

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.**

**N**OTICE 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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