



The London Gazette.

Published by Authority.

WEDNESDAY, FEBRUARY 27, 1839.

At the Court at *Buckingham-Palace*, the 4th day of *February* 1839.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act, passed in the session of Parliament held in the sixth and seventh years of the reign of His late Majesty King William the Fourth, intituled "An Act for carrying into effect the reports of the Commissioners appointed to consider the state of the Established Church in England and Wales, with reference to ecclesiastical duties and revenues, so far as they relate to episcopal dioceses, revenues, and patronage," reciting, amongst other things, that His said late Majesty was pleased, on the fourth day of February, and on the sixth day of June, in the year one thousand eight hundred and thirty-five, to issue two several commissions to certain persons therein respectively named, directing them to consider the state of the several dioceses in England and Wales, with reference to the amount of their revenues, and the more equal distribution of episcopal duties, and the prevention of the necessity of attaching, by commendam, to bishoprics, benefices with cure of souls; and to consider also the state of the several cathedral and collegiate churches in England and Wales, with a view to the suggestion of such measures as might render them conducive to the efficiency of the Established Church, and to devise

the best mode of providing for the cure of souls, with special reference to the residence of the clergy on their respective benefices; and reciting, that the said Commissioners had, in pursuance of such directions, made four several reports to His said late Majesty, bearing date respectively the seventeenth day of March one thousand eight hundred and thirty-five, and the fourth day of March, the twentieth day of May, and the twenty-fourth day of June, one thousand eight hundred and thirty-six; and reciting, that the said Commissioners had in their said reports, amongst other things, recommended that commissioners should be appointed by Parliament for the purpose of preparing and laying before His Majesty in Council, such schemes as should appear to them to be best adapted for carrying into effect, amongst other things, the following recommendations; and that His Majesty in Council should be empowered to make Orders ratifying such schemes and having the full force of law; and that if, in determining the mode of regulating the episcopal incomes, either in the first instance or on any future revision of them, it should be deemed expedient to make the alteration required in any case by the subtraction or addition of any real estates, such real estates should be transferred accordingly; and that none of the proposed alterations affecting the revenues belonging to any see, the bishop of which was in possession on the fourth day of March one thousand eight hundred and thirty-six, should take effect until the next avoidance of the see, without the consent of such bishop:

It is enacted, amongst other things, that the Lord Archbishop of Canterbury for the time being, the Lord Archbishop of York, and the Lord Bishop of London for the time being, John Lord Bishop of Lincoln, James Henry Lord Bishop of Gloucester, the Lord High Chancellor of Great Britain, the Lord President of the Council, the Lord High Treasurer or the First Lord of the Treasury, and the Chancellor of the Exchequer for the time being respectively, and such one of His Majesty's Principal Secretaries of State as should be for that purpose nominated by His Majesty under His royal sign manual (such Lord Chancellor, Lord President, Lord High Treasurer or First Lord of the Treasury, Chancellor of the Exchequer, and Secretary of State being respectively members of the United Church of Great Britain and Ireland), the Right Honourable Dudley Earl of Harrowby, the Right Honourable Henry Hobhouse, and the Right Honourable Sir Herbert Jenner, Knight, should, for the purposes of the said Act, be one body politic and corporate, by the name of "the Ecclesiastical Commissioners for England," and by that name should have perpetual succession and a common seal:

And it is further enacted, that the said Commissioners should, from time to time, prepare and lay before His Majesty in Council such schemes as should appear to the said Commissioners to be best adapted for carrying into effect the thereinbefore recited recommendations, and should in such schemes recommend and propose such measures as might, upon further inquiry, which the said Commissioners are thereby authorised to make, appear to them to be necessary for carrying such recommendations into full and perfect effect; provided always, that nothing therein contained should be construed to prevent the said Commissioners from proposing, in any such scheme, such modifications or variations, as to matters of detail and regulation, as should not be substantially repugnant to any or either of the said recommendations:

And it is further enacted, that when any scheme, prepared under the authority of the said Act, should be approved by His Majesty in Council, it should be lawful for His Majesty in Council to issue an Order or Orders ratifying the same, and specifying the time or times when such scheme, or the several parts thereof, should take effect, and to direct in

every such Order that the same should be registered by the registrar of each of the dioceses the bishops whereof might or should be in any respect affected thereby:

And it is further enacted, that every such Order should, as soon as might be after the making and issuing thereof by His Majesty in Council, be inserted and published in the London Gazette.

And it is further enacted, that, so soon as any such Order in Council should be so registered and gazetted, it should in all respects, and as to all things therein contained, have and be of the same force and effect as if all and every part thereof were included in the said Act, any law, statute, canon, letters patent, grant, usage, or custom to the contrary notwithstanding:

And whereas the said Commissioners, pursuant to the authority vested in them by the said Act, have duly prepared and laid before Her Majesty in Council a scheme, bearing date the nineteenth day of December one thousand eight hundred and thirty-eight, in the words and figures following, that is to say:

To the Queen's Most Excellent Majesty in Council.

We, the Ecclesiastical Commissioners for England, appointed and incorporated by an Act, passed in the session of Parliament held in the sixth and seventh years of the reign of His late Majesty King William the Fourth, intituled "An Act for carrying into effect the reports of the Commissioners appointed to consider the state of the Established Church in England and Wales, with reference to ecclesiastical duties and revenues, so far as they relate to episcopal dioceses, revenues, and patronage," have, in pursuance thereof, prepared, and now humbly lay before your Majesty in Council, the following scheme for further carrying into effect part of the provisions of the said Act relating to the see of Ripon.

Whereas Elizabeth Sophia Lawrence, of Studley Royal, in the parish of Ripon, in the west riding of the county of York, spinster, being, by virtue of a lease to her granted by the Right Honourable and Most Reverend Edward Archbishop of York, on the second day of May one thousand eight hundred and thirty, possessed of the messuages, lands, and tenements described in the schedule hereunto annexed,

situate near the town of Ripon, in the same county, for the term of twenty-one years thence next following, at the yearly rent of four pounds; and being satisfied that the said messuages, lands, and tenements may be advantageously held by the Bishop of Ripon for the time being, hath signified to us her wish to assign the said messuages, lands, and tenements to the Right Reverend Charles Thomas now Bishop of Ripon, and his successors, on condition that the interest of the said Edward Archbishop of York, and his successors, in the said messuages, lands, and tenements be transferred to the said Charles Thomas Bishop of Ripon, and his successors, for ever:

And whereas we are satisfied that by reason of the vicinity of the said messuages, lands, and tenements to the site of the house of residence intended for the said Charles Thomas Bishop of Ripon, and his successors, and approved by an Order made by your Majesty in Council, on the eleventh day of December last, it is desirable that the same should belong to the see of Ripon, and that the same may be transferred from the said see of York to the said see of Ripon, consistently with the provisions of the said Act, and of the recommendations therein contained:

Now, therefore, we humbly recommend and propose, with the consent of the said Edward Archbishop of York (in testimony whereof he hath signed and sealed this scheme), that as soon as the said Elizabeth Sophia Lawrence shall have assigned the said messuages, lands, and tenements described in the said schedule (which we recommend and propose shall be considered and taken as part of this scheme), to the said Charles Thomas Bishop of Ripon, and his successors, for the residue of her interest therein, the said messuages, lands, and tenements shall, according to the provisions of the said Act, be transferred from the said Edward Archbishop of York, and his successors in the said see of York, to the said Charles Thomas Bishop of Ripon, and his successors in the said see of Ripon, to be by him and them held and enjoyed in right of the said see of Ripon for ever:

And we further recommend and propose, that nothing herein contained shall prevent us from recommending and proposing other measures relating to the said sees of York and Ripon, or either of them, in conformity with the provisions of the said Act.

All which we humbly recommend and propose to your Majesty in Council.

In witness whereof we have hereunto set our common seal, the nineteenth day of December one thousand eight hundred and thirty-eight.

SCHEDULE.

All that messuage or tenement commonly called Day House, situate and being on the north side of Northley Wood in Northley Fields, and five closes, parcel of Northleys, situate and being near Northleys Wood, of the south part of the same wood, and the herbage of the wood called Breary Spring, with one little close on the north part of the same spring commonly called Wright Close; and also the herbage of the wood called Low Northley Wood; and also one other close called Stainly Ing, together with one other close or paddock called Calf Close, with all and singular the appurtenances situate, lying, and being near the town of Ripon, in the county of York, heretofore in the tenure or occupation of Cuthbert Chambers and Michael Caut, or one of them; all of which said messuages or tenement, closes or parcels of land, hereditaments, and premises, are now in the occupation of Thomas Potter, tenant, and are better called, known, or distinguished by the several names, and contain, by a recent admeasurement thereof, the respective quantities, herein-after-mentioned and set forth, be the same, or any of them respectively, more or less: that is to say, Sour End, seven acres and twenty-seven perches; Far Meadow Field, four acres, two roods, and twelve perches; Near Meadow Field, six acres, three roods, and thirty-one perches; Old House Bank, seven acres, one rood, and twenty-eight perches; Crook Tree Flat, seven acres and twenty-six perches; Crabtree Field, seven acres, two roods, and nine perches; Sheep Field, seven acres, two roods, and six perches; Far Pasture, five acres and thirty-four perches; Eleven Acres, eleven acres and thirty-four perches; Fox Pasture, five acres, three roods, and seven perches; Low Pasture Bottom, six acres, one rood, and five perches; Saint Helen's Well, thirteen acres, two roods, and thirteen perches; Horse Pasture, nine acres, two roods, and twenty perches; Horse Pasture, seven acres, one rood, and thirteen perches; Beck Hill, six acres and two roods; Horse Pasture, six acres and thirty-eight perches; Horse Pasture, ten acres, three roods, and fifteen perches; Eight

Days Mowing, eight acres and twenty two perches ; Wood in Eight Days Mowing, nineteen perches ; Ten Lands, eight acres, three roods, and twenty-two perches ; Cog Hill, seven acres, two roods, and thirty-seven perches ; Thistle Field, eight acres, one rood, and ten perches ; Four Acres, four acres, two roods, and five perches ; Seven Acres, seven acres, two roods, and one perch ; Marl Field, fifteen acres and thirty perches ; Barn and Fold Yard, one rood and ten perches ; Homestead Orchard, two roods and twenty-three perches ; Garth, six acres, one rood, and six perches ; Pasture, eight acres, one rood, and nineteen perches ; together with all and singular the hereditaments, rights, members, privileges, and appurtenances whatsoever to the said lands, tenements, and premises belonging or in anywise appertaining.

And whereas the said scheme has been approved by Her Majesty in Council ; now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same, and every part thereof, shall take effect immediately from and after the time when this Order shall have been registered as hereinafter directed, and shall have been duly published in the London Gazette pursuant to the said Act ; and Her Majesty, by and with the like advice, is pleased thereby to direct, that this Order be forthwith registered by the several registrars of the dioceses of York and Ripon respectively.

C. C. Greville.

AT the Court at Buckingham-Palace, the 4th day of February 1839,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS under and by virtue of an Act, passed in the fourth year of the reign of His late Majesty King William the Fourth, intituled "An Act for the appointment of convenient places for holding the assizes in England and Wales," Her Majesty, by and with the advice of Her Privy Council, is empowered, from time to time, to order and direct at what place or places in any county in England or Wales the assizes and sessions under the commission of gaol delivery and other commissions for the dispatch of civil and criminal business shall be holden ;

Now, therefore, in pursuance of the said Act of

Parliament, and in exercise of the authority thereby vested in Her Majesty in that behalf, Her Majesty, with the advice of Her Privy Council, doth order and direct, that from henceforth the assizes and sessions under the commissions of gaol delivery and other commissions for the dispatch of civil and criminal business in and for the county of Montgomery shall be holden as follows, that is to say, at Welsh Pool, in the said county, in the Spring, and at Newtown, in the said county, in the Summer, in every year :

And the Right Honourable the Lord Chancellor is to give the necessary directions herein accordingly.

C. C. Greville.

Stockton and Hartlepool Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for the making and maintaining of a railway, with all proper works and conveniences attached thereto or connected therewith ; such railway to commence at or near the three and a quarter mile post placed by the side of the Clarence Railway, and there to communicate with the said Clarence Railway, in the township and parish of Billingham, and to terminate either by a junction with the Hartlepool Railway or the dock belonging to the said Hartlepool Railway, in the parishes of Stranton and Hart, or one of them ; and which railway is intended to be made in, and to pass from, in, 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, and Hartlepool, and from, in, through, or into the parishes of Billingham, Greatham, Stranton, and Hart, all in the county of Durham ; and that it is intended to take powers to deviate one hundred yards on either side of the said railway and works, on such lands only as are numbered on the plan hereinafter referred to, and to divert roads and highways within the said several parishes and places, and to make others in lieu thereof ; and it is intended to take powers by the said Act to levy tolls, rates, and duties upon or in respect of the said railway and works.

And notice is hereby also given, that duplicate plans and sections of the said railway, with books of reference thereto, will be deposited with the clerk of the peace for the said county of Durham, at his office at Durham, on or before the first day of March next ; and that, on or before the first day of April next, a copy of so much of the said plans as relates to each of the parishes hereinbefore mentioned, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.—Dated this twelfth day of February 1839.

Jackson and Skinner, Stockton-on-Tees ;
Bell and Steward, 59, Lincoln's-inn-fields.

Midland Grand Union Railway.

Mr. Holme's Line.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making, constructing, and maintaining a railway, with all suitable and proper stations, erections, works, communications, approaches and conveniences attached thereto, or connected therewith, commencing by a junction with the Midland Counties Railway, between the King's Meadows and the carriage road which crosses the railway west of and near the King's Meadows, in the parish of Lenton, in the county of Nottingham, and terminating at Teversal, in the said county of Nottingham; and which said railway, with the warehouses, wharfs, landing places, tunnels, archways, viaducts, culverts, embankments, bridges, stations, erections, water works, gas works, lime works, and other works, communications, approaches and conveniences material or necessary to be attached thereto or connected therewith, or for the complete use and enjoyment thereof, will pass or be made from, in, through, or into the several parishes, townships, extra parochial and other places next herein-after mentioned, or some of them, that is to say, Lenton, Radford, Wollaton, Basford, Bilborough, Nutall, Greasley, Bulwell, Hucknal-Torkard, Linby, Newstead, Annesley, Kirkby in Ashfield, Sutton in Ashfield, Skegby, and Teversal, all in the county 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 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, where the plans and books of reference comprise, include, or relate to such extent.

And notice is hereby further given, that duplicate plans, shewing or describing the line or situation of the intended railway and other works, and the lands, parishes, townships, extra parochial and other places into or through which the same is intended to be made, with duplicate sections thereof, together with books of reference thereto containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and describing the situation of such lands, will, on or before the first day of March 1839, be deposited for public inspection with the clerk of the peace of the county of Nottingham, at his office, at Newark, in the said county; and a copy of so much of the said plans and sections and books of reference as shall relate to each of the aforesaid parishes, or such of them as may be traversed by the line of the said intended railway, will be deposited, on or before the first day of April 1839, with the parish clerk of each such parish respectively.

And notice is hereby also given, that it is intended to apply for power in the said Bill, to levy tolls, rates, or duties upon or in respect of passengers and goods, also upon or in respect of carriages passing along, through, or over the same railway and other works; and in the said Bill, power will also be inserted to alter, vary, and divert certain highways,

roads, railways, paths, passages, rivers, streams, brooks, drains, canals, and water courses within the said several parishes, townships, extra parochial and other places aforesaid, or some of them.—Dated this eighteenth day of February 1839.

James Jackson, 5, Cannon-row, Westminster.

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 all necessary and proper works and conveniences connected therewith, and approaches thereto, to commence at or near to a certain place called Slough, in the county of Bucks, in the parish of Stoke Poges, in the said county of Bucks, by means of a junction with the Great Western Railway, at or near to Slough in the same parish, thence to pass from, in, through, or into the several parishes, townships and extra-parochial places of Stoke Poges, Upton-cum-Chalvey, and Eton, in the same county, and of Clewer and New Windsor, in the county of Berks, and to terminate at or near to a certain street called Peascod Street, within the parish of New Windsor, in the said county of Berks.

And notice is hereby given, that, on or before the 1st day of March next, duplicate plans and sections of the said intended railway, together with books of reference thereto, will be deposited with the clerk of the peace of the said county of Bucks, at his office at Aylesbury, in the same county, and with the clerk of the peace of the said county of Berks, at his office at Newbury, in the same county; and that, on or before the 1st day of April next, a copy of so much of the said plans and sections as relate to the several parishes of Stoke Poges, Upton-cum-Chalvey, Eton, Clewer, and New Windsor respectively, together with books of reference thereto, will be deposited with the parish clerk of each such parish, at the place of abode of such parish clerk.

