, Rathmolion, Laracor, Trim, Moymet, Balfeighan, Kilglin, Ferns, Oldtown, Ballintogher, Agher, Great Ardrums, Little Ardrums or Baleeragh, Baconstown, Rahinstown, Isaackstown, Coorock, Kilbeg, Ballin-rig, Rathfoore, Rathflesk, Coolderry, Umbedstown, Somerstown, Ballinavena, Summerhill, Rainstown, Kilbride, Dangan, Balrathboyne, Breemount, Tier-murain, Raheelth, Tallacup, Laracor, Laracor-glebe, Neilstown, Meenasbury, Knightsbrook, Dogstown, Commons of Trim, Fostertown, Gallows-hill or Charter-house-hill, Trim, One-plough-land, Water-gates, Georges-well, Trim, Crowpark, Ballinaveeragh, Whitehall, Steepestown, Phillistown, Rahinacrea or Tullyallen, Moymet, Iskeron, Stonestown, Courtstown, Parkbuoy, Meadstown, Tullaghanstown, Robinstown, Moyagher and sub-denominations, Lower Moyagher, Jamestown, Harbertstown, Har-berstown, Allentown, Rodstown, Betstown, Grith-ogue, Betaghstown, Great Athgain, Charles-fort, Cartown, Coollistown, Ardracean, Cookstown, Cullymoon, Causetown, Phebog, Milltown, Grange-godan, Philpotmoor, Gardenrath, Furryfield, Ker-murrain, Butterstream, Pullafruck, Newrath, Rock field, Gallowshill, Kells and Commons of Loyd, Graydonstown, Baconstown, Rathcore, Cleggarr, Ballynashea, the Liberties, Cooltown, Cloncurry, Rathmolion, Cullintra, Ballyclare, Castlerickard, Brackenranny, Lionsden, Moyfinn, Cloonard, Little Johnstown, Gilbertstown, Cullintra, Tanderagee, Gilbertstown, Clonmowley, Clondaleebeg, Clond-aleemore, Inan, Killion, Ballyadams, Burogheen, Ballinbeg, Corboy in the county of Meath; and Annaghdroose, Armaghdroose, Derrymore, Hyde-park, Brutenstown, Farbill, Killucan, Thomastown, Cushinstown, Greehanstown, Riverstown, Porters-town, Glen Cursestown, Currestown, Wardens-towu, Waddestown, Knockmant, Lisnabin, Banagher, Castledown, Greatdown, Wooddown, Dardisland, Wooddown, Cloncurry, Cloghan, Macetown, Cooks-borough or Moygullen, Pass-if-you-can, Rathconner, Loughagar, Rathconnell, Clonsheever, Culleen, Robinstown, Springfield, Bala, Farnashough, Mullin-gar, Mnlingar, Commons, Grange, Sarselstown, Newbrook, Meadstown, Kilpatrick, Ballindery, Mar-tinstown Clongowny, Bellmount, Charlestown, the Lodge; Ledestown, Keoltown, Hanstown, Popes-town, Hopestown, Ballynea, Ratheenageeregh, Rennemuddegh, Rathnamuddagh, Rogerstown, Lilli-put, Middleton, Ballyhast, Rathmugent, Ballyna-cask, Lum, Cul, Brenanstown, Ballshy, Ratherish-ogue, Castleton Carryduff, Garryduff, Derryroe, Banalbet, Highpark, Loughdrin, Knockdrin, Rath-connel, Brittas, Tubbertacun, Tubbertaquill, Togh-

mon, Corkaree, Moyashell and Magheredernon, Tyfernan, Larkenstown, Garrenu, Garrinree, Knock-atee, Stonehall, Multyfarnam, Ballinacloonagh, Lackan, Grange, Garrinree, Kilmaglish, Garrysol-lagh, Hopeland, Larkenstown, Downe, Soho, Abbeyland, Ballyharney, Rath, Cappagh, Culvin, Ardglass, Gar, Russagh, Russagh, St:eeet, Moygoish, Dysart, Mullingar, Rathconnell, Castletown, Gargan, Geoghegan, Littleton, Castletown, Kindlon, Streams-town, Ballincarmill, Ballinanmill, Ballindough, Dro-more, Killoleagh, Knockahurm, Tullehansleik, Guineire, Ballyhatton, Streamstown, Crieve, Killinalug, Kilpatrick, Ballybrown, Little Lisevera, Corregarow Lisevera, Douore, Cappaghduff, Ballinlabin, Ardnorchor, Aynnon, Larche, Ballinecallin, Kilbunie, Derryhall, Kilcumreragh, Kilnabarna, Balnabarna, Kilganna, Kil-gannee, Ballybrickogue, Clonlonan, Ballagh, Bal-linlug, Balcumeeragh, Grange, Kilkatherine, Ballin-derry, Ballybroder, Suntown Moyvoughly, Bally-dogan, Surock, Tore, Ballycloughdough, Dunlun, Legan, Legan, Ballysallagh, Cornevough, Monk-town, Brienmore, Killindra, Clonyleny, Crieve, Dorrington, Crenan, Walderstown, Kilkennywest, Rathconrath, Kieere, Kilar, Churchtown, Drum-reeny, Lougherell, Waterstown, Ballyloughloe, Kilmonaghan, Killinatore, Fairfield, Coolock, Mag-erallagh, Mahersallagh, Tuoy, Ballykeeran, Twyford, Annaghgortagh, Togher, Kilcroleagh, Moydrum, Willbrook Cross and Tully, Ardnaglass, Lisavolin, Laragh, Kippinstown, Carnamagh, Tullin, Carris-cely Clonbrusk, Carnamadough, Aughafadda, Clugh-anbuy, Athlone, Redredt, Retreat, Bunnally, Brawney, Clonloneen, Killelagh, Athlone, Bally-more, Moyccashell, Ardnorcher and Newtown, in the county of Westmeath; also Ardagh, Temple-michael, Ballinacormick, Ardagh, Edgeworthstown, Abbey-Carton, Templemichael, Ardnacassagh, Knockahocka, Terrafad, Cooleny, Cartnawar, Clon-aghard, Lisafarrell, Lisaghaneden, Goshen, Lacken, Aghguigh, Ballindageny, Camliskbeg, Cultivore, Timivare, Edgeworthstown, Edgeworthstown, Garry-andrew, Moataward, 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 here-ditaments, 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 authorise the deviation from the lines of railway-laid down to the extent of 100 yards, together with all other powers as in such cases are usual.

