

**NOTICE** is hereby given, that application is intended to be made to parliament in the next ensuing Session for an Act to make and maintain a railway or railways, or tram road or tram roads, with proper warehouses, wharfs, landing places, tunnels, bridges, works, and conveniences adjoining thereto and connected therewith for the passage of waggons, carts, and other carriages, properly constructed and adapted for the conveyance of coals, lime, stones, persons, horses, cattle, goods, wares and merchandize of all descriptions, commencing at, in or near to a certain field or close, in the occupation of John Hutchinson, (near to or adjoining the Newcastle and Morpeth and Shields, and Morpeth turnpike-roads,) and situate in the township of Catc burn, in the parish of Morpeth, in the county of Northumberland, and extending to, or passing through or into or made within the several parishes or parochial chapelries of Morpeth aforesaid, Bedlington, in the county Palatine of Durham, Horton, Cramlington, Earsdon, and Tynemouth, all in the said county of Northumberland, or some or one of them, and the several townships, hamlets or villages of Catchburn aforesaid, and Hepscot, in the said county of Northumberland, Netherton and Bedlington, in the said County Palatine of Durham, East Hartford, Horton, Cramlington, Seaton, Delaval, Holywell, Earsdon, Monkseaton, Whitley, Preston, Tynemouth and North Shields, all in the said county of Northumberland; or some or one of them, and terminating at or near to a certain shore, or place adjoining the River Tyne, and near to or adjoining a quay or wharf belonging to his Grace the Duke of Northumberland, and in the occupation of George Fawcus and Robert Pow, in the said township of North Shields, and parish of Tynemouth aforesaid, in the said county of Northumberland, with two branches from or out of the same, the one branch commencing at the termination of the said railway, in the township of North Shields aforesaid, and extending or diverging along the margin of the River Tyne to the East, and terminating at or near to a certain shore or place adjoining the River Tyne, near to or adjoining a warehouse or malting, belonging to William Linskill, Esquire, and now in the occupation of John Harrison, and another branch commencing at the said termination of the said railway, in the township of North Shields, and extending or diverging along the margin of the River Tyne, to the West, and terminating at or near to a certain shore or place adjoining the River Tyne, and adjoining or near to a dwelling-house and shop, belonging to John Clark, and in the occupation of John Forster, all in the said township of North Shields, in the parish of Tynemouth, and county of Northumberland aforesaid. In which said Act, provisions are intended to be made for levying, collecting and taking certain tolls and duties for passing along the said railway or railways, or tram road or tram roads, and for the use of the said warehouses, wharfs, landing places, works and other conveniences; and also to obtain power to raise money for the several purposes of the said intended Act, by the creation of shares, or by some other mode to be authorized and provided for, in and by such intended Act.

And that power will also be obtained to deviate from the line of the said railway to the extent of

one hundred yards on either side of the said railway, or to such other extent as Parliament shall allow.

*Jno. and Jno. T. B. Tinley, Solicitors.*

**NOTICE** 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 branch railway from and out of the main line of an intended railway from Manchester, in the county of Lancaster, to or near Rickerscote, in the county of Stafford, to commence in the township of Hough in Bollin Fee, in the parish of Wilmslow, in the county of Chester, and to terminate at Macclesfield, in the township of Macclesfield, in the parish of Prestbury, in the same county, and to pass and be made from, in, through, or into the several parishes, townships, or extra parochial places of Wilmslow, Prestbury, Hough in Bollin Fee, Morley in Pownal Fee, Fulshaw, Dean Row in Bollin Fee, Mottram, Saint Andrew, Butley, Prestbury, Titherington, Upton, and Macclesfield, or some of them, all in the said county of Chester.

And notice is hereby also given, that power will be applied for by the said Bill, to deviate from the line of such intended branch railway to an extent not exceeding one hundred yards on either side thereof, except where the same is intended to pass through lands covered with buildings, and in such case to an extent not exceeding ten yards on either side thereof.

And power will also be applied for to alter and divert the lines of the several turnpike-roads, navigable rivers and canals, or some of them, in the course of the said railway in the before-mentioned parishes and townships, or some of them.—Dated this 17th day of February 1837.

*Wheeler and Marriott, Solicitors, Manchester.*

**NOTICE** 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 branch railway from and out of the main line of an intended railway from Manchester, in the county of Lancaster, to Rickerscote, in the county of Stafford, to commence in the townships of Fenton Culvert and Longton, or one of them, in the parish of Stoke-upon-Trent, in the county of Stafford, and to terminate at Lane-end, in the townships of Lane-end and Longton, or one of them, in the parish of Stoke-upon-Trent aforesaid, and to pass and be made from, in, through, or into the parishes, townships, or extra parochial places of Stoke-upon-Trent, Trentham, Longton, Blurton, Fenton Culvert, and Lane-end, or some of them, in the said county of Stafford.

And notice is hereby also given, that power will be applied for by the said Bill, to deviate from the line of such intended branch railway to an extent not exceeding one hundred yards on either side thereof.

And power will also be applied for to alter and divert the lines of the several turnpike-roads, canals, and navigable rivers in the course of the said railway in the before-mentioned parishes, or some of them.—Dated this 16th day of February 1837.

*Wheeler and Marriott, Solicitors.*