And it is also proposed to apply for power in the said Act to deviate in the construction of the said intended railway from the line thereof, as the same will be laid down on the plans so to be deposited as hereinbefore mentioned, to an extent not exceeding ten yards on either side of such line where the same is intended to pass through land covered with houses, and to an extent not exceeding one hundred yards on either side of such line in all other parts thereof, save and except where the property, within the said respective distances of ten yards and one hundred yards, or either of them, shall not be delineated upon the said plans, or, if delineated upon the said plans, shall not be contained and described in the said books of reference, or where it shall be denoted on the said plans that the power of deviation is not intended to be applied for.

And it is further proposed to apply for powers in the said Act to levy tolls, rates, or duties for or in respect of all persons, animals, carriages, goods, articles, matters, and things carried and conveyed upon and along or using the said intended railway and works.—Dated the 14th day of February 1839.

Herbert Sturmy, No. 8, Wellington-street, London-bridge.

Penrith and Carlisle Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill in order to obtain an Act for making and maintaining a railway or railways to be called the Penrith 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 a certain close of land situate and being in the parish of Penrith, in the county of Cumberland, called and known by the name of Canny Croft, the property of His Grace the Duke of Devonshire, and now in the occupation of Mr. George Sheffield, and to terminate by a junction with the Newcastle and Carlisle Railway, at and near to a certain field or close of land called by the name of Pearson's Close, the property of Mr. John Studholme, and now in the occupation of James Atkinson, and which said close or field is situate in the township of Botchergate, in the parish of Saint 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, chapelries and places following, that is to say, the parish of Penrith, the township and chapelry of Plumpton Wall, in the parish of Lazonby, Plumpton-street, Cithwaite, and Petterel Crooks, in the parish of Hesketh, the township and chapelry of Wreay, in the parish of Saint Cuthbert without the city of Carlisle, and the townships of Brisco, Upperby, and Botchergate, in the parish of Saint Cuthbert, without the city of Carlisle, or some or one of them, all in the county of Cumberland.

And notice is hereby further given, that the several plans and sections and books of reference thereto required by the Standing Orders of Parliament, will be deposited, in pursuance of such standing orders, at the office of the clerk of the peace for the county of Cumberland, situate in the city of Carlisle, in the said county, on or before the first day of March next; and also that copies of the plans and sections and books of reference of the said undertaking, will be deposited in the private Bill-office of the Commons House of Parliament, on or before the first day of April next; and that on or before the said first day of April next, a copy of so much of the said plans and sections as relates to each parish, township, and chapelry in or through which the said intended railway or railways is or are proposed to be made, together with a book of reference thereto, will be deposited with the clerk of the parish and chapel of each such parish and chapelry, for the inspection of all parties concerned.

And it is also intended to apply for powers to be granted by the said Bill, to authorize the taking of such fares, tolls, dues, rates, and sums of money as shall be mentioned in the said Bill, and for purchasing and holding lauds, tenements, and heredita-

ments within the said several parishes, townships, chapelries and places, or elsewhere, for the purposes aforesaid.

And it is also intended to apply for powers to be granted by the said intended Act, to deviate from the line or lines of the said intended railway or railways, as the same will be defined by the said intended application to Parliament, to any extent not exceeding one hundred yards in open lands, and to any extent not exceeding ten yards where the same line or lines is or are intended to pass through lands covered with houses, on either side of such line or lines. - Dated this thirteenth day of February 1839.

Thomas Dixon, Secretary.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from the London and Birmingham railway, near Birmingham, to Derby, to be called the Birmingham and Derby Junction Railway, with a branch;" and of another Act, passed in the first and second years of the reign of Her present Majesty Queen Victoria, intituled "An Act to alter the line of the Birmingham and Derby Junction Railway;" and to empower the Company incorporated by the said first mentioned Act, to alter or divert so much of the main line of railway thereby authorised as lies between the commencement thereof, in the parish of Yardley, in the county of Worcester, at the junction with the London and Birmingham Railway, and a certain field on the said line, in the parish of Shustoke, in the county of Warwick, numbered thirteen on the plan thereof, referred to in the said first-mentioned Act, as deposited with the clerks of the peace of the counties of Warwick, Worcester, Stafford, Derby, and the borough of Derby; and to abandon the formation of and relinquish that portion of the said line lying within the several parishes, townships, and extra-parochial and other places of Yardley and Church-End, in the county of Worcester, Aston juxta Birmingham, Little Bromwich, Castle Bromwich, Coleshill, Shustoke, and Blythe otherwise Blythe-End, in the said county of Warwick, or some of them, which, by reason of the alteration or diversion before-mentioned, will be rendered useless and unnecessary; and that it is also intended to obtain powers for the said company to make and maintain, in lieu of the line so to be relinquished, a railway or railways in a new or altered line, with all proper works and conveniences connected therewith, commencing on the eastern side of Lawley-street, in the parish of Aston juxta Birmingham, in the said county of Warwick, near to the point where the same street is intersected by the London and Birmingham Railway, and between the points where it is intersected by the lines of the London and Birmingham and Grand Junction Railways, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Aston juxta Birmingham, Birmingham, Bordesley, Deritend, Deritend and Bordesley, Duddeston, Duddeston and Nechells, Nechells, Sattle, Washwood, Sattle and

Washwood, Little Bromwich, Ward end, Bromford Erdington, Castle Bromwich, Water Orton, Curdworth, Berwood, Minworth, Sutton, Sutton Coldfield, Wiggins Hill, Coleshill, Merevale, Ouston otherwise Ousthirne, Shustoke, Blythe otherwise Blythe-end, Lea Marston, Marston otherwise Merstore, Lea, and Nether Whitacre, or some of them, all in the said county of Warwick, and terminating at or near the said field, on the present line of the said Birmingham and Derby Junction Railway, numbered 13, in the said parish of Shustoke, where it is intended to form a junction with such main line; and it is intended by the said Act so to be applied for as aforesaid, to take a power of deviating in the construction of the said altered or new railway or railways, on either side of the line thereof, which will be laid down on the plans of such new railway or railways to be deposited as hereinafter mentioned, to an extent not exceeding ten yards on either side of such line where the same is intended to pass through land covered with houses, and to an extent not exceeding one hundred yards on either side of such line on all other parts thereof, save and except where the property so situated within the said respective distances of ten yards, and one hundred yards, or either of them, shall not be delineated upon the said plans, or if delineated upon the said plans, shall not be contained and described in the books of reference thereto, or where it shall be denoted on the said plans that the power of deviation in respect thereof is not intended to be applied for.

And it is intended also to apply for powers by the said last-mentioned Act to make certain alterations in the levels of the said Birmingham and Derby Junction Railway, as at present authorised to be made or described in the section referred to in the said first-mentioned Act, within the several parishes, townships, and extra parochial or other places of Shustoke, Blythe otherwise Blythe End, Merevale, Ouston otherwise Ousthirne, Lea Marston, Lea, and Nether Whitacre, or some of them, all in the said county of Warwick; and further to levy and raise tolls, rates, and duties for or in respect of all persons, animals, carriages, goods, articles, matters, and things, carried and conveyed upon and along, or using the said new or altered line of railway or railways and works hereinbefore referred to; and to alter the existing tolls, rates, and duties granted by the said recited Acts, or either of them.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended new or altered line of Railway or Railways and Works, and the Lands proposed to be taken for the purposes thereof, together with Books of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively will be, or have been, deposited on or before the first day of March in this present year, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon; with the Clerk of the Peace for the county of Worcester, at his office in Worcester; with the Clerk of the Peace for the county of Stafford, at his office in Stafford; with the Clerk of the Peace for the county of Derby, at his office in Chesterfield; and with the Clerk of the Peace for the

borough of Derby, at his office in Derby. And that, on or before the first day of April next, a copy of so much of the said Plans and Sections respectively as relates to the several parishes in or through which the said proposed altered or new line of Railway or Railways and Works, and the said intended alterations in the levels of the present line of the Birmingham and Derby Junction Railway hereinbefore referred to is or are intended to be made, with Books of Reference thereto, will be deposited with the Parish Clerks of each of those parishes, at their respective places of abode.

And notice is hereby given, that it is intended also to take powers by the Act so to be applied for in the next Session to enable the said Birmingham and Derby Junction Railway Company by the necessary works, conveniences, and approaches to be erected and made for that purpose at or near the commencement of the said Railway or Railways at Lawley-street, aforesaid, to effect Junctions with the London and Birmingham Railway, the Grand Junction Railway, and the Birmingham and Gloucester Railway, and the Works thereof, or any or either of them.

Dated this 14th day of February, 1839.

Corrie and Carter, Solicitors,
Birmingham.

Harwich 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 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, in the county of Essex, and to terminate at or near to a certain quay and wharf, now 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, Grenstead or Greensted, Ardleigh, Elmstead, Great Bromley, Little Bromley, Mistley, Bradfield, Wix, Wicks, Wickes, or Weeks, Wrabness, Ramsey, Dover Court, and Saint Nicholas Harwich, and the borough of Harwich, or some of them, all in the county of Essex.

And notice is hereby given, that it is intended to apply for leave to incorporate a company for the purposes aforesaid, with power to levy tolls, rates, and duties for and in respect of the said railway and works, and also to deviate in the construction of the proposed line of railway and works, to any extent not exceeding one hundred yards on either side thereof, as the same will be delineated on the plans to be deposited as hereinafter mentioned, save where the property lying within such distance shall not be numbered on the said plans, and described in the

books of reference to be deposited therewith, and save also where it may be otherwise expressed on the said plans.

And notice is hereby further given, that, on or before the first day of March in this present year, plans and sections describing the line and levels of the said intended railway, and the lands proposed to be taken for the purposes thereof, together with books of reference containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands respectively, will be, or will have been, deposited with the clerk of the peace for the county of Essex, at his office in Chelmsford; and also that, on or before the first day of April in this present year, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which such intended railway and works is or are proposed to be made, will be deposited, for public inspection, with the parish clerk of each such parishes.—Dated this sixteenth day of Februa y 1839.

Winter, Williams, and Williams, 16, Bedford-row, Solicitors for the Bill.

Shrewsbury and Birmingham Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a railway with all suitable and proper stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith; commencing at, in, or near the public street called the Abbey Foregate, in the parish of Holy Cross and Saint Giles Shrewsbury, in the county of Salop, and terminating in or upon the Grand Junction railway, at or near that part thereof where the same crosses an occupation road abutting upon certain lands of Mr. Hellier, situate in the parish of Bushbury in the county of Stafford: and also a railway with all suitable and proper stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, commencing at, in, or near the said public street called the Abbey Foregate, and terminating in or upon the Grand Junction railway, at or near the north-western end of the tunnel situate in the township of Wednesfield, in the parish of Wolverhampton, in the said county of Stafford: and which firstly mentioned line of railway with the warehouses, wharfs, landing-places, tunnels, archways, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, will pass or be made from, in, through or into the several parishes, townships, extra-parochial and other places next hereinafter mentioned, or some of them; that is to say, Holy Cross and Saint Giles Shrewsbury, Upton Magna, Preston otherwise Preston Boats, Haughmond Demesne, Saint Chad Shrewsbury, Longnor, Atcham otherwise Attingham, Berwick, Maviston, Uckington, Wroxeter, Norton, Wrockwardine, Charlton, Allscott, Leaton, Admaston, Wellington, Walcot, Hadley, Leegomery and Wappenshall, Ketley, Wombridge, Oaken Gates,

Dawley, Malins Lee, Shiffnal, Priors Lee, Shaw and Wyke, Hem, Evelith and Hinnington, Upton, Hatton, Sturchley, Kemberton, Boningale, Tong, Donnington, Boscobel and Albrighton, in the said county of Salop, and Codsall, Oaken, Tettenhall, Tettenhall Regis, Tettenhall Clericorum, Billbrook, Lane Green, Pendeford, Barnhurst, Aldersley, Wombourne, Oxley, Gosbrook and Bushbury, in the said county of Stafford: and which secondly mentioned line of railway and other works will pass or be made from, in, through or into the several parishes, townships, extra-parochial and other places following; that is to say, Holy Cross and Saint Giles Shrewsbury, Upton Magna, Preston otherwise Preston Boats, Haughmond Demesne, Saint Chad Shrewsbury, Longnor, Atcham otherwise Attingham, Berwick, Maviston, Uckington, Wroxeter, Norton, Wrockwardine, Charlton, Allscott, Leaton, Admaston, Wellington, Walcot, Hadley, Leegomery and Wappenshall, Ketley, Wombridge, Oaken Gates, Dawley, Malins Lee, Shiffnal, Priors Lee, Shaw and Wyke, Hem, Evelith and Hinnington, Upton, Hatton, Sturchley, Kemberton, Boningale, Tong, Donnington, Boscobel and Albrighton, in the said county of Salop, and Codsall, Oaken, Tettenhall, Tettenhall Regis, Tettenhall Clericorum, Billbrook, Lane Green, Pendeford, Barnhurst, Aldersley, Wolverhampton and Wednesfield, in the said county of Stafford.

And notice is hereby further given, that duplicate plans, describing the said lines respectively, or situation of the said works, and the lands in or through which the same respectively are to be made, with duplicate sections thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the first day of March 1839, be deposited for public inspection with the clerk of the peace for the county of Salop, at his office at the Guildhall in Shrewsbury, in the said county, and with the clerk of the peace for the county of Stafford, at his office in Stafford, in the said county; and a copy of so much of the said plans and sections as shall relate to each of the aforesaid parishes, or such of them as may be traversed by the said respective lines of intended railway, together with a book of reference thereto, will be deposited, on or before the first day of April, 1839, with the parish clerk of each such parish respectively.

And notice is hereby also given, that it is intended to apply for power in the said Bill, to levy tolls or duties upon or in respect of passengers and goods, and also upon or in respect of carriages passing along, through, or over the same lines of railway respectively.

And notice is hereby also given, that in the said Bill power will also be inserted to alter, vary, and divert certain highways, roads, paths, passages, rivers, canals, brooks, streams, waters, and watercourses within the said several parishes, townships, extra-parochial and other places aforesaid, or some of them.—Dated this 14th day of February 1839.

*William Wybergh How,
Richard Ford, Shrewsbury,
Solicitors for the said Bill.*

The Northern 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, in order to obtain an Act, for making and maintaining a railway or railways, with proper warehouses, wharfs, quays, landing places, bridges, and other works and conveniences adjoining thereto, or connected therewith, and also carriages properly constructed, to be propelled thereon by locomotive steam-engines, or other sufficient power, for the passage of waggons, carts, and other carriages, horses, cattle, and passengers; a portion of which said railway or railways will commence at or upon the line of the Durham or Coxhoe branch of the Clarence Railway, in the township of Ferry Hill, in the parish of Merrington, in the county of Durham, at or near to the point where the Thrislington Branch Railway unites with the said Clarence Railway, and will terminate at or upon the line of the Durham Junction Railway, in a grass field adjoining, and to the north of a lane called Houghton-lane, and situate in the township of Houghton-le-Spring, in the parish of Houghton-le-Spring, in the said county of Durham, and will be made, carried, and maintained, into, through, and out of, or within the several parishes of Merrington, Bishop Middleham, Kelloe, Saint Oswald, Pittington otherwise Pittington Hall Garth, Saint Giles otherwise Gilligate, and Houghton-le-Spring, all in the said county of Durham, or some of them, or some part or parts thereof, and also into, through, and out of, or within the several townships, hamlets, extra-parochial, or other places following, that is to say:—Ferry Hill, Thrislington, Cornforth, Hett, Cas-op, Quarrington, Bishop Middleham, Sunderland-bridge, Croxdale, Shincliffe, Whitwell Grange, Sherburn House, Sherburn, Pittington otherwise Pittington Hall Garth, Saint Giles otherwise Gilligate, Moorhouse, West Rainton, East Rainton, Morton, and Houghton-le-Spring, all in the said county of Durham, or some of them, or some part or parts thereof.