Young and Murdock, 12, Mountjoy-square, West, Dublin; Leahy and Co., 1, Merriion-square West, Dublin, and 31, Charing cross,, London; Solicitors for the Bill.

**NOTICE** is hereby given, that the Monkland and Kirkintilloch Railway Company, incorporated by an Act passed in the fifth year of the reign of

His late Majesty King George the Fourth, cap. 49, intend to make application to Parliament in the next session for leave to bring in a Bill to enable them to make and maintain a branch railway or tramroad, from a point off or near to the eastern extremity of the Kipps Branch of the Monkland and Kirkintilloch Railway, or from a point on or near to the Ballochney Railway, at or near to the branch leading into the Old Haugh-pit, on the lands of Kip-park or Kip-Byres, or from one or other of these points, passing by or through, or near to, the lands of Moss-side, Kip-park or Kip-Byres, and Airdrie or Airdrie House, Burniebrae, Whinhall or Winhall, and Burn, thence through or under the town or burgh of Airdrie, to a point, or place at or near the church called Airdrie West parish church, thence under or across the Edinburgh and Glasgow turnpike road or main street of Airdrie, through or near the lands of Rochsolloch, Bellsdyke, Gartlea, Monkland, Peddersburn or Petersburn, and Bankhead, under or across the Carlisle and Stirling turnpike road, across the North Calder River at or near the Monkland-bridge, thence by, through, or near to the lands of Bowhousebrae or Bowhouse, Broadlees, Burnbrae, Crossgate, or Chapelhall, to a point or place in the lands of Lauchope-mill, at or near to Chapelhall Ironworks; which intended branch railway will be situated in, or will pass from, through, or into the several parishes of New Monkland, Bothwell, and Shotts; and also the burgh and township of Airdrie, and the districts called the west and east parishes of Airdrie, *quo ad sacra*, all in the county of Lanark; and for enabling the said Monkland and Kirkintilloch Railway Company to treat and agree with the Ballochney Railway Company for the acquisition, by purchase or otherwise, of that part of the Ballochney Railway which lies between the termination thereof at the Kipps Branch of the said Monkland and Kirkintilloch Railway, and the commencement of the said intended branch railway; and also that part of the said Ballochney Railway leading from the main line thereof to a place called Lea-end, in the parish of New Monkland, and county aforesaid, and of the tolls, rates, and duties exigible on the foresaid portion of the main line of the said Ballochney Railway, and of the foresaid branch thereof, with all the other rights and interests of the said Ballochney Railway Company in and to the same; and for enabling the said Ballochney Railway Company to treat and agree with the said Monkland and Kirkintilloch Railway Company, for the sale, disposition, and conveyance of the foresaid part of the main line of the said railway, and the said last-mentioned branch, with the tolls, rates, and duties, and other rights and interests foresaid; and for enabling the said Monkland and Kirkintilloch Railway Company to extend the said intended branch railway from the proposed south-eastern termination thereof, to the lands and works in the adjoining districts of country, upon application made by, and agreement with, the proprietors and tenants thereof; and which extensions will be situated in the parishes of Bothwell and Shotts, and county foresaid; and for enabling the said Monkland and Kirkintilloch Railway Company to deviate to an extent not exceeding one hundred yards from the line of the said branch to be authorised to be made by the said intended

