

within the said parishes of Abergavenny, Llanfoist, and Llanwenarth, certain parts of a turnpike road leading towards and into the town of Abergavenny. Dated this 14th day of February 1837.

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

#### Manchester South Union Railway.

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

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

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

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

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