Another portion of the said railway or railways will commence at or upon the line of the Durham Junction Railway, in a certain arable field now or late belonging to Joseph Crew Boulcott, Esquire, and numbered nineteen on the plan of the said Durham Junction Railway, deposited in the office of the clerk of the peace for the said county of Durham, and situate within the township of North Biddick, in the parish of Washington, in the said county of Durham, and will terminate at or upon the line of the Brandling Junction Railway, at or near to the point where the same crosses a certain waggon way called Ouston Waggonway, in the township of Heworth otherwise Nether Heworth, in the parish of Jarrow, in the said county of Durham, and will be made, carried, and maintained into, through, and out of, or within the several parishes of Washington, Boldon, and Jarrow, all in the said county of Durham, or some of them, or some part or parts thereof; and also into, through, and out of, or within the several townships, hamlets, extra-parochial, or other places of North Biddick, Barmston, Washington, Little Usworth, Great Usworth, East Boldon, West Boldon, Hedworth, and Heworth otherwise Nether

Heworth, all in the said county of Durham, or some of them, or some part or parts thereof.

And another portion of the said railway or railways will commence at or upon the line of the Brandling Junction Railway, in a certain field called or known by the name of Green's Field, situate in the township of Gateshead, in the parish of Gateshead, in the said county of Durham, and will terminate at or upon the site of a shop and dwelling-house, now or late in the occupation of John Davison and others, adjoining, and on the south side of a street or place called Forth street, and situate in the parish or parochial chapelry of Saint John, in the parish of Saint Nicholas, in the town and county of Newcastle-upon-Tyne, and will be made, carried, and maintained into, through, and out of, or within the said several parishes of Gateshead, Saint Nicholas, and Saint John, or some of them, or some part or parts thereof, and the several townships of Gateshead, in the county of Durham, and Saint Nicholas and Saint John, in the town and county of Newcastle-upon-Tyne, or some of them, or some part or parts thereof.

And that it is further intended to obtain powers by the said Act, to make and maintain two branch railways from and out of the said portion of railway firstly above described, with all necessary and suitable works and conveniences, the one of the said branch railways commencing at or upon the line of the said first described portion of railway at or near the point where the same crosses the boundaries of the said townships of Cassop and Cornforth, situate within the said parishes of Kelloe and Bishop Middleham, in the said county of Durham, and terminating at or upon the line of the Great North of England Railway, in a grass field now or late in the occupation of Richard Parker, situate in the said township of Ferry Hill, in the said parish of Merrington, in the county of Durham, and extending through, or into, or made within, the said several parishes of Kelloe, Bishop Middleham, and Merrington, or some of them, or some part or parts thereof, and extending through, or into, or made within, the said several townships, hamlets, or places of Cassop, Hett, Cornforth, Thrislington, and Ferry Hill, or some of them, or some part or parts thereof; and the other of the said branch railways commencing at or upon the line of the said first described portion of railway in a field, now or late in the occupation of John Dunn, Esq. situate in the said township of Moorhouse, in the said parish of Houghton-le-Spring, and intended to be marked on the plans hereinafter referred to, and terminating in or near to a garth or garden now or late in the occupation of John Steel, situate within the precincts of the borough of Durham, and on the north side of, and near to a certain street called Saint Giles Gate otherwise Gilligate, and extending through, or into, or made within, the several parishes of Houghton-le-Spring and Saint Giles otherwise Gilligate, in the said county of Durham; and the several townships, hamlets, or places following, that is to say, Moor House, Saint Giles otherwise Gilligate, and Saint Mary Magdalene Close otherwise Magdalene Close otherwise Maudline Close (which last-mentioned place is extra-parochial, or reputed so to be.

And that it is also intended to make provisions in the said Act, for levying, collecting, and taking certain tolls, rates, or duties, for passage along the said intended railway or railways; and for the use of the said warehouses, wharfs, quays, landing places, works, and conveniences; and for incorporating a company for the purposes aforesaid; and for raising money for the several purposes of the said intended Act, by the creation of shares, or some other mode, to be by the said Act authorised and provided for; and powers will also be obtained for diverting the course of the several streams, brooks, rivulets, or rivers in the lines of the said intended railway or railways as may be found necessary; and powers will also be applied for to deviate from the lines of the said intended railway or railways, as defined by the plans thereof, to be deposited pursuant to the standing orders of Parliament, to any extent not exceeding one hundred yards on each or either side of the said railway or railways, or any part or parts thereof, save and except in situations within the said parishes of Gateshead, and of Saint Nicholas and Saint John, Newcastle-upon-Tyne, where the same railway or railways shall pass through or over ground covered with houses, in which situations the said proposed power of deviation shall be limited to ten yards on each or either side of the said railway or railways; and also save and except that in places where any property situate within the proposed limits of deviation above defined, or any of them, shall not have been numbered on the plans to be deposited as aforesaid, or shall not be thereon marked or laid down pursuant to the standing orders of Parliament, the said proposed powers of deviation shall in such places be confined to the property within the limits aforesaid, which shall be numbered and marked or laid down on the said maps or plans pursuant to the said standing orders.

And notice is hereby also given, that maps or plans and sections, and duplicates thereof, respectively describing the lines or situations and levels of the said intended railway or railways, and the lands in or upon which the same shall be made, together with books of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands respectively, will be deposited at the offices of the several clerks of the peace for the county of Durham, and for the town and county of Newcastle-upon-Tyne, respectively situate in the city of Durham, and in the borough of Newcastle-upon-Tyne, on Friday the first day of March next; and that a copy of so much of the said maps or plans and sections, so to be deposited as aforesaid, as relates to each parish through which the said railway or railways is or are intended to be made, together with a book of reference thereto, will be deposited, on or before Monday the first day of April next, with the several parish clerks of the said parishes of Merrington, Bishop Middleham, Kelloe, Saint Oswald, Pittington otherwise Pittington Hall Garth, Saint Giles otherwise Gilligate, Sherburn House, Houghton le-Spring, Washington, Boldon, Jarrow, Gateshead, and with the clerk of the chapelry of Heworth otherwise Nether Heworth, all in the county of Durham, and with the parish clerks of the parish of Saint Nicholas, and of the parish or parochial chapelry of Saint John, Newcastle-upon-Tyne

at their respective residences.—Dated this sixteenth day of February 1839.

Clayton and Cookson, 6, Lincoln's-inn.

Central Kentish Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a Railway, with all necessary and proper stations, erections, works, and conveniences, attached thereto, or connected therewith, for the passage of engines, carts, waggons, and other carriages commencing at or near Cony or Cony Hall, or Loving Edward's lane, in the parish of St. Paul, Deptford, in the county of Kent, and terminating at or near the town of Deal, in the said county; and which said Railway, and other works, will pass, or be made from, in, through, or into, the several parishes, townships, and extra-parochial places, next hereafter mentioned, or some of them, that is to say, St. Paul and St. Nicholas Deptford; St. Alphage or St. Alphege Greenwich; Lewisham, Lee, Eltham, St. Mary's Cray, Chiselhurst, Footscray, North Cray, Bexley, Sutton-at-Home, Farningham, Eynesford, Shoreham, Otford, Kemsing, Seal, Ightham, Wrotham, Addington, Ryarsh, Offham, Leybourne, West Malling, East Malling, Ditton, Aylesford, Allington, All Saints Maidstone, Maidstone, Boxley, Debding, Thurnham or Thornham, Bearsted, Hollingbourne, Harrietsham, Lenham, Charing, Westwell, Eastwell, Ashford, Kennington, Wye, Boughton Aluph, Godmersham, Chilham, Chartham, Chapelry of Milton, Thanington, St. Michael Harbledown, Harbledown, Holy Cross Westgate, Canterbury, St. Dunstan's, St. Stephen's otherwise Hackington, Holy Cross Westgate, and St. Mary Northgate, in the city and county of Canterbury, the suburbs of Canterbury, the borough of Fordwich, Wickhambreaux, Littlebourne, Stodmarsh, Wingham, Preston by Wingham, Elmstone, Ash next Sandwich, Woodnesborough, St. Mary the Virgin, St. Peter the Apostle, St. Clements, in the town and port of Sandwich Great Stonar, Little Stonar, St. Bartholomew, Worde otherwise Worth, Easty, Ham, Shoulden, Northbourne, Great Mongham, Little Mongham, Monkton, St. Nicholas Atwade, Ville of Sarre, and Deal, all in the county of Kent.

And also to make and maintain a deviation line from and out of the said Railway, commencing at or near Birchwood Corner, in the parish of St. Mary Cray, and terminating by a reunion or junction, with the said main line of Railway, at or near Debding Back Lane, near Maidstone, and which deviation line will be made from, in, through, or into, the several parishes, townships, and extra parochial places of North Cray, St. Mary Cray and Footscray, Sutton-at-home, Wilmington, Darent, otherwise Darenth, Dartford, Stone, Betsam or Beddesham, Swanscombe, South Fleet, North Fleet, Gravesend, Denton, Milton, Murston, or Merston, Chalk, Shorne, Higham, Frindsbury, Strood otherwise Stroud, borough of Rochester, St. Margaret's Rochester, Cobham, Cuxtor, Chatham, Bostal, Woldham, Burham, Upper and Lower Halling, Snodland, Aylesford, Allington, Boxley, Maidstone, Debding, Thurnham or Thornham, and Bearsted, all in the county of Kent.

And also to make and maintain a branch from and out of the said intended Railway, commencing at or near Castle Farm, in the parish of Westwell, and terminating by a junction with the South Eastern Dover Railway, at or near Crow Corner, in the parish of Willesborough, and which Branch Railway will be made from, in, through, or into, the several parishes, townships, and extra parochial places of Westwell, Ashford, Boughton-Alaph, Kennington, Willesborough, and Saxington.

And notice is hereby further given, that duplicate plans, describing the line or situation of the said works, and the said lands, in, or through, which the same are severally intended to be made, with duplicate sections thereof, together with a book of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, or occupiers of such lands, will, on or before the 1st day of March 1839, be deposited for public inspection with the clerk of the peace for the said county of Kent, at his office at Maidstone, in the said county, and with the clerk of the peace for the county of the city of Canterbury, at his office at Canterbury; and a copy of so much of the said plans and sections, as may relate to each of the aforesaid parishes, together with a book of reference thereto, will be deposited, on or before the 1st day of April 1839, with the parish clerk of each such parish respectively.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill, to levy tolls, rates, and duties, upon, or in respect of, passengers and goods, and also upon, or in respect of, carriages, passing along, over, or upon the said Railway. And in the said Bill powers will also be contained, to alter, vary, and divert certain highways, roads, paths, passages, rivers, canals, brooks, streams, sewers, and water courses, within the several parishes, townships, and extra parochial places heretofore mentioned or some of them.

Dated this 12th day of February 1839.

*James Freshfield, Jun.
Charles Freshfield.*

NOTICE is hereby given, that an application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a Railway, with the suitable and proper stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith, commencing at or near Counter's Bridge, in the parish of Hammer-smith, in the county of Middlesex, and terminating at or near the Grange-road, in the parish of Bermondsey, in the county of Surrey; and which said Railway, with the warehouses, wharfs, landing places, tunnels, archways, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, will pass, or be made from, in, through, or into the several parishes, townships, extra parochial, and other places next hereinafter mentioned, or some of them; that is to say, Hammer-smith, Kensington, Fulham, Chelsea, in the county of Middlesex; Battersea, Clapham, Lambeth, Camberwell, and Bermondsey, in the county of Surrey.

And notice is hereby further given, that duplicate plans, describing the line or situation of the said works, and the lands in or through which the same is to be made, with duplicate sections thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, or occupiers of such lands, will, on or before the first day of March 1839, be deposited for public inspection with the clerks of the peace for the counties of Surrey and Middlesex, at their respective offices; and a copy of so much of the said plans and sections, as shall relate to each of the aforesaid parishes, to such of them as may be traversed by the line of the said intended Railway, together with a book of reference thereto, will be deposited, on or before the first day of April 1839, with the parish clerk of each parish respectively.

And notice is hereby also given, that it is intended to apply for powers in the said Bill to levy tolls, rates, or duties, upon or in respect of passengers and goods, and also upon or in respect of carriages passing along, through, or over the said Railway; and in the said Bill powers will also be inserted to alter, vary, and divert certain highways, roads, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses within the said several parishes, townships, extra parochial and other places aforesaid, or some of them. — Dated February 15, 1839.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a Railway, with all suitable and proper stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, commencing at or near New Fivern Fort, in the parish of Milton, next Gravesend; in the county of Kent, and terminating at or near the banks of the river Medway, in the parish of Frindsbury, in the said county of Kent; and which said railway, with the warehouses, wharfs, landing places, tunnels, archways, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, will pass or be made from, in, through, or into the several parishes, townships, extra-parochial, and other places next herein after mentioned, or some of them; that is to say, Milton next Gravesend, Gravesend, Denton, Chalk, Higham, Shorne, Cliff or Cliff Church, Cowling, Hoo, Stroud or Strood, and Frindsbury.

And notice is hereby further given, that duplicate plans, describing the line or situation of the said work and the lands in or through which the same is to be made, with duplicate sections thereof, together with books of reference thereto, containing the names of the owners, or reputed owners, lessees or reputed lessees, or occupiers of such lands, will, on or before the first day of March 1839, be deposited for public inspection with the clerk of the peace for the county of Kent, at his office at Maidstone, in the said county; and a copy of so much of the said plans and sections, as shall relate to each of the aforesaid parishes, or such of them as may be traversed by the line of the said intended Railway, together with a book of reference thereto, will be deposited, on or

before the first day of April 1839, with the parish clerk of each such parish respectively.

And notice is hereby also given, that it is intended to apply for powers in the said Bill to levy tolls, rates, or duties, upon or in respect of passengers and goods, and also upon or in respect of carriages passing along, through, or over the said Railway; and in the said Bill powers will also be inserted to alter, vary, and divert certain highways, roads, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses within the said several parishes, townships, extra parochial, and other places aforesaid, or some of them.—Dated February 15, 1839.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a railway with all suitable and proper stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, commencing by a junction with the London and Croydon Railway, at or near New Cross in the parish of Saint Paul Deptford, in the counties of Surrey and Kent, and terminating at or near the banks of the river Thames, in the parish of Saint Nicholas, in the county of Kent; and which said railway with the warehouses, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, will pass through or into the several parishes next hereinafter mentioned, or one of them; that is to say, Saint Paul Deptford, in the counties of Surrey and Kent, and Saint Nicholas, in the county of Kent.

And notice is hereby given, that duplicate plans, describing the line or situation of the said works and the lands in or through which the same is to be made, with duplicate sections thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, or occupiers of such lands, will, on or before the first day of March 1839, be deposited for public inspection with the clerk of the peace for the county of Surrey, at his offices in North-street, in the parish of Lambeth, in the said county, and with the clerk of the peace for the county of Kent, at his offices at Maidstone, in the said county of Kent; and a copy of so much of the said plans and sections as shall relate to each of the aforesaid parishes, or such of them as may be traversed by the line of the said intended railway, together with a book of reference thereto, will be deposited, on or before the first day of April 1839, with the parish clerk of each parish respectively.

And notice is hereby also given, that it is intended to apply for powers in the said Bill to levy tolls, rates, or duties upon or in respect of passengers and goods, and also upon or in respect of carriages passing along, through or over the said railway: and in the said Bill powers will also be inserted to alter, vary, and divert certain highways, roads, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses within the parishes aforesaid, or one of them.—Dated the 15th day of February 1839.

Newcastle-upon-Tyne and Carlisle Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge the powers and provisions of four several Acts of Parliament, the first of them passed in the tenth year of the reign of His late Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from the town of Newcastle-upon-Tyne, in the county of the town of Newcastle-upon-Tyne, to the city of Carlisle, in the county of Cumberland, with a branch thereout;" the second of such Acts passed in the second year of the reign of His late Majesty King William the Fourth, intituled "An Act to accelerate the raising, by the Newcastle-upon-Tyne and Carlisle Railway Company, of a certain sum for the more speedy prosecution of the undertaking;" the third of such Acts passed in the Parliament commencing in the fifth and ending in the sixth year of the reign of His said late Majesty King William the Fourth, intituled "An Act to authorise the Newcastle-upon-Tyne and Carlisle Railway Company to make an additional branch railway or tramroad, and for other purposes connected with their undertaking;" and the fourth of such Acts passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to authorise the Newcastle-upon-Tyne and Carlisle Railway Company to raise an additional sum of money for the purposes of their undertaking;" and that it is sought by the said intended Act to extend the time limited and the powers given by the said first and third Acts, and each or either of them, for the purchase of lands, and for the completion of the said railways and branches, and the works connected therewith, so far as regards certain portions of the said railway and branches situate in the several parishes of Saint Nicholas, and in the several townships, hamlets, or places of Saint Nicholas, Saint John, Elswick, and Westgate, or some or one of them, in the borough of Newcastle-upon-Tyne, and in the parishes, townships, hamlets, or places of Ryton and Winlaton, in the county of Durham, and in the parishes of Hexham and Halfwhistle, and in the several townships, hamlets, or places of Hexham, in the west quarter of Hexhamshire, and Melkridge, or some or one of them, in the county of Northumberland.