Act, on either side thereof; and also to make and construct all necessary inclined planes, stationary or locomotive engines, tunnels, bridges, depots, wharfs, and other works; and for making and using engines, waggons, passenger-carriages, and other carriages fitted for the conveyance of goods and passengers on the said Monkland and Kirkintilloch Railway, and part of the Ballochney Railway, and intended branch aforesaid; and the other branches hereinbefore mentioned, for the accommodation of the traders and traffic on the said Monkland and Kirkintilloch Railway, part of the Ballochney Railway, and intended branches foresaid; and for enabling the said Monkland and Kirkintilloch Railway Company to raise and contribute out of their revenue, or by means of additional subscriptions among themselves, or by the admission of new subscribers, or by way of loan, or partly by all or any of these means, such sum, or sums of money as may be necessary for the expenses of making and completing the said intended branch railway, and other operations and works aforesaid; and also for paying any debts which may be due and owing by the said Monkland and Kirkintilloch Railway Company; and for enabling the said Monkland and Kirkintilloch Railway Company to levy rates, tolls, and other dues for the use of the said intended branch railway, and part of the Ballochney Railway, and branch thereof aforesaid, and of any extension which may be made of the said intended branch railway, and of the other works aforesaid; and for all or any of the purposes aforesaid, to vary, alter, amend, enlarge, or repeal, so far as may be necessary, any of the provisions of an Act passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled, "An Act for making a railway from Palace Craig, in the parish of Old Monkland, in the county of Lanark, to the Forth and Clyde Canal, near Kirkintilloch, in the county of Dumbarton;" and another Act passed in the third and fourth years of the reign of His present Majesty, intituled, "An Act for making two branch railways from the Monkland and Kirkintilloch Railway, and for altering, amending, and enlarging the powers of an Act of the fifth year of His late Majesty, for making the said railway;" and also of another Act passed in the seventh year of the reign of His said late Majesty, intituled, "An Act for making a railway from Arbuckle and Ballochney, in the parish of New Monkland, in the county of Lanark, to or near the termination of the Monkland and Kirkintilloch Railway at Kipps or Kip-Byres, also in the said parish of New Monkland, and county of Lanark;" and of another Act passed in the fifth and sixth years of His present Majesty, intituled, "An Act for effecting an extension of the Ballochney Railway, in the county of Lanark, and for altering, amending, and enlarging the powers of an Act of the seventh year of His late Majesty, for making the said railway."

James Mitchell, Clerk to the Monkland and Kirkintilloch Railway Company.

Glasgow, 20th February 1837.

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 tramroad, from a point on or near to the eastern extremity of the Kipps Branch of the Monkland and Kirkintilloch Railway, or from a point on or near to the Ballochney Railway, at or near to the branch leading into the Old Haugh Pit, on the lands of Kip-park or Kip-Byres, or from one or other of these points, passing by or through or near to the lands of Moss-side, Kip-park or Kip-Byres, and Airdrie or Airdrie House, Burniebrae, Whinball or Winhall and Burn, thence through or under the town or burgh of Airdrie to a point or place at or near the church called Airdrie West Parish Church, thence under or across the Edinburgh and Glasgow turnpike road or main street of Airdrie, through or near to the lands of Rochsolloch, Bellsdyke, Gartlea Monkland, Peddersburn or Petersburn, and Bankhead, under or across the Carlisle and Stirling turnpike road, across the North Calder River at or near to Monkland-bridge, thence by, through, or near to the lands of Bowhousebrae or Bowhouse, Broadlees, Burnbrae, Crossgate or Chapelhall, to a point or place in the lands of Lauchope-mill, at or near to Chapelhall Ironworks; which intended railway will be situated in or pass from, in, through, or into the several parishes of New Monkland, Berthwell, and Shotts; and also the burgh and township of Airdrie, and the districts called the west and east parishes of Airdrie, *quo ad sacra*, all in the county of Lanark.

And it is intended to take power and to make provision in said Bill to treat and agree with the Ballochney Railway Company for the acquisition, by purchase or otherwise, of that part of the Ballochney Railway which lies between the termination thereof at the Kipps Branch of the Monkland and Kirkintilloch Railway, and the commencement of the said intended railway thereon; and also that part of the said Ballochney Railway leading from the main line thereof, to a place called Lea-end, in the parish of New Monkland, and county aforesaid, and of the tolls, rates, and duties exigible on the aforesaid portion of the main line of the said Ballochney Railway, and of the foresaid branch thereof, with all the other rights and interests of the said Ballochney Railway Company in and to the same; and for enabling the said Ballochney Railway Company to treat and agree for the sale, disposition, and conveyance of the foresaid part of the main line of the said railway, and of the said branch to Lea-end, with the tolls, rates, and duties, and other rights and interests foresaid. And, for all or any of the purposes aforesaid, to vary, alter, amend, enlarge, or repeal, so far as may be necessary, any of the provisions of an Act passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled "An Act for making a railway from Palace Craig, in the parish of Old Monkland, in the county of Lanark, to the Forth and Clyde Canal, near Kirkintilloch, in the county of Dumbarton;" and another Act passed in the third and fourth years of the reign of His present Majesty, intituled, "An Act for making two branch railways from the Monkland and Kirkintilloch Railway, and for altering, amending, and enlarging the powers of an Act of the fifth year of His late Majesty, for making the said railway;" and also of another Act passed in the seventh year of the reign of His said late Majesty, intituled,

"An Act for making a railway from Arbuckle and Ballochney, in the parish of New Monkland, in the county of Lanark, to or near the termination of the Monkland and Kirkintilloch Railway, at Kipps or Kip-Byres, also, in the said parish of New Monkland and county of Lanark;" and of another Act passed in the fifth and sixth years of his present Majesty, intituled, "An Act for effecting an extension of the Ballochney Railway, in the county of Lanark, and for altering, amending, and enlarging the powers of an Act of the seventh year of His late Majesty, for making the said railway."

