

Chester, propose to make and construct an embankment on the Cheshire side of the river Mersey, from the Woodside-ferry to a road, called the Corporation-road, both in Birkenhead, for the purpose of rendering the road along the shore, between those two points, passable at all states of the tide, by constructing a river wall, commencing at a point at Woodside, on the coping of the present retaining wall of the inclined approach to the shore road, thirty-eight one-third yards from the northernmost point of the waiting shed of the Woodside-ferry, and continued from thence in a north westerly direction for seven hundred and thirty-three yards, until it unites with the present river wall, at a point forty yards from the centre of the said Corporation-road. The said river wall is intended to be constructed as nearly as possible parallel throughout with the raised land abutting the shore, in order to interrupt or exclude the tidal waters as little as practicable, and consistent with the width required for the proposed road. There will be two breaks in the continuity of the proposed river wall, in curved projection on the face, forming two pairs of inclined roads, for the purpose of making the shore easily accessible to the public. The centre of the first of such projections will be two hundred and twenty-six yards from the said first-mentioned point, and the centre of the second of such projections will be five hundred and sixty-nine yards from the same point. The width of the proposed embankment, except at the said two projections, will be ten yards; the extreme width of the first of the said projections will be twenty-one yards, and of the second projection twenty yards. The wall will be carried above high water level of an extraordinary spring tide, and to such height above that level as may hereafter be determined, for the effectual exclusion of sea water from the surface of the raised road. The wall will be founded on the natural rock throughout its whole length, and will be built of the best description of sandstone ashlar, backed by a belt of puddle, and filled in with sand to the necessary level, for the reception of the rocking and metal which will be employed in constructing the surface of the road. With reference to the exclusion of the tidal waters, it has been ascertained, by careful admeasurements and levels taken for that purpose, that the actual average displacement is exhibited by the following figures, 6 feet  $\times$  30 feet = 180 feet, the product of which is to be understood as the average super-content of the sectional-water area at the highest level of the aforesaid spring-tides; and the high-water mark of extreme neaps being, as nearly as possible the ground line of the proposed river wall, the mean displacement of the tidal waters, during the periodical changes of the tide, is equal, therefore, to one half of the above-mentioned sectional area, or one hundred and ninety-seven thousand nine hundred and ten cubic feet; and it is proposed to commence the construction of the said work on the 3d day of July 1843.—Dated this 12th day of April 1843.

*Josh. Mallaby*, Clerk to the said Commissioners.

*To the Acting Conservator of the river Mersey.*

**N**OTICE is hereby given, that application is being made to Parliament in the present session, for leave to introduce into a Bill already pending in the House of Commons, intitled "A Bill for more effectually repairing the road from the new wall on the Parade, in Castleton, in the parish of Rochdale, through Middleton, to the Mere Stone, in Great Heaton, and to the town of Manchester, all in the county palatine of Lancaster," certain powers, enabling the trustees of the said road to make and maintain a diversion or new line of road, from and out of such road, commencing at or near the present toll-bar-house, called Sparth-bar, in the township of Castleton, and terminating at or near a place, called Blue Pit's-bridge, in the said township of Castleton, all in the parish of Rochdale, and county of Lancaster; such new line of road to be subject to the same provisions, as to tolls and exemptions, as the remainder of the said road; and it is intended, when such diversion is completed, that so much of the present road as lies between the termination of the diversion at Blue Pit's-bridge and the Heywood and Bury turnpike road, and between the point at which the diversion crosses the present road, near Castleton-hall and Sparth-bar, shall cease to be turnpike.

And notice is hereby also given, that duplicate plans and sections, and a book of reference thereto, have been deposited at the office of the Clerk of the Peace of the said county of Lancaster, at Preston; and that a copy of such plan, section, and book of reference has also been deposited with parish clerk of the said parish of Rochdale; and that such plans, sections, and books of reference are open for public inspection.

And further notice is hereby given, that, in pursuance of the resolution of the Select Committee on Standing Orders to that effect, it is not intended that the Committee on the said Bill should sit previous to the 12th day of May next.—Dated this 10th day of April 1843.

*Crossley and Sudlow*, Solicitors for the Bill.

#### CONTRACT FOR COALS FOR HER MAJESTY'S DOCK-YARDS, AND THE ADMIRALTY AND MARINE OFFICES.

Department of the Storekeeper-General of the Navy, Somerset-Place, March 28, 1843.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Tuesday the 2d May next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying

Her Majesty's Dock-yards, or any one or more of them, and the Admiralty and Marine Offices, with COALS.

*A distribution of the coals and a form of the tender may be seen at the said Office.*