And that it is sought by the said intended Act to obtain power to deviate from the main line of the said railway authorised to be made by the said first mentioned Act, and to substitute a new line for the original line authorised to be made and executed; such deviation and substitution commencing in a field, in the township of Elswick aforesaid, called White Well Field; and terminating on the east side of the lane, or occupation carriage road, leading from the Scotswood-road to the Lead Factory Quay, and being in the parish of Saint Nicholas, and in the township, hamlet, or place of Elswick, in the borough of Newcastle-upon-Tyne; and to obtain power to make a branch railway from the said substituted line of railway, commencing at the head of the water works ravine, and terminating in the line of railway by the said first mentioned Act authorised to be made at the foot of such ravine, such branch railway being made

within the township of Elswick aforesaid, and in the parish of Saint Nicholas aforesaid, or one of them.

And that it is also sought by the said Act to obtain a power to abandon all or any part or parts of so much of the original line of railway authorised to be made by the said first mentioned Act, in the township of Elswick, in the said parish of Saint Nicholas, as extends from a place called the Heids-house, in the said township of Elswick, westward to the said field called White Well Field; and also power to abandon all or any part or parts of the branch railway, in the townships of Elswick and Westgate, or the one of them, and in the said parish of Saint Nicholas, authorised by the said first mentioned Act to be made, commencing at or near a certain place called Elswick Dean, in the said township of Elswick, and terminating at the west side of a certain street called Thornton-street, in Newcastle-upon-Tyne aforesaid; and also power to abandon all or any part or parts of so much of the branch railway authorised to be made by the said Act thirdly above mentioned, as is situated within the parish of Gateshead, in the county of Durham, and the parish of Saint Nicholas, in the borough of Newcastle-upon-Tyne, and in the several townships, hamlets, or places of Elswick, Westgate, and Saint John, in the borough of Newcastle-upon-Tyne.

And that it is sought by the said intended Act to obtain a power to alter and improve the line of the said railway, by deviating from the original line by the said first mentioned Act authorised to be made, and to make a substituted line of railway, in the several townships of Fenton, and Faugh and Hayton, in the parish of Hayton, in the county of Cumberland, and in the township of Upper Denton, in the parish of Upper Denton, in the said county of Cumberland.

And that it is sought by the said intended Act to ratify and confirm several alterations and improvements in the line of the said railway which have been already made and executed, with the consent of the land owners, exceeding the limits by the said first and third Acts authorised, and to confirm the purchases which have been or shall be made for the purpose of such alterations and improvements, and to legalise the conveyance of the lands required for such alterations and improvements; which said alterations and improvements have been made in the several townships, hamlets, or places of Lipwood, Haydon, Ridley, Morallee, Thorngraston, and Haltwhistle, in the county of Northumberland; and in the several townships of Hayton, Talkin, Brampton, Naworth, and Wetheral, in the county of Cumberland; and in the several parishes of Warden and Haltwhistle, in the county of Northumberland; and in the several parishes of Brampton, Hayton, and Wetheral, in the county of Cumberland, or some or one of them.

And that it is intended by the said Act to take powers to alter and divert the level and course of a common highway, in the township of Corby, in the parish of Wetheral, in the county of Cumberland; and of a common highway and an occupation carriage road, which severally cross the line of the said railway, in the township of Nether Denton, the parish of Nether Denton, in the county of Cum-

berland; and also to alter and divert the level and course of a common highway, in the township of Upper Denton, in the parish of Upper Denton, in the county of Cumberland; and also to alter and divert the levels and course of the Greenhead turnpike road, and of a common highway, respectively situate in the township of Blenkinsopp, in the parish of Haltwhistle, in the said county of Northumberland; and also to alter and divert the level and course of a public highway crossing the said railway, in the township of Thorngraston, in the said parish of Haltwhistle, in the said county of Northumberland; and also to alter and divert the level and course of a common highway and turnpike road crossing the said railway, in the township of Dilston, in the parish of Corbridge, in the county of Northumberland; and also power to stop up a common highway leading from the Carlisle turnpike road to Tyne-green, and a common highway on Tyne-green, north of the Spital, both of such last mentioned highways being situate in the townships of Hexham and the west quarter of Hexhamshire, or the one of them, in the parish of Hexham, in the county of Northumberland; and also power to alter and divert the level and course of an occupation carriage road leading from the Scotswood-road to or towards the Newcastle Water Works, and also the level and course of a public footway leading from the Scotswood-road aforesaid to or towards the river Tyne, such occupation carriage road and public footway being respectively situate in the township of Elswick aforesaid.

And that is proposed by the said Act to confirm all purchases which have been made under the powers contained in the said first and third Acts authorising the purchase of an additional quantity of land, not exceeding thirty Statute acres, in such place or places as should be deemed eligible or convenient for the purposes of making, erecting, forming, and providing any coal or other yards, staiths, wharfs, machinery, messuages, warehouses, and other buildings and conveniences, for the purpose of receiving, lodging, depositing, or keeping any goods or merchandises conveyed upon the said railways and branches, or for making any convenient roads, avenues, or ways leading thereto; and also to enlarge and extend the said powers and the time for acting thereon. All which said powers are intended to be carried into effect by a company already incorporated by the Act of Parliament firstly above mentioned, and called the Newcastle-upon-Tyne and Carlisle Railway Company by means of moneys already authorised to be raised by the said Acts of Parliament already passed, or some of them.—Dated this twelfth day of February 1839.

Claytons and Dunn,
Adamson and Walton,
Clayton and Cookson, } Solicitors.
6, Lincoln's-inn.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway or railways, with proper works and conveniences connected therewith, and approaches thereto, to commence at or near to a certain piece of vacant

land or ground, being part of certain closes called the Parks and Moak Pits, situate adjoining to Welling-ton-road or street, in the township of Leeds, in the parish of Leeds, belonging or reputed to belong to the surviving trustee, for sale, of part of the estates devised by the will of Christopher, late Lord Bishop of Bristol, deceased, Christopher Wilson, Esq., John Jones, and the devisees in trust of Thomas Teale, deceased, or some of them, thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Leeds, Hunslet, Holbeck, Wortley, Armley, Bramley, Wither, Headingley otherwise Headingley-cum-Burley, Kirkstall, Kirkstall Forge, Hawksworth, New-Laitha, Horsforth, Rawden otherwise Rawdon, Woodhouse-grove, Yeadon, Guiseley, Calverley, Rodley, Farsley, Calverley-with-Farsley, Apperley-bridge, Idle, Windhill, Shipley, Heaton, Frisinghall, Manningham, Bolton, Undercliffe, and Bradford, or some of them, and to terminate at or near to a certain close or quarry, called the Gardens' Quarry, belonging to and in the occupation of Messrs. Joseph Thackray and Samuel Mann-Cousen, situate in or near to School-street and Mill-street, in the township of Bradford, in the parish of Bradford, all in the west riding of the county of York.

And also to make and maintain a branch railway, or branch railways, with all proper works and conveniences connected therewith, and approaches thereto, to commence from and out of the said last-mentioned railway or railways, at or near to a certain field called the Ings, adjoining to the Leeds and Homefield-lane-end district of road, in the township of Wortley, in the parish of Leeds, belonging or reputed to belong to John Charnock and Henry Teal, or one of them, and in the occupation of Joseph Archer, and thence to pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Leeds, Wortley, Holbeck, and Hunslet aforesaid, or some of them, and to terminate at or near to a certain field now partly used as a brick-yard, in the township of Hunslet, in the parish of Leeds aforesaid, belonging or reputed to belong to William Wilson and Richard Wilson, or one of them, and in the occupation of Messrs. George Oakes and Joseph Longley, and to form a junction there with the projected line of the North Midland Railway.

And notice is hereby also given, that, on or before the first day of March next, duplicate plans and sections of the said intended railway or railways, and branch railway or branch railways, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands from, in, through, or into which the said railway or railways, and branch railway or branch railways, is and are intended to be made, will be deposited for public inspection with the clerk of the peace for the said west riding of the county of York, at his office in Wakefield, and with the clerk of the peace for the borough of Leeds, at his office in Leeds; and that, on or before the first day of April next, a copy of the said plans, sections, and books of reference, will be deposited in the Private Bill-office of the House of Commons, and in the office of the Clerk

of the Parliaments; and that, on or before the said first day of April next, a copy of so much of the said plans and sections, as relates to the several parishes of Leeds, Guiseley, Calverley, and Bradford, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the place of abode of such parish clerk.

And it is proposed to apply for powers in the said Act, to deviate in the construction of the said railway or railways, and branch railway or branch railways, from the lines thereof, as the same will be laid down on the plans so to be deposited as hereinbefore mentioned, to an extent not exceeding thirty yards on either side of such lines, where the same are intended to pass through land covered with houses, and to an extent not exceeding one hundred yards on either side of such lines, in all other parts thereof, save and except where the property situate within the said respective distances of thirty yards, and one hundred yards, or either of them, shall not be numbered upon the said plan, or if numbered on the said plan, shall not be contained and described in the said book of reference; or where it shall be denoted on the said plan that the power of deviation is not intended to be applied for.

And it is also proposed to apply for power in the said intended Act, to levy tolls, rates, or duties for or in respect of all persons, animals, goods, articles, matters, or things, passing upon or along, or using the said intended railway or railways, and branch railway or branch railways, or any of the works or conveniences respectively connected therewith.

And it is further proposed to apply for power in the said intended Act, to alter and divert for the purposes of the said intended railway or railways, and branch railway or branch railways, and works (in such manner, and to such extent, as will be shewn upon the said plans so to be deposited as hereinbefore mentioned), the several turnpike-roads, canals and rivers following; or some of them, that is to say,—the road leading from Leeds to Dewsbury, in the township of Hunslet, in the parish of Leeds; the road leading from Leeds to Huddersfield, in the township of Hunslet, in the parish of Leeds; the old road leading from Leeds to Beeston, in the township of Hunslet, in the parish of Leeds; the road leading from Leeds to Whitehall, in the township of Holbeck, in the parish of Leeds; the road leading from Leeds to Homefield-lane-end, in the township of Wortley, in the parish of Leeds; the road leading from Leeds to Birstal, in the township of Wortley, in the parish of Leeds; the road leading from Wortley to Stanningley, in the township of Wortley, in the parish of Leeds; the road leading from Leeds to Bradford, in the townships of Headingley-cum-Burley and Bramley, in the parish of Leeds; the old road leading from Leeds to Bradford, in the township of Bramley, in the parish of Leeds; the road leading from Dudley-hill to Killinghall, in the townships of Rawden and Yeadon, or one of them, in the parish of Guiseley; the road leading from Shipley to Bramley, in the township of Idle, in the parish of Calverley; the old road leading from Shipley to Bradford, in the township of Shipley, in the parish of Bradford; and the old road

Leading from Shipley to Bradford, in the township of Heaton, in the parish of Bradford; the Leeds and Liverpool Canal, in the several townships of Holbeck and Armley, in the parish of Leeds, and Idle, in the parish of Calverley; the Bradford Canal, in the township of Idle, in the parish of Calverley; the river Aire, in the several parishes, townships, hamlets, extra-parochial and other places of Leeds and Holbeck, or one of them, at Beasing, Headingley-cum-Burley, and Bramley, or one of them, at or near Kirkstall, Headingley-cum-Burley, and Bramley, or one of them, at or near Kirkstall Forge, Horsforth, and Bramley, or one of them, at or near New Laiths, Horsforth, and Calverley with Farsley, or one of them, westward of New Laiths, Grange, Rawden, and Calverley with Farsley, or one of them, at or near Rawden Low Mill, Rawden, and Calverley with Farsley, or one of them, at or near Cragwood and Yeadon, and Idle, or one of them, north westward from Apperley bridge.

And it is further proposed to apply for power in the said intended Act, to divert or alter such roads, highways, tramroads, paths, passages, rivers, brooks, streams, waters, and water courses, as may be required to be diverted or altered for the construction of such railway or railways, and branch railway or branch railways, and for the use of the works or conveniences connected therewith.—Dated this fourteenth day of February 1839.

Edward J. Feale.

Thames Haven Dock and Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to continue, amend, and enlarge the powers, and provisions of an Act, passed in the seventh year of the reign of His late Majesty King William the Fourth, intitled "An Act for making a Railway from or near Romford in the county of Essex, to Shell Haven in the same county; and for constructing a tide dock at the termination of the said Railway at Shell Haven aforesaid," and particularly to extend the respective periods limited by the said Act for taking lands, houses, buildings, and other property, and for completing the said dock, railway, and other works, and also to make and maintain an extension of, or branch out of, the said railway, with all necessary works and conveniences connected therewith, commencing at or near Orsett Fen, in the parish of Orsett otherwise Horset, in the said county of Essex, and terminating at or near the Minories, in the parish of Saint Botolph Aldgate, in the county of Middlesex; which said dock, railway, extension or branch, and works, are intended to be made and to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Fobbing, Corringham, Stanford-le-Hope, Mucking otherwise Mucking, Horndon-on-the-Hill, Orsett otherwise Horset, South Ockendon otherwise South Okendon, North Ockendon otherwise North Okendon, Cranham, Uppminster, Raynham otherwise Rainham, Hornchurch, Dagenham, Barking otherwise Berking, Little Ilford, Wall End, Plashett, East Ham, Plaistow, and West Ham, all in the said county of Essex; Bromley Saint Leonard, Saint Mary-le-

Bow, Mile End Old Town, Mile End New Town, Saint Dunstan Stepney otherwise Stebonheath, Saint Mary Matfellow otherwise Saint Mary Whitechapel, Tower Hill, Aldgate below the Bars, the Holy Trinity Minories, the Ward of Portsoken, Saint Botolph Aldgate, and the Minories aforesaid, all in the said county of Middlesex; and that it is intended to alter the tolls, rates, and duties authorized to be levied under the said Act, and to apply for power to levy tolls, rates, and duties upon or in respect of the said extension or branch.

And notice is hereby further given, that duplicate plans, describing the line or situation of the said dock, railway, extension or branch, and other works, and the lands in or through which the same are to be made, with duplicate sections thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited for public inspection with the clerk of the peace for the said county of Essex, at his office at Chelmsford, in the said county, and with the clerk of the peace for the said county of Middlesex, at his office at Clerkenwell, in the said county, on or before the first day of March in this present year; and also that a copy of so much of the said plans and sections as relates to each of the aforesaid parishes, or such of them as may be traversed by the line of the said dock, railway, extension, branch, and works, together with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such parish respectively, on or before the first day of April in this present year.

And notice is hereby also given, that it is intended to take power in the said Bill to alter, vary, and divert certain highways, roads, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses within the said several parishes, townships, extra-parochial and other places aforesaid, or some of them.—Dated this sixteenth day of February 1839.

*Legon, Barnes, and Ellis,
Spring Gardens, Solicitors.*

London and Salisbury 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 to make and maintain a railway, with proper works and conveniences connected therewith, commencing by a junction with the London and Southampton Railway, at a certain field, in the parish of Kingsworthy, in the county of Southampton, numbered 4, in the same parish, on the plan of the said London and Southampton Railway, lodged with the clerk of the peace for the said county of Southampton, and terminating in or near a certain field, belonging to Richard Fowler, M.D. adjoining the turnpike road from Salisbury to Southampton, in the parish of Milford, in the borough of Salisbury, in the county of Wilts; which said railway is intended to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Kingsworthy, Headbourne Worthy, Littleton, Crawley, Sparsholt, Up Sombourne, Little Sombourne, King's Sombourne, Ashley, Houghton Drayton otherwise Drayton Houghton, Bossington, Broughton, Mottisfont, East

Tytherly, West Tytherly, French Moor, East Dean, and West Dean, or some of them, in the said county of Southampton; of West Dean, East Grimstead, West Grimstead, Whaddon, Alderbury, Clarendon Park, Britford, Laverstock, Milford, and Salisbury, or some of them, in the said county of Wilts; and in which Bill powers are intended to be inserted to divert or alter all such turnpike roads, parish roads, and other highways, canals, navigations, and railways as may be required to be diverted or altered for the construction of such railway; and also for levying, collecting, and taking tolls, rates, and duties for passing along the said railway, and for the use of the works and conveniences connected therewith.