And it is also intended to take power and make provision in said Bill to extend the said intended railway from the proposed south eastern termination thereof, to the lands and works in the adjoining districts of country, upon application made by, and agreement with, the proprietors and tenants thereof; and which extension will be situated in the parishes of Bothwell and Shotts, and county aforesaid; and to deviate to an extent not exceeding one hundred yards from the line of the said railway to be authorised to be made by the said intended Act, on either side thereof; and also to make and construct all necessary inclined planes, stationary or locomotive engines, tunnels, bridges, depots, wharfs, and other works, and for making and using engines, waggons, passenger-carriages, and other carriages fitted for the conveyance of goods and passengers on the said intended railway, and part of the Ballochney Railway, and the branches hereinbefore mentioned, for the accommodation of the traders and traffic thereon; and to take and acquire lands and other heritages for the foresaid purposes, and to raise funds for executing the said undertaking, and to levy tolls, rates, and duties on or for the use of the said intended railway, and foresaid part of the Ballochney Railway, and branch thereof, to be purchased as aforesaid, and of any extension which may be made of said intended railway, and of the other works connected therewith.

James Mitchell, Solicitor.

Glasgow, 20th February 1837.

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 railway from Store-street, at or near the London Road end of Store-street aforesaid, 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; and 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, front, 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 17th February 1837.

*Wheeler and Marriot.*

#### Rye and Hastings Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a railway or railways, tramroads or tramroads, with proper warehouses, wharfs, landing places, 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 in a piece or pieces of ground, in the possession of Charles Hicks Esq. at or near the Tillingham Channel of the Harbour of Rye, and to proceed from thence, and to pass through, or into the several parishes, townships, and places Rye, Icklesham, Pett, Guesting, Fairlight, and All Saints, Hastings, and Rye, and Winchelsea, all which places are in the county of Sussex; which said railway or railways, tramroad or tramroads, will terminate in a piece or pieces of ground, in the possession of Mrs. Milward, near to or above the Fish Market, in the parish of All Saints, Hastings. And in which Bill power will be applied for to deviate from the said line of railway and works, as laid down on the plan hereafter to be deposited, pursuant to the standing orders of Houses of Parliament, to any extent not exceeding one hundred yards on either side hereof.—Dated this 24th day of February 1837.

*Dan. Fossick, 3, Copthall Chambers, Solicitor to the Bill.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session of 1838, for an Act to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the High-street, near Vine-street, in the town of Uxbridge, in the county of Middlesex, and terminating by a junction with the proposed Great Western Railway, in the parish of Iver, in the county of Buckingham, at or near the High road leading from Iver, to the Great Western Road near Colnbrook; and passing from, through, or into the

several parishes, townships, and extra parochial and other places of Uxbridge, Hillingdon, Gowy, or some of them, in the county of Middlesex, and Iver, in the county of Buckingham; and also to make a branch railway from and out of the said Great Western Railway, with all proper works and conveniences connected therewith, commencing at the Great Western Railway, in the parish of Iver, in the county of Buckingham, at or near the High road leading from Iver, to the Great Western Road; near Colnbrook, and terminating at or near the bank of the River Thames at Staines, in the county of Middlesex, contiguous to the Parish Church and passing from, through, or into the several parishes, townships, and extra parochial and other places of Iver, Langley, Bucks, Stantwell, Colnbrook, and Staines, or some of them in the county of Middlesex; and it is intended by this Act to take powers to deviate from the line or lines of the said railway and branch railways, as the case may be, respectively, as the same are intended to be laid out in the plans thereof, hereafter to be deposited with the several Clerks of the Peace in the counties of Middlesex and Buckingham, to any extent not exceeding one hundred yards on either side of the said railway, or branch railway, respectively, save and except where the property situate within the said distance shall have been omitted to be numbered in the plans so deposited as aforesaid, and save and except where the same is or are intended to pass through lands covered with houses and gardens, and in such last mentioned case, to any extent not exceeding ten yards on either side of the said railway or branch railways, respectively.—Dated this 14th day of February 1837.

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

#### Maryport and Carlisle Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, in order to obtain an Act, for making and maintaining a railway or railways, to be called the Maryport and Carlisle Railway, for the conveyance of goods, merchandize, coal, lime, stone, slate, and other materials, and also passengers in waggons, carts, and other carriages properly constructed to be drawn or propelled by horses or by steam, or other locomotive power, with all proper and necessary warehouses, quays, docks, wharfs, landing places, stations, bridges, culverts, embankments, buildings, and other works and conveniences connected therewith; which said railway or railways is or are intended to commence at and from the south quay of the harbour of Maryport, in the township of Ellenborough, in the parish of Dearham, and county of Cumberland, and near to a certain coal steath or shed there-situate, the property and in the occupation of Humphrey Senhouse, Esquire, and to terminate by a junction with the Newcastle and Carlisle Railway, at, in, or near to a certain field or close of land, called by the name of Bogfield, belonging to Miss Eleanor Carlyle, and now in the occupation of William Henderson, and which said close or field is situate in the township of

Botchergate, in the parish of St. Cuthbert, Carlisle, in the said county; and which said railway or railways so intended to be made as aforesaid, will go or pass into and through the several and respective parishes, townships, and places following, that is to say, Ellenborough, Dearham, Maryport, Birkby, Crosby, Crosscannonby, Allonby, Oughterside, Aspatria, Brayton, Gilcruix, Low Leathes, Arkleby, Parsonby, Warthole, Plumbland, Crookdake, Dryfold, Waterside, Aikbank, Scales, Bromfield, Waverton, Westwoodside, Eastwoodside, Wigton, Micklethwaite, Crofton, Whinnow, Thursby, Eastwoodside Westward, Cardewlees, Cumdivock, Dalston, Buckabank (West), Cummersdale, Saint Mary Carlisle, and Saint Cuthbert Carlisle, Blackhall Low, and Botchergate, or some or one of them, all in the county of Cumberland.

And it is intended to take power by the said Act to deviate from the line or lines of the said intended railway or railways respectively, as laid out, or intended to be laid out, on the respective plans thereof, to be deposited prior to the said application to Parliament, in compliance with the standing orders of Parliament relating thereto, by altering the direction of the said line or lines of the said intended railway or railways respectively, to any extent not exceeding one hundred yards on either side of the same respectively, save and except where the property lying within the said distance shall have been omitted to be numbered on the said respective plans to be deposited as aforesaid, or mentioned in the respective books of reference to be lodged therewith in compliance with the said standing orders of Parliament; and also to take power to divert the course of any turnpike or public carriage ways or roads, or navigable or other rivers or canals, on the line of the said railway or railways respectively.

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, townships, and places, or elsewhere, for the purposes aforesaid. Dated this 24th day of February 1837.

*George Gill Mounsey, Carlisle, and Edward Tyson, Maryport, Solicitors for the Bill.*

#### 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, Luzborough, Crampmoor, Alderworth or Holderworth, Cupernham, Romsey Extra, Romsey Infra, Tisbury, Stanbridge, Eltan, Abridge otherwise Awwbridge, 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, Hambam, 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 23d day of February 1837.

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

#### Clarence and Hartlepool Union Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to be passed into an Act, for the making and maintaining a railway or railways, with a branch therefrom, with all proper works and conveniences attached thereto, for the passing of waggons, carriages, and locomotive engines; which said railway or railways will commence at or near to the three and a quarter mile-post, placed by the side of the Clarence Railway, and adjoin, enter into, and communicate with, the Clarence Railway, situate in the township and parish of Billingham, and extend to, pass over, through, or into the several townships, hamlets, or places of Billingham, Wolviston, Coopen Bewley, Newton Bewley, Greatham Hospital (which is extra parochial), Greatham Seaton Carew, Stranton, Hart Throston, Hartlepool, East Field and Golden Flatts, and into the parishes of Billingham, Greatham, Greatham Hospital, Stranton, and Hart, all in the county of

Durham, and to adjoin to, connect with, and enter into and terminate in a railway made and laid by the Hartlepool Dock and Railway Company, on an embankment dividing the Slake and Tide Harbour of Hartlepool; in the township and parish of Stranton; and that it is intended to lay a branch railway from and out of the said proposed railway or railways, to be called the Seaton Branch Railway, to commence in a field now occupied by Joseph Gardiner; which branch railway will pass over and through the township of Seaton Carew, and parish of Stranton, and terminate in a field now occupied by William Hall, situate in the township of Seaton Carew, and parish of Stranton aforesaid, in the said county of Durham; and that it is intended to deepen the said Slake, in the township and parish of Stranton aforesaid, and, with the excavation therefrom, to raise an embankment thereupon, for the purpose of continuing the first-mentioned railway or railways, and erecting staiths, wharfs, warehouses, drops, and other conveniences thereon; and to cut through the embankment which divides the Slake and Tide Harbour of Hartlepool, and to build and erect in the said cut, a lock or locks for the passage of vessels into and out of the said Slake and Tide Harbour, provided the Hartlepool Dock and Railway Company shall not do so when required by the Clarence and Hartlepool Union Railway Company, which said lock or locks, and other works in the said Slake, are all in the township and parish of Stranton; and that it is also intended to make a cut in and through a certain piece of land belonging to Ralph Walker, Esq., bounded by the Slake aforesaid on the one side, and the Pier Harbour of Hartlepool (under the controul or charge of the Commissioners of the Pier and Port of Hartlepool aforesaid) on the other side, which said cut is to extend to low water-mark in the said Pier Harbour of Hartlepool aforesaid; and to erect in the said cut a lock or locks for the passage of vessels into and out of the Slake and Pier Harbour, which said cut, lock or locks, are intended to be made in the townships of Stranton and Hartlepool, and in the parishes of Stranton and Hartlepool, in the said county.