And notice is also hereby given, that power will be applied for in the said Bill to deviate from the line of the said railway laid down on the plans, to be deposited with the clerks of the peace for the counties and borough aforesaid, to any extent not exceeding one hundred yards on each side thereof.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, together with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, or occupiers of the lands to be taken for the purposes of the said railway, will be deposited, for public inspection, on or before the first day of March in the present year, with the clerks of the peace for the said counties of Southampton and Wilts, and the borough of Salisbury, at their respective offices, in the city of Winchester, the town of Wilton, and the borough of Salisbury; and that a copy of the said plans, sections, and books of reference, will be deposited in the Private Bill-office of the House of Commons on or before the first day of April next; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes aforesaid, will also be deposited, for public inspection, on or before the said first day of April, with the parish clerks of those parishes respectively.—Dated this twelfth day of February 1839.

King and Whitaker, Gray's-inn-square;
Hodding and Everett, Salisbury; Solicitors.

London, Lewes, Saint Leonard's, and Hastings Railway.

NOTICE is hereby given, that application is intended to 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 for the conveyance of passengers and goods, and the passage of carriages properly constructed, to be drawn or propelled by locomotive engines, steam, or other power, together with warehouses, wharfs, landing places, tunnels, archways, bridges, and all other suitable and proper stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith; which railway or railways is or are intended to commence by a junction with the London and Brighton Railway (now in course of construction), in or near to a certain field in the parish of Keymer, in the county of Sussex, belonging, or reputed to belong, to Richard Stringer, and marked No. 113 in that parish, in the Parliamentary plan of the said London and Brighton

Railway, deposited with the clerk of the peace of the said county of Sussex, and to terminate at or near to the Fountain Inn, in the parish of Saint Leonard's, in the same county; and which said railway or railways, in respect of which this notice is given, with the warehouses, wharfs, landing places, tunnels, archways, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto, or connected therewith, will pass or be made from, in, through, and into the several parishes, townships, extra-parochial and other places next hereinafter mentioned, or some of them (that is to say) Keymer, Cuckfield, Clayton, Ditchelling otherwise Ditchling, Wivelsfield, Westmeston, Street, Plumpton, Chilington, Chailey, Saint John under the Castle of Lewes, Barcombe, Hamsey, Southmalling, Saint Thomas à Becket in the Cliffe near Lewes, All Saints in Lewes, Saint John the Baptist Southover, Iford, Glynde, Beddingham, Firlie otherwise West Firlie, Ripe, Chalvington, Selmeston, Alciston, Alfriston, Berwick, Arlington, Wilmington, Folkington, Jevington, Hailsham, Willingdon, Eastbourne, Westham, Pevensey, Hooe, Wartling, Bexhill, Hollington, Saint Mary Bulverhithe otherwise Saint Mary cum Bulverhithe, and Saint Leonard's, all in the county of Sussex.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway or railways, in respect of which this notice is given, and the lands and property to be authorised to be taken for the purposes thereof, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the first day of March 1839, be deposited for public inspection at the office of the clerk of the peace for the county of Sussex, in Lewes; and a copy of so much of the said plans and sections as shall relate to each of the aforesaid parishes, or such of them as may be traversed by the line of the said intended railway, together with a book of reference thereto, will be deposited, on or before the first day of April 1839, with the parish clerks of those parishes respectively, for the inspection of all persons concerned.

And notice is hereby also 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 passing along, through, or over the same railway or railways; and also for power to deviate in the construction of the same, to any extent not exceeding one hundred yards, and in passing through any city or town to any extent not exceeding ten yards on either side of the line thereof delineated, or intended to be delineated, in the said plans so to be deposited as aforesaid; and also for power to alter, vary, and divert highways, roads, tramroads, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, within the said several parishes, townships, extra-parochial and other places aforesaid, or some of them.—Dated this eleventh day of February 1839.

Sweet, Sutton, Thurlow, and
Ewens, London;
Henry Faithfull, Brighton;
Arthur R. Briggs, Lewes, } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, explain, enlarge, repeal, and render more effectual some of the powers and provisions of seven several Acts relating to the Liverpool and Manchester Railway, the first passed in the seventh year of the reign of His late Majesty King George the Fourth, intituled, "An Act for making and maintaining a railway or tramroad from the town of Liverpool to the town of Manchester, with certain branches therefrom, all in the county of Lancaster;" the second passed in the session of Parliament held in the seventh and eighth years of the reign of His said late Majesty, intituled "An Act for amending and enlarging the powers and provisions of an Act relating to the Liverpool and Manchester Railway;" the third passed in the ninth year of the reign of His said late Majesty, intituled "An Act to enable the company of proprietors of the Liverpool and Manchester Railway to alter the line of the said railway, and for amending and enlarging the powers and provisions of the several Acts relating thereto;" the fourth passed in the tenth year of the reign of His said late Majesty, intituled "An Act for enabling the Liverpool and Manchester Railway Company to make an alteration in the line of the said railway, and for amending and enlarging the powers and provisions of the several Acts relating thereto;" the fifth passed in the first year of the reign of His late Majesty King William the Fourth, intituled "An Act for amending and enlarging the powers and provisions of the several Acts relating to the Liverpool and Manchester Railway;" the sixth passed in the second year of the reign of His said late Majesty King William the Fourth, intituled "An Act for enabling the Liverpool and Manchester Railway Company to make a branch railway, and for amending and enlarging the powers and provisions of the several Acts relating to such railway;" and the seventh passed in the seventh year of the reign of His said late Majesty King William the Fourth, intituled "An Act to enable the Liverpool and Manchester Railway Company to raise more money, and for amending and enlarging the powers and provisions of the several Acts relating to the said railway." And also to make and maintain a railway or railways (with proper works and conveniences connected therewith and approaches thereto) to commence by a junction with the said Liverpool and Manchester Railway, in the township of Salford, in the parish of Manchester, in the county of Lancaster (at or near Cross-lane, in the said township,) in an easterly direction to the Manchester, Bolton, and Bury Railway, in the said township, and then from or out of the said last-mentioned railway, (at or near to Ordsall-lane, in the said township) to, and to communicate with, the projected extension, enlargement, or new line of the Manchester and Leeds Railway, on the north-easterly side of the river Irwell, in the township and parish of Manchester, in the said county, in a piece of land near to a place there called Hunt's Bank, lying between Great Ducie-street and a dwelling-house lately occupied by Mr. Edward Norris, and there, or thereabouts terminating; the said new line or lines of railway passing in, from, through, or into the several parishes, townships, and extra parochial and other places of Salford, Chetham, and Manchester, all

in the said county of Lancaster, or some or one of them.

And notice is hereby also given, that, on or before the first day of March next, duplicate plans and sections of the said intended railway, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the land from, in, through, or into, which the said railway is intended to be made, will be deposited, for public inspection, with the clerk of the peace for the county of Lancaster, at his office at Preston; and that, on or before the first day of April next, a copy of so much of the said plans and sections, as relates to the parish of Manchester, together with a book of reference thereto, will be deposited with the parish clerk of such parish, at the place of abode of such parish clerk.

And it is also proposed to apply for power in the said Act, to deviate in the construction of the said intended railway from the line thereof, as the same will be laid down on the plans so to be deposited as hereinbefore mentioned, to an extent not exceeding fifty yards on either side of such line, where the same is intended to pass through land covered with houses, and to an extent not exceeding one hundred yards on either side of such line in all other parts thereof, save and except where the property, situate within the said respective distances of fifty yards, and one hundred yards, or either of them, shall not be delineated upon the said plans, or if delineated upon the said plans, shall not be contained or described in the said books of reference, or where it shall be denoted on the said plans that the power of deviation is not intended to be applied for.

And it is further proposed to apply for powers in the said Act, to levy tolls, rates, or duties for or in respect of all persons, animals, carriages, goods, articles, matters, and things, carried and conveyed upon and along, or using the said intended railway and works; and also to alter the existing tolls, rates, or duties granted by or referred to in the said recited Acts, or some of them.

And it is further proposed to apply for power in the said intended Act, to stop up such streets, roads, or highways, crossing the line of the said extension or enlargement of the Liverpool and Manchester Railway (in such manner, and to such extent, as will be shewn upon the said plans so to be deposited as hereinbefore mentioned); and also power to divert and carry along or near to the side of the same railway, to some convenient place of crossing the same, such streets, roads, or highways, as in the same plans shall be shewn as intended to be so diverted.—
Dated the sixteenth day of February 1839.

Clay and Swift, Liverpool, Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge the powers and provisions of five several Acts relating to the Grand Junction Railway, the first passed in the third year of the reign of His late Majesty King

William the Fourth, intituled "An Act for making a railway from the Warrington and Newton Railway at Warrington, in the county of Lancaster, to Birmingham, in the county of Warwick, to be called the Grand Junction Railway;" the second passed in the fourth year of the reign of His said late Majesty, intituled "An Act to enable the Grand Junction Railway Company to alter and extend the line of such railway, and to make a branch therefrom to Wolverhampton, in the county of Stafford, and for other purposes relating thereto;" the third passed in the fifth year of the reign of His said late Majesty, intituled "An Act to enable the Grand Junction Railway Company to alter the line of such railway, and to make two branches therefrom, in the county of Stafford, and for other purposes relating thereto;" the fourth passed in the said fifth year of the reign of His said late Majesty, intituled "An Act for incorporating the Warrington and Newton Railway with the Grand Junction Railway, and for extending to the said first mentioned railway the provisions of the several Acts of Parliament relating to the said last mentioned railway, and for other purposes relating thereto;" and the fifth passed in the first and second years of the reign of Her present Majesty, intituled "An Act to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Grand Junction Railway, and for other purposes connected therewith;" and also to make and maintain a railway or railways (with proper works and conveniences connected therewith and approaches thereto) to commence by a junction with the said Grand Junction Railway at Warrington, in the county of Lancaster (at or near the present Bank Quay Station there) and thence to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places of Warrington, Burtonwood, Sankey, Great Sankey, Little Sankey, Dalton, Winwick, Penketh, Cuerdley, Bold, Widnes, Widnes cum Appleton, Widnes within Appleton, Appleton, Appleton within Widnes, Cronton, Rainhill, Whiston, Prescot, Huyton, Ditton, Tarbock, Childwall, Walton, Upton, Upton within Widnes, Farnworth, Farnworth within Widnes, Halsnead, and Roby, or some of them, all in the said county of Lancaster, and to terminate by a junction with the Liverpool and Manchester Railway in the parish of Huyton aforesaid (at or near Mr. Seel's Slate Quarry there); and also to make and maintain a railway or railways (with proper works and conveniences connected therewith and approaches thereto), to commence by a junction with the said Grand Junction Railway, at two different points, in the township of Wednesfield, in the parish of Wolverhampton, in the county of Stafford (the one of such points about four hundred yards north of the Grand Junction Railway Station at Wednesfield aforesaid, and the other of such points about two hundred and seventy yards south of such station), and thence to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places of Bushbury, Wednesfield, and Wolverhampton, some or one of them, all in the said county of Stafford, and to terminate at or near the point where the Wolverhampton and Wednesfield-road crosses the Birmingham Canal, in Wolverhampton aforesaid.

And notice is hereby also given, that, on or before the first day of March next, duplicate plans and sections of the said intended railway from Warrington to Huyton, with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands from, in, through, or into which the said railway is intended to be made, will be deposited, for public inspection, with the clerk of the peace for the county of Lancaster, at his office at Preston; and that, on or before the first day of April next, a copy of so much of the said plans and sections as relates to the several parishes of Warrington, Prescot, and Huyton, respectively, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the place of abode of such parish clerk; and that, on or before the said first day of March next, duplicate plans and sections of the said intended railway from Wednesfield to Wolverhampton, with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands from, in, through, or into which the said last mentioned railway is intended to be made, will be deposited, for public inspection, with the clerk of the peace for the county of Stafford, at his office at Stafford; and that, on or before the said first day of April next, a copy of so much of the said plans and sections as relates to the said parish of Wolverhampton, together with a book of reference thereto, will be deposited with the parish clerk of that parish, at his place of abode.

And it is also proposed to apply for power in the said Act to deviate in the construction of both the said intended railways from the lines thereof respectively as the same will be laid down on the plans so to be deposited as hereinbefore mentioned, to an extent not exceeding ten yards on either side of such line where the same is intended to pass through land covered with houses, and to an extent not exceeding one hundred yards on either side of such line in all other parts thereof, save and except where the property so situate within the said respective distances of ten yards and one hundred yards, or either of them, shall not be delineated upon the said plans, or, if delineated upon the said plans, shall not be contained and described in the said books of reference, or where it shall be denoted on the said plans that the power of deviation is not intended to be applied for.

And it is further proposed to apply for powers in the said Act to levy tolls, rates, or duties for or in respect of all persons, animals, carriages, goods, articles, matters, and things carried and conveyed upon and along or using the said intended railways and works, and also to alter the existing tolls, rates, or duties granted by or referred to in the said recited Acts, or some of them.

And it is further proposed to apply for power in the said intended Act to alter and divert, for the purposes of the said intended railway from Warrington to Huyton (in such manner and to such extent as will be shewn upon the said plans so to be deposited as hereinbefore mentioned), the turnpike road leading from Liverpool to Warrington, near

Saukey Chapel, in the township of Great Saukey, in the parish of Prescott.—Dated this seventh day of February 1839.

Clay and Swift, Liverpool, Solicitors.

Manchester and Birmingham 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 alter, amend, enlarge, and repeal certain of the powers and provisions of an Act passed in the first year of the reign of Her present Majesty, intituled "An Act for making a Railway from Manchester to join the Grand Junction Railway, in the parish of Chebsey, in the county of Stafford, to be called the Manchester and Birmingham Railway, with certain branches therefrom," and to authorize the company thereby incorporated, to make a deviation from, and an extension of, the line of the said Manchester and Birmingham Railway, from, in, through, or into, the parishes townships, extra-parochial, and other places, of Chebsey, Cold Norton, and Norton Farms, or some of them, in the county of Stafford.

And notice is hereby given, that duplicate plans and sections of the said proposed deviation and extension, with a book or books of reference thereto, containing a list of the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the same deviation and extension are intended to be made, will be deposited, for public inspection, on or before the first day of March next, with the clerk of the peace for the county of Stafford, at his office at Stafford.

And that, on or before the first day of April next, a copy of so much of the said plans and sections as relates to each parish in or through which the said intended deviation and extension are proposed to be made, together with a book of reference thereto, will be deposited with the parish clerk for each such parish.

And notice is hereby also given, that it is intended to apply to Parliament for power to deviate in the construction of the proposed new works, to an extent on either side thereof, not exceeding one hundred yards, save and except where the property situate within the said distance of one hundred yards, shall not be numbered on the said plan, or if numbered on the said plan, shall not be contained and described in the said book of reference, and save and except where it shall be denoted on the said plan, that the power of deviation is not intended to be applied for.

And it is further intended to apply for all proper and necessary powers to levy tolls, rates and duties on, or in respect of the proposed new works; and power to alter and divert, for the purpose of the said new works, the turnpike-road from Stone to Eccleshall, in the township of Cold Norton, in the parish of Chebsey, in the county of Stafford aforesaid; and also to form a junction with the said Grand Junction Railway, in the said parish of Chebsey, in the said county of Stafford.

Wheeler, Solicitor.

Manchester, 18th February, 1839.

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 alter, amend, enlarge, and repeal certain of the powers and provisions of an Act, passed in the first year of the reign of Her present Majesty, intituled "An Act for making a railway from Manchester to join the Grand Junction Railway, in the parish of Chebsey, in the county of Stafford, to be called the Manchester and Birmingham Railway, with certain branches therefrom," and to authorize the company thereby incorporated to make and maintain a railway, with all proper works, conveniences, and approaches thereto, commencing at or near the Manchester and Leeds Railway, at Livesey-street, in the township and parish of Manchester, in the county of Lancaster, there or thereabouts communicating with the line of the said Manchester and Leeds Railway, and passing thence in, through, or into the same township to the said Manchester and Birmingham Railway, at or near Ashton-street, in the same township, there or thereabouts communicating with the line of the said Manchester and Birmingham Railway, and passing thence in, through, or into the townships of Hulme and Chorlton-upon-Medlock, or one of them, in the said parish and county, to the Liverpool and Manchester Railway, at or near Ordsall-lane, in the township of Salford, in the said parish and county, there or thereabouts communicating with and terminating at the line of the said Liverpool and Manchester Railway, and passing thence in, through, or into the said township of Salford, to the Manchester and Bolton Railway, at or near Oldfield-lane, in the same township, thence or thereabouts communicating with and terminating at the line of the said Manchester and Bolton Railway.