That it is also intended to take powers to deviate one hundred yards on either side of the intended railway or railways, and branch railway therefrom; and that it is intended to take powers to levy on each vessel loading coal or other articles conveyed upon, and delivered from or on, the said railway or railways into the said Slake, a sum of one shilling and fourpence, being the ancient rate paid for the maintenance of the sea or town wall of Hartlepool and other purposes, to the late corporation of Hartlepool aforesaid; and also to levy one penny for each fifty tons register of and from every vessel so loading and delivering as aforesaid, for the use and maintenance of the Hartlepool Life Boat, and payment of the men employed therein.

And that it is intended to take powers by the said Act to levy tolls, rates, and duties on waggons and other carriages conveying merchandise, minerals, and passengers upon the said railway or railways; and branch therefrom, and for the use of the said deepened Slake, lock or locks, warehouses, wharfs, staiths, and drops.

And that it is also intended to take powers to raise money for the purposes of the said Act, by the creation of shares, or by some other mode to be provided by the said Act. — Dated this 18th day of February 1837.

Thomas Wheldon, } Solicitors.  
George Allison, }

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, Sprothbrough, 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 Stainford, Kirk Bramwith, Bramwith-Woodhouse, Braithwaite, Fishlake, Sykehouse, Snaith, East and West Cowick, Coywick-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, Sprothbrough, 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 Clerks of the Peace of the said riding.

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

Saint George's Harbour and Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next 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 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, Upper Township, Lower Township, Llanrhos, Gloddaith, Twyn, Penryn, Llandrillo, Rhos, Dinarth Eiries, Llysfaen, Penman Isyffordd; or some of them, in the said county of Caernarvon; Llandrillo-rhos, Dinarth, Rhiw, Colwyn, Llysfaen, Penman, Llandulas, Isyffordd, Arbergele, Penrhindulas, Gwrych, Towyn, Ucha, Towyn, Isa, or some of them in the county of Denbigh, Rhyddlan, Rhyl, Brynheddydd, Rhyddordwry, Dyserth, Rhyd, Meliden, Towyn, Prestatyn, Nant, Llanasa, Gronant, Gwespyr, Picton, Whitford, Mostyn, Bychton, Isglan, Holywell, Greenfield, Holywell, Whelstone, Bagillt, Fawr, Bagillt Fechan, Coleshill Fechan, Coleshill Fawr, Flint, Northop, Leadbrook Minor, Leadbrook Major, Kilsterton, Golftyn, Wepre, Hawarden, and Saltney, or some of them, in the county of Flint; Saint Mary-on-the-Hill, Saint Oswald, otherwise Saint Werburgh, and Great Boughton, in the city and county of the city of Chester; Saint Oswald, otherwise Saint Werburgh, Little Boughton, Huntington, Great Boughton, Christleton, Christleton, Rowton, Waverton, Waverton, Hutton Tattenhall, Newton, Tattenhall, Bunbury, Bunbury, Wardle, Acton, Stoke, Cholmondeston, Aston Juxta Mohndrum, Worleston, Nantwich, Woolstan Wood, Monk's Coppenhall, Monk's Coppenhall, Barthomley, and Crewe, or some of them, 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, 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 Thomas Jarvis, in the parish of Saint Mary-on-the-Hill, in the liberties of the city of Chester, and county of the same 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, Saint John the Baptist, Saint Oswald, or some of them, in the said city of Chester, and county of the same, Saint Oswald, Boughton, Christleton, Christleton, Rowton, 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, or Acts, 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 case, to an extent not exceeding ten yards on either side of the said line. And it is likewise intended to take power in the said 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.

Price and P. S. Humberstone, Solicitors, Chester.

Brighton and London Railway, without a Tunnel.

*Should the Bill now before the House of Commons, for constructing a railway from London to Brighton, from a dissolution of Parliament, or other circumstances, not pass during the present Sessions.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to 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 St. Mary, Lambeth, in the county of Surrey, and to terminate at or near a certain building called Broker's Chapel to the north-west of St. Peter's Church, in the parish of Bright-helmstone, 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, St. Mary, Lambeth, Clapham, Streatham, St. Nicholas Footing, Graveney, Morden otherwise Moreden otherwise Morcton, Mitcham, Cuddington, Sutton, Cheam, Ewell, Epsom, Ashtead otherwise Ashsted, Leatherhead, Mickleham, West Humble, Dorking otherwise Darking, Newdigate, Capel, or some of them, all in the county of Surrey; Rusper, Warnham, Horsham, Shipley, Nuthurst, West Grinstead otherwise West Grinstead, Ashurst, Steyning, Beeding otherwise Seale, Old Shoreham, Kingston by the sea otherwise Kingston, Bowsey, Southwick, Portslade, Aldrington, Hove, Preston, otherwise Bishops Preston, Bright-helmstone, 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 of 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 16th day of February 1837.