And also to make and maintain a branch railway, from and out of the said Manchester and Birmingham Railway, with all proper works, conveniences, and approaches thereto, commencing in the township of Cheadle-Moseley, in the parish of Cheadle, in the county of Chester, and terminating in the township of Macclesfield, in the parish of Prestbury, in the same county of Chester, and passing from, in, through, or into the several parishes, townships, and extra parochial places following, or some of them, that is to say, Cheadle, Cheadle-Moseley, Chendale-Bulkeley, Cheadle-Hulme, Stoekport, Bramall, Prestbury, Woodford, Poynton, Worth, Adlington, Prestbury, Butley, Titherington, and Macclesfield.

And also to make and maintain a branch railway, from and out of the before mentioned branch railway, with all proper works, conveniences, and approaches thereto, commencing at a certain occupation road, in the township of Woodford, in the parish of Prestbury, numbered 38 on the plan of the said first above-mentioned branch railway, to be deposited as hereinafter mentioned, and terminating in a certain field, in the township of Poynton, in the said parish of Prestbury, numbered 52a on the said plan.

And also to make and maintain another branch railway, from and out of the said first above-mentioned branch railway, with all proper works, conveniences, and approaches thereto, commencing at a certain field, in the township of Adlington, in the

parish of Prestbury, numbered 59 on the plan of the said first above mentioned branch railway, to be deposited as hereinafter mentioned, and terminating in a certain field, in the township of Woodford, in the aforesaid parish of Prestbury, numbered 56 on the said plan.

And notice is hereby given, that duplicate plans and sections of the said proposed works, with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the same works are respectively intended to be made, will be deposited for public inspection on or before the first day of March next, with the clerk of the peace for the county of Lancaster, at his office at Preston, in the same county, and with the clerk of the peace for the county of Chester, at his office at Chester.

And that, on or before the first day of April next, a copy of so much of the said plans and sections, as relates to each parish in or through which the said works respectively are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk for each such parish, at his place of abode.

And notice is hereby also given, that it is intended to apply to Parliament for power to deviate in the construction of the proposed new works, so far as the same relate to the said several townships of Manchester, Hulme, Salford, and Chorlton-upon-Medlock, or any of them, or wherever the same pass through land covered with houses, to an extent on either side of the line laid down upon the plans to be deposited as aforesaid, not exceeding ten yards, and in all and singular townships and places (save and except as before mentioned), to an extent on either side thereof not exceeding one hundred yards; but the said power of deviation is not intended to be applied for in any case through any property situate within the said several townships of Manchester, Hulme, Salford, and Chorlton-upon-Medlock, or any of them, or within the said respective distances of ten yards, and one hundred yards, or either of them, not numbered on the said plan, or if numbered on the said plan, not referred to in the said book of reference; or where it shall be denoted on the said plan, that the power of deviation is not intended to be applied for.

And it is further intended to apply for powers to levy tolls, rates, and duties, on or in respect of the proposed new works, and power to alter, divert, and stop up, for the purpose of the said works, in the mode shown upon the said plans so to be deposited as aforesaid, certain roads, streets, paths, passages, rivers, canals, brooks, drains, waters, and water-courses, within the said several parishes, townships, and extra-parochial places, or some of them.—Dated at Manchester this twelfth day of February 1839.

H heuler, Solicitor.

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

and maintain a railway or railways, branch railway or branch railways, with proper stations, works, and conveniences connected therewith, for the passage of coaches, waggons, and other carriages, properly constructed, commencing by a junction with the Manchester, Bolton, and Bury Railway, at or near to a certain station on the said railway, situate at Stone Clough, in the township of Kersley, in the parish of Dean, in the county of Lancaster, and terminating in, at, or near to a certain field, close, or parcel of land, belonging to Mr. Henry Hoyle, and situate on and adjoining to the north-east side of his dwelling-house, in the township of Lower Booths, in the parish of Whalley, in the said county of Lancaster; and which said intended railway or railways, branch railway or branch railways, is intended to be made and to pass from, through, or into the several parishes following; that is to say, Dean, Prestwich or Prestwich-cum-Oldham, Bolton, Radcliffe, Bury, and Whalley, or some of them, and from, through, or into the several townships, precincts, chapelrys, hamlets, extra-parochial, and other places following; that is to say, Kersley or Kersley, Pilkington, Little Lever, Radcliffe, Elton, Bury, Walmersley or Walmersley-cum-Shuttleworth, Tottington Lower-end, Tottington Higher-end, Coupe or Cowhope and Lench, New Hall, Hey Hall, Carr, Haslingdon, Lower Booths, and Rawtenstall, or some of them.

And notice is hereby also given, that a plan and section, or plans and sections, and duplicates thereof, of the said proposed railway or railways, branch railway or branch railways, with books of reference thereto, containing a list of the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the same railway or railways, branch railway or branch railways, are intended to be made, will be deposited, for public inspection, on or before the first day of March next, with the clerk of the peace for the county of Lancaster, at his office in Preston; and that, on or before the first day of April next, a copy of so much of the said plans and sections as relate to each parish in or through which the said intended railway or railways, branch railway or branch railways, are proposed to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

And notice is hereby also given, that it is intended to apply to Parliament for power to deviate in the construction of the proposed railway or railways, branch railway or branch railways, to an extent not exceeding fifty yards on either side of the line of the said railway or railways, branch railway or branch railways, laid down on the said plans thereof. And it is further intended to apply for all proper and necessary powers to levy tolls, rates, or duties on or in respect of the proposed railway or railways, branch railway or branch railways.—Dated Liverpool, the twentieth day of February 1839.

Miller and Peel, Liverpool, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to make and maintain a railway, with proper works and con-

conveniences connected therewith, for the passage of coaches, waggons, and other vehicles, properly constructed, to commence from and out of the London and Birmingham Railway, at or near to a certain place in the parish of Saint Michael and Saint John Baptist, in the city or county of the city of Coventry, or one of such parishes, and to terminate at or near a certain place called Bath-place, in the parish of Leamington Priors, in the said county of Warwick, in the said last-mentioned parish, or as near thereto as conveniently may be; and which said intended railway will be made to pass from, in, through, and into the several parishes, townships, lordships, liberties, hamlets, extra-parochial, and other places following; that is to say, Saint Michael, Saint John Baptist, Stoneleigh, Canley, Kenilworth, Leek Wootton, Hill Wootton, Milverton, Edmonscombe otherwise Emscote, Newbold Comyn, and Leamington Priors, in the counties of the city of Coventry and Warwick, one or both of them: and in which said Bill it is also intended to take powers to make and maintain a branch railway, with proper works and conveniences connected therewith, for the passage of coaches, waggons, and other vehicles, properly constructed, from and out of the said railway to be made under and by virtue of the said Bill, at or near to a certain close near the river Leam, in the parish of Milverton aforesaid, and to terminate at or near a certain close near the parish church of Saint Nicholas, in the parish of Saint Nicholas, in the said borough of Warwick, in the said county of Warwick, or as near thereto as conveniently may be: and which said intended branch railway will be made to pass from, in, through, and into the several parishes, townships, hamlets, extra-parochial, and other places following; that is to say, Edmonscombe otherwise Emscote, Milverton, Leamington Priors, Myton, and Saint Nicholas, in the said borough of Warwick, or some or one of them, all in the said county of Warwick.

And notice is also hereby given, that it is intended to apply, by the said Bill, for power to deviate from the line of the said railway and branch railway, as the same are intended to be laid down, upon the plans to be hereafter deposited with the clerks of the peace for the county of Warwick, and county of the city of Coventry, with the lands of the several proprietors numbered on the said plans, or described in the book of reference, to any extent not exceeding one hundred yards on either side of the said intended railway and branch railway, except where it is intended that the same shall pass through any market town, and in that case to deviate to any extent, not exceeding ten yards, on either side of the said intended railway and branch railway; and also for power to levy rates, tolls, or duties, for or in respect of all persons, goods, articles, matters, or things passing or conveyed upon or along, or using, the intended railway and branch railway, or either of them, or any of the works or conveniences connected therewith.

And notice is also hereby given, that duplicate plans and sections of the said intended railway and branch railway, with a book of reference thereto, containing the names of the owners or reputed owners; lessees or reputed lessees, and occupiers of

land through which the same are intended to be made, will be deposited for public inspection, on or before the first day of March next, with the clerk of the peace for the said county of Warwick, at his office at Stratford-upon-Avon, in the same county, and also with the clerk of the peace for the said county of the city of Coventry, at his office in Little Park-street, in the city of Coventry aforesaid; and that, on or before the first day of April next, a copy of so much of the said plan, section, and book of reference as relates to each of the several parishes of Saint Nicholas, Leamington Priors, Milverton, Leek Wootton, Kenilworth, Stoneleigh, Saint Michael, and Saint John Baptist, will be deposited with the parish clerk of each such parish, at the respective residences of such parish clerks.—Dated this nineteenth day of February 1839.

Patterson and Hanbury,
Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to make and maintain a railway, with proper works and conveniences connected therewith, for the passage of coaches, waggons, and other vehicles, properly constructed, to commence from and out of the London and Birmingham Railway, at or near to a certain place in the parish of Saint Michael and Saint John Baptist in the city or county of the city of Coventry, or one of such parishes adjoining or near to where the said London and Birmingham Railway intersects the turnpike road from the city of Coventry aforesaid to the borough of Warwick, in the county of Warwick, and to terminate at or near a certain street or place called Bath-place, in the parish of Leamington Priors, in the said county of Warwick, in the said last-mentioned parish, or as near thereto as conveniently may be; and which said intended railway will be made to pass from, in, through, and into the several parishes, townships, lordships, liberties, hamlets, extra-parochial, and other places following; that is to say, Saint Michael, Saint John Baptist, Stivichal, Stoneleigh, Kenilworth, Leek Wootton, Hill Wootton, Milverton, Edmonscombe otherwise Emscote, Newbold Comyn, and Leamington Priors, in the counties of the city of Coventry and Warwick, one or both of them; and in which said Bill it is also intended to take powers to make and maintain a branch railway, with proper works and conveniences connected therewith, for the passage of coaches, waggons, and other vehicles, properly constructed, from and out of the said railway, to be made under and by virtue of the said Bill, at or near to a certain close near the river Leam, in the parish of Milverton aforesaid, and to terminate at or near a certain close near to the parish church of Saint Nicholas, in the parish of Saint Nicholas, in the borough of Warwick, in the said county of Warwick, or as near thereto as conveniently may be: and which said intended branch railway will be made to pass from, in, through, and into the several parishes, townships, hamlets, extra-parochial, and other places following; that is to say, Edmonscombe otherwise Emscote, Milverton, Newbold Comyn, Leamington Priors, Myton, and Saint Nicholas, in the said borough of Warwick,

or some or one of them, all in the said county of Warwick.

And notice is also hereby given, that it is intended to apply, by the said Bill, for power to deviate from the line of the said railway and branch railway, as the same are intended to be laid down upon the plans to be hereafter deposited with the clerks of the peace for the county of Warwick and county of the city of Coventry, with the lands of the several proprietors numbered on the said plans, or described in the book of reference, to any extent, not exceeding one hundred yards, on either side of the said intended railway and branch railway, except where it is intended that the same shall pass through any market town, and in that case to deviate to any extent, not exceeding ten yards, on either side of the said intended railway and branch railway; and also for power to levy rates, tolls, or duties, for or in respect of all persons, goods, articles, matters, or things, passing or conveyed upon or along, or using, the intended railway and branch railway, or either of them, or any of the works or conveniences connected therewith.

And notice is also hereby given, that duplicate plans and sections of the said intended railway and branch railway, with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of land through which the same are intended to be made, will be deposited, for public inspection, on or before the first day of March next, with the clerk of the peace for the said county of Warwick, at his office at Stratford-upon-Avon, in the same county, and also with the clerk of the peace for the said county of the city of Coventry, at his office in Little Park-street, in the city of Coventry aforesaid; and that, on or before the first day of April next, a copy of so much of the said plan, section, and book of reference as relates to each of the several parishes of Saint Nicholas, Leamington Priors, Milverton, Leek Wootton, Kenilworth, Stoneleigh, Stivichall, Saint Michael, and Saint John Baptist, will be deposited with the parish clerk of each such parish, at the respective residences of such parish clerks. — Dated this nineteenth day of February 1839.

Patterson and Hanbury,
Solicitors for the Bill.

London and Dorking Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a Railway with all necessary works and conveniences connected therewith, commencing by a junction with the London and Southampton Railway, in the parish of Saint Mary Wimbledon, in the county of Surrey, and terminating in certain fields in the parish of Dorking and county aforesaid, adjoining to the turnpike road leading from Leatherhead to Dorking, and at or near the junction of the road leading towards the Punch Bowl public house; which said railway is intended to pass from, through, or into the several parishes, townships and extra-parochial or other places following, or some of them (that is to

say) Betchworth, East Betchworth, West Betchworth, Leigh, Milton, Westcot, Dorking, Westthumble, Mickleham otherwise Little Burgh, Patchenham otherwise Patesham, Leatherhead, Ashstead, Horton and Woodcot, Epsom, Kingswood, Ewell, Cheam, East Cheam, West Cheam, North Cheam, Sutton, Cuddington, Chessington, Malden, Morden, Lower Morden, Upper Morden, St. Mary Merton and St. Mary Wimbledon, all in the county of Surrey: and it is intended to apply for power by the said Act to levy tolls, rates and duties, on and for the use of the said railway and works.

And notice is hereby further given, that maps or plans and sections, describing the line and levels, and the lands to be taken for the purposes of the said intended railway, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited for public inspection with the clerk of the peace for the county of Surrey, at his office in North street, Lambeth in that county, on or before the first day of March in this present year; and also, that on or before the first day of April next, copies of so much of the said maps or plans and sections, as relates to each of the several parishes in or through which the said railway and works are intended to be made or maintained, together with books of reference thereto, will be deposited, for public inspection, with the parish clerk of each such parish, at their respective residences.

Swain, Stevens, and Co. } 10, Whitehall,
Charles Parker, } Solicitors.

West Durham 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 for incorporating certain persons to make and maintain a Railway, with proper works and conveniences connected therewith, commencing in a certain field belonging to Colonel Spearman, in the town hip of Crook and Billy Row, in the parish of Brancepeth, in the county of Durham, numbered one in the said parish, on the plan of the West Durham Railway, lodged with the clerk of the peace of the said county of Durham, and terminating in or near to a certain field, belonging to William Russell, Esq., numbered 34 on the said plan, in the township of Byers-Green, in the parish of Saint Andrew, Auckland, in the said county of Durham; and which said railway is intended to pass from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places of Crook and Billy-row, Helmington-row, Willington, Byers-green, Old-park, and Whitworth, Brancepeth, Saint Andrew, Auckland, and Whitworth, in the said county of Durham, or some of them; and in which said Bill powers are intended to be inserted to divert or alter such turnpike-roads, parish-roads, and other highways, canals, navigations, and railways, as may be required to be diverted or altered for the construction of such railway, and also for levying, collecting, and taking tolls, rates, and duties for passing along

the said railway, and for the use of the works and conveniences connected therewith.

And notice is also hereby given, that power will be applied for in the said Bill to deviate from the line of the said railway laid down on the plans, to be deposited with the clerk of the peace for the said county of Durham, to any extent not exceeding one hundred yards on each side thereof.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, or occupiers of the lands in or through which the said railway is intended to be made, will be deposited for public inspection, on or before the first day of the month of March next, with the clerk of the peace for the said county of Durham, at his office at Durham, and that a copy of the said plans, sections, and books of reference, will be deposited in the Private Bill-office of the House of Commons, and also in the office of the Clerk of the Parliaments, on or before the first day of April next; and that, on or before the said first day of April next, a copy of so much of the said plans and sections as relates to each parish, in or through which the said railway is intended to be made, together with a book of reference thereto, will also be deposited with the parish clerk of each such parish. Dated this 12th day of February 1839.

Harvey and Wood, 43, Lincoln's Inn-fields, Solicitors to the Bill.

NOTICE is hereby given that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend and enlarge some of the powers and provisions of an Act, passed in the first year of the reign of Her present Majesty, intituled "An Act for making a railway from the city of Chester, to join the Grand Junction Railway, near Crewe Hall, in the county of Chester, to be called the Chester and Crewe Railway;" and also to enable the Chester and Crewe Railway Company, to make an extension of their present line of railway, with proper works and conveniences connected therewith, from or near a certain field, in the township of Monks Coppenhall, in the parish of Coppenhall otherwise Church Coppenhall, in the county Chester, numbered forty-six on the plan of the said Chester and Crewe Railway, deposited with the clerk of the peace for the county of Chester, passing thence from, in, through, or into the several parishes, townships, and extra parochial or other places of Coppenhall otherwise Church Coppenhall, Barthoniley, Lawton otherwise Church Lawton, Monks Coppenhall, Crewe, Haslington, and Alsager, or some of them, in the county of Chester, and Audley, and Talk 'oth Hill, or one of them, in the county of Stafford, and terminating by a junction with the line of the proposed Manchester and Birmingham Railway, in or near a certain field in the said township of Talk 'oth Hill, and parish of Audley, numbered twelve on the plan of the said last men-

tioned railway, deposited in the office of the clerk of the peace for the said county of Stafford; and also to make and maintain a branch railway, from and out of the said first mentioned intended railway, commencing in the township of Monks Coppenhall, in the said parish of Coppenhall otherwise Church Coppenhall, passing thence from, in, through, or into the several parishes, townships, and extra parochial or other places of Monks Coppenhall, and Church Coppenhall aforesaid; and terminating by a junction with the Grand Junction Railway, in the said township of Monks Coppenhall aforesaid.

And notice is hereby further given, that it is intended also by the said Act or Acts, so to be applied for as aforesaid, to enable the said Chester and Crewe Railway Company, to make another extension of their present line of railway, with proper works and conveniences connected therewith, from, or near the present termination of the said railway, on the North west side of Brook-street, in the parish of Saint Oswald, in the city of Chester, and county of the same city, passing thence from, in, through, or into the several parishes, townships, and extra parochial or other places of Saint Oswald, and the Holy and Undivided Trinity, both in the said city and county, and terminating on the Eastern bank of the river Dee, in the said parish of the said Holy and Undivided Trinity, near to a dwelling-house and cheese-warehouse, in the occupation of Mr. Peter Evans.

And notice is hereby further given, that it is also proposed, in and by the said Act or Acts, so to be applied for as aforesaid, to enable the said Chester and Crewe Railway Company to make and maintain one or more wet dock or docks, with proper sluice gates, basins, piers, wharfs, warehouses, shipping and landing places, and other requisite works and conveniences thereto, in, or on part of certain fields, now in the occupation of Mr. Thomas Green, situate in the said parishes of Saint Oswald, and the Holy and Undivided Trinity, or one or both of them, and near to the said intended termination of the said Chester and Crewe Railway; and it is intended further to apply for power by the said intended Act or Acts, to enable the said Chester and Crewe Railway Company to levy tolls, rates, and duties, for and in respect of the said extended Railways, docks, and works, and also to deviate in the construction of the said proposed extended railways, docks and works, to any extent not exceeding ten yards on either side of the line or lines, or situations thereof, where the same are intended to be made upon, or through land covered with houses, and to an extent not exceeding one hundred yards on either side of such line or lines, or situations in all other parts thereof, as the same will be delineated on the plans to be deposited as hereinafter mentioned, save where the property lying within such distances respectively, shall not be numbered on the said plans and described in the books of reference, to be deposited therewith, and save also where it may be otherwise expressed on the said plans.

And notice is hereby lastly given, that, on or before the first day of March, in the present year, plans

and sections, describing the line or lines, and levels of the said proposed extensions of the Chester and Crewe Railway, and the situations of the said intended dock or docks, and the lands proposed to be taken for the purposes thereof respectively, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be or will have been deposited with the clerk of the peace, for the county of Chester, at his office in Chester, with the clerk of the peace for the city of Chester, and county of the same city, at his office in Chester, and with the clerk of the peace for the county of Stafford, at his office in Stafford, and on or before the first day of April next, a copy of so much of the said plans, sections, and books of reference, as relates to each parish, in or through which the said proposed extensions of the said Chester and Crewe Railway, and the said dock or docks, and works are intended to be made, will be deposited for public inspection, with the parish clerk of each of such parishes.—Dated this 14th February 1839.

Henry Kelsall, Solicitor, Chester.

Westminster Bridge and Greenwich, Croydon, Brighton, and South Eastern Junction Railway, by way of and including Kennington, Camberwell, and Peckham.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway or railways, for the conveyance of passengers and goods, and the passage of carriages, properly constructed, to be drawn or propelled by locomotive engines, steam or other power, together with all proper approaches, works and conveniences connected therewith, commencing on the south side of the river Thames, near to the foot of Westminster Bridge, in the parish of Saint Mary Lambeth, in the county of Surrey; passing from, through, or into the boroughs of Lambeth and Greenwich, or one of them; and from, through, or into the several parishes, townships, and extra parochial and other places of Saint Mary Lambeth, Saint Mary Newington, Saint Giles Camberwell, Peckham, Hatcham and Saint Paul's Deptford, or some of them, in the county of Surrey, and Saint Paul's, Deptford, or some of them, in the county of Kent, and terminating by a junction with the London and Greenwich Railroad, in or near to High street, in the parish of Saint Paul's Deptford, in the said county; together with a branch railway, or branch railways, from the said main line, commencing at or near to White Post-lane, in the Old Kent-road, otherwise called the Great Dover-road, in the hamlet of Hatcham, and parish of Saint Pauls, Deptford, in the county of Surrey aforesaid; passing from, through, or into the boroughs of Lambeth and Greenwich, or one of them; or from, through, or into the several parishes, townships and extra parochial and other places of Hatcham, the parish of Saint Paul's Deptford, in the county of Surrey, and the parish of Saint Paul's Deptford, in the county of Kent, or some or one of them; and terminating by a junction with the London and Croydon Railroad,

at or near to New Cross, in the hamlet of Hatcham, in the said county of Surrey, or in the said parish of Saint Pauls, Deptford, in the said county of Kent or Surrey, or one of them. And that it is intended to take power by the said Act to deviate to any extent not exceeding one hundred yards, except where the railway or railways pass through lands covered with buildings, and in such latter case to any extent not exceeding ten yards, from the line or lines laid down, or to be laid down, on the plan and section to be deposited, according to the standing orders of Parliament, with the clerks of the peace of the respective counties of Surrey and Kent, and with the parish clerks of the several parishes through which the said railway or railways, and branch railway or branch railways is or are intended to pass through, save and except also where the property lying within the said one hundred yards, or ten yards, as the case may be, on either side of the said line or lines, shall be omitted to be numbered on the said plan, or referred to in the book of reference to be deposited therewith, in compliance with the standing orders of Parliament aforesaid.

And notice is hereby further given, that the plans and sections, describing the line and level of the said intended railway or railways, and branch railway or branch railways, in respect of which this notice is given, and the land and property to be authorised to be taken for the purposes thereof, together with books of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the first day of March 1839, be deposited for public inspection at the office of the clerk of the peace for the county of Surrey in Lambeth, and also with the clerk of the peace for the county of Kent at Maidstone, and a copy of the said plans, sections, and book of reference, will be deposited, on or before the first day of April 1839, in the private Bill-office of the House of Commons, and a copy of so much of the said plans and sections as shall relate to each of the aforesaid parishes, together with a book of reference thereto, will be deposited, on or before the first day of April 1839, with the parish clerk of each respective parish as aforesaid, through which the line or lines is intended to pass, for the inspection of all parties concerned. And it is further intended to apply for power by the said Act to purchase and hold lands immediately adjoining or contiguous to the line or lines of the said railway or railways, and branch or branches thereof respectively, for the purpose of erecting thereon dwelling houses, shops, or pier and jetty, with proper approaches, warehouses, slips, embankments, and other works and defences at the termination of the said railway, near Westminster Bridge aforesaid. And to take power by the said Act to levy tolls, rates, or duties on passengers and goods, and also on carriages passing along, through, or over the said railway or branches thereof, as also of the said wharf, or pier and jetty, and upon all foot passengers passing upon or under the said railway or branches thereof.

James F. Saunders.

21, Old Jewry, 13th February 1839.

Great North British Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the session to commence in the end of the year 1839, or beginning of the year 1840, for leave to bring in a Bill in order to obtain an Act or Acts for making, constructing, and maintaining a railway or railways, with the branch railway or branch railways after-mentioned, for the passage of coaches, chaises, wag-gons, carts, and other carriages properly constructed, to be drawn or propelled thereon by locomotive, steam engines, or other power, and with all proper warehouses, depôts, quays, wharfs, landing places, offsets, turning, passing, and loading places, tunnels, arches, viaducts, bridges, roads, communications, and all suitable, proper, and commodious erections, works, and conveniences, attached thereto, or connected therewith; which railway or railways will commence on ground situated in the parish of South Leith and county of Edinburgh, at or near a street or road leading from Edinburgh to Leith, known by the name of Leith Walk, at or immediately adjoining to a street or road called Elm-row in the parish of Greenside, in the county or city and county of Edinburgh; and also at or near to a street or road called Montgomery-street in the said parish of South Leith, in the county of Edinburgh, and will terminate at or upon a part of the town moor belonging to the Corporation of Newcastle-upon-Tyne, situate in the parish or parochial chapelry of Saint Andrew, in the parish of Saint Nicholas, Newcastle-upon-Tyne, and near to the opening between certain streets or places called Claremont-place, and Eldon-street or place, and will be made, carried, and maintained into, through, and out of, or within, or near to the several parishes or parochial chapelries, and extra parochial places following, that is to say—Greenside, in the county or city and county of Edinburgh, South Leith, Duddingston, Portobello quoad sacra, Liberton and Inveresk; or some of them, or some part or parts thereof, all in the county of Edinburgh; Prestonpans, Tranent, Cockenzie quoad sacra, Gladsmuir, Aberlady, Haddington, Athelstaneford, Prestonkirk, Whitekirk, Dunbar, Stenton, Spott, Innerwick, and Oldhamstocks, or some of them, or some part or parts thereof, all in the county of Haddington; Cockburnspath, or Coldbrandspath, Oldhamstocks, Coldingham, Houndwood quoad sacra, Ayton, Chirnside, and Mordington, or some of them, or some part or parts thereof, all in the county of Berwick, and all in that part of Great Britain called Scotland; and the parish or parishes of Berwick-upon-Tweed, in the town and liberties of Berwick-upon-Tweed; and the several parishes or parochial chapelries, and extra parochial places following, that is to say, Tweedmouth, Ancroft, Holy Island, and Kyle, or some of them, or some part or parts thereof, all in the county of Durham; and Belford, Lucker, Bambergh, Ellingham, North Sunderland, Embleton, Howick, Longhoughton, Lesbury, Warkworth, Woodhorn, Widdrington, Morpeth, Ulgham, and Bothal, or some of them, or some part or parts thereof, all in the county of Northumberland; and Bedlington, in the said county of Durham; and Horton, Cramlington, Earsdon, Long-Benton, Gosforth, Saint Nicholas, and All Saints, or some of

them, or some part or parts thereof, all in the said county of Northumberland; and Saint Nicholas, and Saint Andrew, or one of them, or some part or parts thereof, in the town and county of Newcastle-upon-Tyne, all in that part of Great Britain called England; and also near to, into, through, and out of, or within, the several burghs, towns, villages, townships, hamlets, chapelries, extra parochial, or other places following, or some of them, or some part or parts thereof respectively, that is to say, Restalrig, in the parish of South Leith, Portobello; in the parish of Portobello quoad sacra, or Duddingston, Newbigging, Musselburgh, and Walleyford toll; or Monktonhall and Walleyford toll, in the parish of Inveresk and county of Edinburgh; Preston, in the parish of Prestonpans; Longniddry, in the parish of Gladsmuir; Drem, in the parish of Athelstaneford; Linton, in the parish of Prestonkirk; Wester Broomhouse, in the parish of Spott; Little Pinkerton and Meikle Pinkerton, in the parish of Dunbar; Dryburnford Bridge and Innerwick, in the parish of Innerwick; and Birney-know, in the parish of Oldhamstocks, all in the county of Haddington; Cockburnspath, or Coldbrandspath, in the parish of Coldbrandspath; Renton, Houndwood, and West Reston, in the parish of Houndwood or Coldingham; Peelwall and Cocklaw, in the parish of Ayton; and Lambertonshiels, in the parish of Mordington, and county of Berwick, all in that part of Great Britain called Scotland; Marshalls Meadows, and Berwick-upon-Tweed, in the town and liberties of Berwick-upon-Tweed; and the several townships, hamlets, villages, extra parochial or other places following, all in that part of Great Britain called England, that is to say—Tweedmouth, Spittal, Scremerston, Cheswick, Goswick, Haggerston, Beal, and Lowlin, Fenham, Fenwick, Fenwick Steads, Buckton, and Smafield, Detchant, Elwick, Ross, Middleton, Easington, Easington Grange, Belford, Warenton, Newlands, Mousen, Adderstone, Lucker, Newham, Chat-hill, Preston, Swinhoe, Tuggal, Brunton, otherwise High and Low Brunton, Embleton, Newton by the sea, Dunstan, Craster, Howick, Longhoughton, Boulmer, and Seaton-house; Lesbury, Alnmouth, Wooden, High Buston, Low Buston, Birling, Warkworth, Gloster-hill, Amble, Togstone, Acklington, Hadstone, Chevington, East Chevington, West Chevington, Bullocks Hall, Widdrington, Ulgham, Ulgham Grange, Linton, Old Moor, Bothal, Demesne, Ashington and Sheepwash, Choppington, West Sleeburn, Bedlington, Cowpen, High Cowpen, Bebside, Horton, Cramlington, Seghill, Burradon, Weetslade, Killingworth, Long Benton, North Gosforth, South Gosforth, and Jesmond, and Saint Andrew, Newcastle-upon-Tyne, or some or one of them, or some part or parts thereof. And one of the said branch railways above referred to is intended to lead from and out of the said main line of railway at or near to Wester-Broomhouse or Doon, in the parish of Spott, and county of Haddington, and to pass from it through, into, or near to Easter-Broomhouse, in the same parish of Spott, and to terminate at, in, or near to the town and harbour of Dunbar, in the parish of Dunbar, and county of Haddington; and the other of the said branch railways will commence at or upon the said main line of railway at, in, or near to a certain arable field marked number 19 on

the plans after-mentioned and situate in the township of Bedlington in the parish of Bedlington, in the said county of Durham; and will terminate at, in, or near to a certain grass field belonging to the Earl of Carlisle, situate in the township of Catchburn, in the parish of Morpeth, in the said county of Northumberland and adjoining the Cow causey and Buckton Burn turnpike road; and which last-mentioned branch railway will pass from, in, through, into, or near to, and out of, or within the several parishes of Bedlington, in the said county of Durham, and Morpeth, in the said county of Northumberland; and also from, in, through, into, or near to, and out of, or within the several townships, hamlets, villages, extra-parochial chapelries, or other places following, that is to say, Bedlington and Netherton, in the said county of Durham, and Hepscott, Catchburn, Stobhill, and Morpeth, in the said county of Northumberland.

And it is intended to apply to Parliament for power by such Act to deviate the line or lines of the said railway and branches, as delineated on the maps or plans thereof, to be deposited as after-mentioned; to any extent not exceeding one hundred yards on each side of the said railway and branches or any part or parts thereof, save and except that in places where any property situate within the limits of deviation above defined shall not have been numbered upon the said maps or plans or thereon marked or laid down pursuant to the standing orders of Parliament—the said proposed powers of deviation shall in such places be confined to the property within the limits aforesaid, which shall be numbered and marked or laid down upon the said maps or plans pursuant to the said standing orders. And also, it is intended to apply for power to alter, vary, and divert the lines, levels, and inclination of turnpike roads, highways, roads, streets, tramroads, railroads, paths, passages, rivers, canals, brooks, streams, waters, and water-courses, mill and other ponds, where requisite for the construction of the said railway and branches, and works; and to levy tolls, rates, and duties, for the use of the said railway and branches, engines, warehouses, wharfs, quays, depots, and stations, landing places, works, and conveniences, and for the passage and carriage of passengers, merchandize, articles, and things, upon or along the same, and for incorporating a company for the purposes aforesaid, and for raising money for the several purposes of the said Act by the creation of shares or some other mode to be by the said Act authorised and provided for.