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

#### 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 a certain branch thereto, with proper warehouses, wharfs, quays, 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 the township of Newton otherwise Newton by Chester, in the parish of Saint Oswald, in the county of Chester, and thence extending to, passing through or into the several parishes or precincts of Saint Oswald, Saint John, Plemond stall otherwise Plemdstall, Christleton, Waverton, Tarvin, Bunbury, Acton, Nantwich, Coppenhall otherwise Church Coppenhall, and Barthomley, in the county of Chester, and in the city of Chester and county of the same city, and through, into, or near the several townships, hamlets, or places of 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, Alpraban, 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 the city of Chester, or county of the same city, and terminating by a junction with the Grand Junction Railway, in the said township of Crewe, in the said parish of Barthomley; 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 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, and thence extending to, or passing from, through, or into the several parishes of Plemond stall otherwise Plemdstall, and Saint Oswald, and the several townships or precincts of Hoole and Newton otherwise New-

ton 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 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 branch 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 branch, save and except when 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 branch.—Dated this 18th day of February 1837.

*Miller and Peel, Liverpool; Samuel Brittain,*  
junior, Chester; Solicitors to the Bill.

#### 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 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.—Dated Liverpool, 20th February 1837.

*W. S. Miller*, Clerk of the said Company of Proprietors.

**London, Rochester, and Chatham Railway.**

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the site of the Old Ship Building Yard, in a tongue of land on the north shore of the River Medway, in the parish of Frindsbury, in the county of Kent, passing from, through, or into the several parishes, townships, and extra parochial or other places of Frindsbury, Stroud, Stroud extra, Shore and Merston, Higham, Chalke, Milton otherwise Milton next Gravesend, and Gravesend, or some of them, in the county of Kent, and terminating at or near Waites Hotel, on the southern bank of the River Thames, in the parish of Milton next Gravesend aforesaid; and further to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the Ferry at Tilbury Fort, in the parish of West Tilbury, in the county of Essex, passing from, through, or into the several parishes, townships, and extra parochial or other places of West Tilbury, Little Thurrock, Grays Thurrock, Stifford, South Ockendon, North Ockendon, or some of them, in the county of Essex, and terminating by a junction with the proposed Thames Haven Railway, at or near the road leading from South Ockendon to North Ockendon aforesaid, in the parish of South Ockendon.

And it is also intended to apply for power by the said Act to deviate in the construction of the said railway or railways, to any extent not exceeding one hundred yards on either side of the line or lines thereof, as laid down, or intended to be laid down, on the plans to be hereafter deposited with the Clerks of the Peace for the counties of Essex and Kent respectively, with the Clerks of the several parishes aforesaid, in the Private Bill Office of the House of Commons, and also in the Parliament Office of the House of Lords, in pursuance of the standing orders of Parliament relating thereto, save and except where the said line or lines, or any part thereof, shall pass through any towns, and in such case the power to deviate will be limited to twenty yards on either side of the said line or lines; and also to make and construct such wharfs, piers, jetties, loading and unloading places, and all proper and necessary conveniences connected therewith, at the termination of the said intended railways, in the several parishes of Frindsbury and Milton next Gravesend, in the county of Kent, and in the parish of West Tilbury, in the said county of Essex, as may be necessary or convenient for the landing or embarking of goods, passengers, and cattle, and to levy and raise rates and tolls for the use of the line or lines.—Dated this 15th day of February 1837.

*Roy, Blunt, Duncan, and Johnson*, 10, Liverpool-street, London, and 19, Great George-street, Westminster; *Walter Hills*, Chatham.

**Hull, Lincoln, and Nottingham Railway.**

**N**OTICE is hereby given, that an application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a railway, to be called the Hull, Lincoln, and Nottingham Railway, to commence at or near a place called New Holland, in the parish of Barrow-upon-Humber, in the county of Lincoln, by the side of the River Humber, and to terminate at or near a meadow called or known by the name of the West Croft, in the parish of Saint Mary, in the town and county of Nottingham, or at or near the intended terminus of the Midland Counties Railway, in the said parish of Saint Mary, in the town and county of Nottingham, and to make and maintain a viaduct or bridge, or other means for communicating or carrying the said railway across the River Witham, at or near to a place called Stamp End Lock, in the parish of Saint Swithin, in the city of Lincoln.

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

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

And also to make and maintain a ferry or dock in the lordship of Myton, in the parish of the Holy Trinity, in the county of the town of Kingston-upon-Hull; and also to make and maintain a pier, port, harbour, or jetty, at or near to the said place called New Holland, in the parish of Barrow-upon-Humber, in the county of Lincoln aforesaid.