And notice is hereby also given, that maps or plans, and sections, and duplicates thereof respectively, describing the lines or situations and levels of the said intended railway and branches, and the lands to be taken for the purposes thereof, together with books of reference thereto, containing the names, of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the first day of March 1839, in the offices of the principal Sheriff clerks in Scotland, as follows:—That is to say, in the city of Edinburgh, for the said county, and city and county of Edinburgh; in the town of Haddington, for the said county of Haddington; in the town of Greenlaw, for the said county of Berwick—in the office of the clerk of the

peace for the town and liberties of Berwick-upon-Tweed, at Berwick-upon-Tweed aforesaid; and in the offices of the several clerks of the peace in England, on or before the said first day of March 1839, as follows:—That is to say, in the city of Durham, for the county of Durham, and in the borough of Newcastle-upon-Tyne, for the county of Northumberland, and for the borough and county of Newcastle-upon-Tyne. And it is also intended to deposit, on or before the first day of April 1839, with the schoolmaster, if any, and if there shall be no schoolmaster, then with the session clerk of each of the said several parishes in Scotland, through which the said railway and branches are respectively intended to be made, at their respective residences, and also with the town clerks of each of the said burghs of Edinburgh, Musselburgh, and Dunbar, at their respective offices in the said burghs; and also with the parish clerk of the town of Berwick-upon-Tweed; and with the several parish clerks of each of the said several parishes in England through which the said railway and branches are respectively intended to be made, at their respective residences, a copy of so much of the said maps, or plans and sections, as relates to each of the said several parishes, burghs, and towns, together with book of reference thereto, respectively.

Edinburgh, 14th February 1839.

David Smith, } Solicitors for the Bill.
J. G. Wood, }
Swain, Stevens, and Co. Parliamentary Solicitors.

St. George's Harbour and Chester Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts for making, constructing, and maintaining a harbour, with all necessary works and conveniences, by a sea wall or breakwater, from the Great Ormes Head, in Llandudno Bay, in the parish of Llandudno, in the county of Caernarvon, also for making, constructing, and maintaining a railway, with all necessary works and conveniences, for the passage of waggons, carts, and other carriages, to commence at or near to the Great Ormes Head, in the said parish of Llandudno, and thence passing from, through, or into the several parishes, townships, hamlets, liberties, or places of Llandudno, Llanrhos, Llangwystynin, Llysfaen, Is-y-ffordd, Pant, Isalt, Penmaen, and Rhwng-y-ddwyffordd, or some of them, in the said county of Caernarvon; Llandrillo-rihos, Llanddulas, and Abergele, or some of them, in the county of Denbigh; Rhyl, Rhyddlan, Dyserth, Prestatyn, Meliden, Llanasa, Gronant, Gwespyr, Picton, Whitford, Byshton, Eden Owen, Mostyn, Holywell, Greenfield, Bagillt, Coleshill, Cilcen, Flint, Northop, Kelsterton, Wepre, Golltyn, Leadbrook Major, Leadbrook Minor, Hawarden, Sealand, Shotton, Aston, and Saltney, or some of them, in the county of Flint; Saint Mary's-on-the-Hill, Handbridge, Saint Bridget otherwise Saint Brides, Saint John the Baptist, Saint Oswald otherwise Saint Werburgh, and Great Boughton, in the city and county of the city of Chester; Hoole, Little Boughton, Huntington, Great Boughton, Littleton, Christleton, Rowton,

or some of them, in the county of Chester, and terminating at or near the line of, and uniting with, the railway from Chester to Creve, in or near a certain field, in the township of Rowton, and parish of Christleton, numbered thirty in the plan of the said 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 plan 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.

Wood and Ellis, Solicitors for the Bill,
Corbet-court, Gracechurch-street, London.

Great Western, Uxbridge, and Staines Junction
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session of 1840, for leave to bring in a Bill, to make and maintain a railway, with all proper stations, depôts, erections, works, and conveniences attached thereto, or connected therewith, for the passage of engines, locomotive or other carriages, 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 Great Western Railway in the parish of Iver, in the county of Buckingham, at or near the high road near Colnbrook, and passing from, through, or into the several parishes, townships, extra-parochial and other places following, that is to say, Uxbridge, Hillingdon, Cowley, 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 banks 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.) Stanwell, 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 railway, or as the case may be respectively, as the same are intended to be laid out in the plans thereof hereinafter 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 railways respectively, save and except where the property, situate within the said distance, shall have been omitted to be mentioned 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.

And notice is hereby further given, that duplicate plans, describing the line or situation of the said work, and the lands in, or through which the same is to be made, with duplicate sections thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the first day of March 1839, be deposited for public inspection with the clerk of the peace for the county of Buckingham, at his office, in the borough of Aylesbury, in the said county, and at the office of the clerk of the peace for the county of Middlesex, at his office at Clerkenwell Sessions-house, in the said county, and a copy of the said plans and sections as shall relate to such of the aforesaid parishes, or such of them as may be traversed by the line of the said intended railway, together with a book of reference thereto, will be deposited; on or before the first day of April 1839, with the parish clerks of each of such parishes or townships respectively, for the inspection of all parties concerned; and that, on or before the said first day of April next, a copy of the said plan, section, and book of reference, will be deposited in the Private Bill Office of the House of Commons.

And notice is hereby further given, that it is intended to apply for power in the said Bill to levy tolls, rates, or duties, upon or in respect of the passengers and goods, and also upon or in respect of carriages, passing along, through, or over the same railway; and in the same Bill, powers will also be inserted to alter, vary, and divert certain highways, roads, paths, passages, rivers, canals, brooks, streams, waters, and watercourses within the said several parishes, townships, extra-parochial and other places aforesaid, or some of them.—Dated this fifteenth day of February 1839.

Alex. Pulling, Solicitor for the Bill,
Hare-court, Temple, London.

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-Deane, and thence to proceed through or into the several parishes, townships, and extra-parochial or other places of Wath-upon-Deane, Swinton, Kilnhirst, Mexbrough, Dennaby, Conisbrough, Sprothbrough, Cadeby, Warnisworth, 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 Bennitthorpe, within the township and parish of Doncaster, all in the said riding, and to proceed forward from Bennitthorpe aforesaid, through or into the several parishes, townships, and extra-parochial or other places of Doncaster, Wheatley, Long Sandal, Wheatly-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, Cowick-with-Snaith, Rawcliffe, Airmyn otherwise Armin, Hook and Goole, or some of them, all in the said west riding of the county of York, to, and to terminate at or near, the docks in the town and port of Goole, in the said riding; in which Act or Acts it is intended to take powers, as well to divert and straighten the navigable river Dun at a certain bend in the same river where it adjoins Ward Wood, within the several parishes and townships of Cadeby, Sprotbrough, and Conisbrough aforesaid, or some or one of them; as also to deviate to the extent of one hundred yards from the line and from the several termini of the said intended railway or railways, as laid down in the plan thereof to be deposited with the clerk of the peace of the said riding.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the year 1840, 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 Lancaster and Preston railway, in the several townships of Scotforth and Lancaster, in the parish of Lancaster, in the county palatine of Lancaster, or one of them, passing from thence through or into the several parishes, townships, extra-parochial or other places of Scotforth, Bulk, Lancaster, Skerton, Torrisholme, Bare, and Poulton, in the said county, or some or one of them, and from thence across Morecambe Bay, from the said several parishes, townships, extra-parochial or other places of Lancaster, Skerton, Torrisholme, Bare, and Poulton, or some or one of them, on the one side, to the several parishes, townships, extra-parochial or other places of Aldingham, Newbiggin, Roosebeck, Leece, and Gleaston, all in the said county, or some or one of them, on the other side; and from thence from, through, or into the several parishes, townships, extra-parochial, or other places of Aldingham, Newbiggin, Roosebeck, Leece, Gleaston, Dalton, Hawcoat, Yarleside, Dalton Proper, Above Town, and Ireleth, all in the said county, or some or one of them; and from thence across the Duddon Sands from the said several parishes, townships, extra-parochial or other places of Dalton, Hawcoat, Yarleside, Dalton Proper, Above Town, and Ireleth, or some or one of them, on the one side, to the several parishes, townships, extra-parochial or other places of Millom, Thwaites, Millom above, and Millom below, or some or one of them, in the county of Cumberland; and from thence from, through, or into the several parishes, townships, extra-parochial, or other places of Mil-

lom, Millom below, Chapel Sucken, Whicham, Whitbeck, Bootle, Corney, Waberthwaite, Muncaster, Irton, Drigg, Gosforth, Seascale, Ponsonby, St. Bridget, St. John, Lowside Quarter, St. Bees, Sandwith, Rottington, Preston Quarter, Hensingham, Whitehaven, Preston Quarter, Moresby, Parton, Harrington, Workington, the Cloffocks, Camerton, Seaton, Flimby, Dearham, and Ellenborough, or some of them, in the said county of Cumberland; and to terminate by a junction with the Maryport and Carlisle railway, in the said township of Ellenborough, in the said parish of Dearham; also a branch railway, with all proper works and conveniences connected therewith, to commence from and out of the said railway or railways so intended to be applied for as aforesaid, in that part of Morecambe Bay aforesaid, which is situate in or near the said several parishes, townships, extra-parochial or other places of Aldingham, Newbiggin, Roosebeck, Leece, and Gleaston, or some or one of them, and extending from thence through that part of Morecambe Bay which is situate in or near the several parishes, townships, extra-parochial or other places of Aldingham, Newbiggin, Roosebeck, Leece, Gleaston, Baycliffe, Urswick, Bardsea, Conishead, Sandhall, Saltcoats, Sandside, and Ulverston, all in the said county palatine of Lancaster, or some or one of them; and from thence through and into the said several parishes, townships, extra-parochial or other places of Conishead, Sandhall, Saltcoats, Sandside, and Ulverston, to Ulverston aforesaid, and to terminate at or near the town of Ulverston, in the said parish or township of Ulverston.

And further, that it is intended to apply for power to deviate on either side from the line of the said railway or railways, and branch railway, as laid down on the plans to be deposited as hereinafter mentioned, into the several properties numbered in the said plans, and described in the books of reference, provided no such deviation from the said line exceed one hundred yards; and it is also intended to apply for power to levy tolls, rates, and duties for the use of the said railway or railways, and branch railway.

And further notice is hereby given, that, on or before the first day of March next, plans and sections, with duplicates of the same, and books of reference of the before-mentioned railway or railways, and branch railway, will be deposited at the office of the clerk of the peace for the said county palatine of Lancaster, at Preston, in such county, and at the office of the clerk of the peace for the said county of Cumberland, at Carlisle, in such county; and, on or before the first day of April next, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes hereinbefore-mentioned, through which the said railway or railways, and branch railway, are intended to pass, will be deposited with the parish clerk of each such parish.—Dated this 13th day of February 1839.

<i>Haslam and Bischoff,</i>	} Solicitors to the said Railway.
London;	
<i>Wilson Perry, White-</i>	
haven;	
<i>Yarker and Postlethwaite,</i>	
Ulverston;	

NOTICE is hereby given, that application is intended to be made to Parliament in the next sessions, for an Act to make and maintain a railway or railways, with proper works and conveniences connected therewith and approaches thereto, to commence by a junction with the Chester and Crewe Railway, at or near Brook-street, in the parishes of Saint Oswald and Saint John the Baptist, in the city of Chester, and county of the same city, and by a junction with the Chester and Birkenhead Railway, in the parish of Saint Oswald, in the said city of Chester, and county of the same city, and thence to pass from, in, through, or into the several counties, city, parishes, lordships, townships, extra-parochial, and other places of Saint John the Baptist, Saint Oswald, the Holy and Undivided Trinity, Saint Martin, and Saint Mary on the Hill, in the city of Chester, and county of the same city; Saint Mary on the Hill, Marlston cum Lache, Lache Eyes, Dodleston, and Pulford, in the county of Chester; Burton, Allington, Gresford, Gwersyllt, Erthig, Acton Stansty, Broughton, Wrexham, Wrexham Regis, Wrexham Abbott, Bersham, Esclusham Below, Moreton Below, Moreton Above, Morton Anglicorum, Ruabon, Bodelton, Havod, Bellan, Rhyddalt, and Christionydd Kenrick, in the county of Denbigh; and Merford otherwise Merford and Hoseley, in the county of Flint, or some of them, and to terminate at or near to the turnpike gate on the road leading from Ruabon to Llangollen, at Plas Madoc; and also, to make and maintain a branch railway, with all proper works and conveniences connected therewith and approaches thereto, to commence by a junction with the said intended railway, in the township of Bersham, in the county of Denbigh, and thence to pass from, in, through, or into the several parishes, townships, or places of Broughton, Bersham, Brymbo, and Gwersyllt, in the said county of Denbigh, and to terminate at or near the Frwd, in the said township of Gwersyllt.

And notice is hereby also given, that, on or before the first day of March next, duplicate plans and sections of the lines and levels of the said intended railway or railways, with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands from, through, or into which the said railway or railways is or are intended to be made, will be deposited, for public inspection, with the clerk of the peace for the county of the city of Chester, at his office in the said city of Chester, with the clerk of the peace for the county of Chester, at his office in the city of Chester, with the clerk of the peace for the county of Flint, at his office in Mold, in the said county of Flint, and with the clerk of the peace for the county of Denbigh, at his office in Ruthin, in the said county of Denbigh; and that, on or before the first day of April next, a copy of so much of the said plans and sections as relates to the several parishes of Saint Oswald, Saint Martin, Saint Mary on the Hill, the Holy and Undivided Trinity, Saint John the Baptist, Dodleston, Pulford, Gresford, Wrexham, and Ruabon, respectively, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the place of abode of each such clerk.

And it is also proposed to apply for power in the

said Act to deviate in the construction of the said intended railway or railways from the line thereof, as the same will be laid down on the plans so to be deposited as hereinbefore mentioned, to an extent not exceeding one hundred yards on either side of such line, save and except where the property, situate within the said distance of one hundred yards, shall not be delineated on the said plans, or, if delineated on the said plans, shall not be described in the said books of reference, or where it shall be denoted on the said plans that the power of deviation is not intended to be applied for.

And it is further proposed to apply for power in the said Act to levy tolls, rates, or duties for or in respect of all persons, animals, carriages, goods, articles, matters, and things carried and conveyed upon and along or using the said intended railway or railways and works.—Dated this fourteenth day of February 1839.

Edgworth, Wrexham, Solicitor.

NOTICE is hereby given, that application is intended to 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 for the conveyance of passengers and goods, and the passage of 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; which railway or railways is or are intended to commence by a junction with the London and Brighton Railway, now in course of construction, in or near to a certain field, in the parish of Horley, in the county of Surrey, belonging or reputed to belong to Mrs. Sarah Guise, which field is at or near Horley Lands, and adjoins or is near to certain fields belonging or reputed to belong to the Governors of Christ's Hospital, and to terminate at or near to the northern side of East-street, Horsham, in the county of Sussex, and near the Gaol there; and which said railway or railways, in respect of which this notice is given, with the warehouses, wharfs, landing-places, tunnels, bridges, stations, erections, works, communications, approaches, and conveniences attached thereto or connected therewith, will pass, or be made from, in, through, and into the several parishes, townships, and extra-parochial and other places next hereinafter mentioned, or some of them, that is to say, Horley and Charlwood, in the county of Surrey; Ifield, Crawley, Rusper, Beeding otherwise Seale, Upper Beeding or Seale, Lower Beeding, and Horsham, in the county of Sussex.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway or railways, in respect of which this notice is given, and the lands and property to be authorised to be taken for the purposes thereof, together with books of reference, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property, will, on or before the first day of March

1839, be deposited, for public inspection, at the office of the clerk of the peace for the county of Surrey, in Lambeth, and at the office of the clerk of the peace for the county of Sussex, in Lewes; and a copy of so much of the said plans and sections as shall relate to each of the aforesaid parishes, or such of them as may be traversed by the line of the said intended railway, together with a book of reference thereto, will be deposited, on or before the first day of April 1839, with the parish clerks of those parishes respectively, for the inspection of all persons concerned.

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 passing along, through, or over the same railway or railways; and also for

power to deviate in the construction of the same to any extent not exceeding one hundred yards, and in passing through any city or town to any extent not exceeding ten yards, on either side of the line thereof delineated, or intended to be delineated, in the said plans so to be deposited as aforesaid; and also for power to alter, vary, and divert highways, roads, tramroads, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses within the said several parishes, townships, extra-parochial, and other places aforesaid, or some of them.—Dated this nineteenth day of February 1839.

Sweet, Sutton, Thurlow, and
Evens, Basinghall-street, Lon-
don; and H. Faulkner,
Brighton; } Solicitors.

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

Wednesday, February 27, 1839.

Price Two Shillings and Eight Pence.