And also to make and maintain a pier, port, harbour, or jetty, in the lordship of Myton, in the parish of the Holy Trinity, in the county of the town of Kingston-upon-Hull, together with all other bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, docks, quays, roads, and other works material or necessary to the said railway, or for the more complete use and enjoyment thereof; and which said railway is intended to pass and be made from, into, and through the parishes townships, and extra parochial and other places following, or some of them, that is to say New Holland, Barrow-upon-Humber Goxhill, East Halton, Thornton Curtis, Thornton-upon-Humber, North Killingholme, South Killingholme, Ulceby, Kirmington, Croxton, Melton Ross, Barnetby-le-Wold, Wrawby, Bigby, Kettleby, Kettleby Thorp, Cadney, Housham, Cadney-cum-Housham, Somerby, Searby, Owmby, Searby-cum-Owmby, North Kelsey, South Kelsey, Holton-le-Moor, Holton-cum-Beckering, Thornton-le-more, North Owersby, South Owersby, Claxby, Usselby, Kirkby, Osgodby, Kirkby-cum-Osgodby, Kingerby, West Rasen, Middle Rasen, Topholme, Middle Rasen Drax, Toft, Newton-by-Toft, Faldingworth, Cold Hanworth, Snarford, Snefland, Welton, Dunholm, Stainton, Reasby, Newbald, Scothern, Nettleham, Sudbrooke, Barlings, Langworth, Reepham, Fiskerton, Cherry, Willingham, Greetwell

and Washingborough, all in the county of Lincoln St. John's Liberty of the Monks, otherwise Monk's-leys, Saint Swithin, Saint Mary-le-Wigford, Saint Marks, Saint Peter's at Gowts, Saint Botolph, and Canwick Common, all in the city of Lincoln, or in the said county of Lincoln; Canwick, Canwick Common, Bracebridge, Waddington, Harmston, Skellingthorpe, Boutham, North Hykeham otherwise North Hyckham, South Hykeham otherwise South Hyckham, Thorpe on the Hill, Aubourn, Haddington, Thurby, Bassingham, Norton Disney, and Stapleford, all in the county of Lincoln; Brough, South Collingham, Langford, Winthorpe, Coddington-cum-Osgathorpe, Newark-upon-Trent, Newark Toney, East Stoke, Hawton, Farndon, Kelham, Averham, Staythorpe, Rolleston, Fiskerton, Morton, Bleasby, Gibsmere otherwise Gibsmeer, Thurgarton, Hoveringham, Gonalston, Lowdham, Caythorpe, Gunthorpe, Burton Joyce, Bulcote, Gedling, Stoke Bardolph, Carlton, Colwick, Sneinton, and the King's Meadows and Lenton, all in the county of Nottingham; and Saint Mary, in the town and county of the town of Nottingham.

And it is also intended to apply for power to be granted by the said bill, to authorise the deviating from the line of the said intended railway, as laid down in the plan intended to be deposited, in pursuance of the standing orders of Parliament, to the extent of ten yards on either side of the said line, in cities or market towns, and one hundred yards on either side of the said line, in any other places.

And also for taking of such fares, tolls, dues, rates, and sums of money as shall be mentioned in the said bill; and for purchasing and holding lands, tenements, and hereditaments in either of the said several parishes, townships, or extra-parochial and other places and elsewhere, for the purposes aforesaid.

*Williams and Bethell*, Solicitors for the Bill,  
No. 14, Lincoln's-inn-fields, in the county  
of Middlesex.

February 15, 1837.

**Cambrian Railway.—First Section.**

**NOTICE** is hereby given, that application is intended to be made to Parliament in the next session of 1838, for an Act to authorise the construction and maintenance of a railway or railways and other works, from a certain place called Tyr Llandwr, in the hamlet of St. Thomas, in the parish of Swansea, at or near Swansea, in the county of Glamorgan, to join the branch railway from the Llanelly Dock and Llandilo Railway already authorised to be made, at or near Loughor Bridge, in the borough of Loughor, with a branch to join the Oystermouth Tramroad, near the lower end of the Swansea Canal; another branch to the Pentre Colliery, in the parish of Llangevialach, and another branch to Mynydd Carne Goch, with a bridge across the navigable river Tawey; which railway and its branches passes into and through the parishes of Swansea, St. John, Llangevelagh, and Loughor, all in the county of Glamorgan; and it is intended by the said Act to take power to deviate from the line or lines of the said railway and branch railways (as the case may be) respectively, as the same are intended to be laid out on the plans thereof, hereinafter to be deposited with the Clerk of the Peace for the county of Glamorgan, to any extent not exceeding 100 yards on either side of the said railway or branch railways respectively, save and except where the property situate within the said distance shall have been omitted to be numbered on the plans so to be deposited as aforesaid, and save and except where the same is or are intended to pass through lands covered with houses, gardens, or orchards, and in such last mentioned, to any extent not exceeding 10 yards on either side of the said railway or branch railways respectively; and it is further intended to take power by the said Act to alter and divert, for the purposes of the said railway and branch railways, the lines of turnpike and other roads, as shewn in the plans and sections hereafter to be deposited as before mentioned.—Swansea, dated this 15th day of February 1837.

*William P. Struve.*

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