

ton by Chester, and the liberties of the city of Chester, all in the said county of Chester, city of Chester, or county of the same city, and terminating at or near a certain street, called Saint Anne-street, within the said city of Chester, and county of the same city; and that it is also intended by the said Act to take power to deviate from the line or lines of the said railway and branch as the same are intended to be laid out on the plans thereof, hereafter to be deposited with the Clerks of the Peace for the county of Chester, and for the county of the city of Chester, to any extent not exceeding one hundred yards on either side of the said railway and branch, save and except when the same are intended to pass through lands covered with houses, and, in such case, to any extent not exceeding ten yards on either side of the said railway and branch.—Dated this 18th day of February 1837.

*Miller and Peel, Liverpool; Samuel Brittain, junior, Chester; Solicitors to the Bill.*

Manchester, Bolton, and Bury Canal Navigation and Railway.

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the first and second year of the reign of his present Majesty, intituled "An Act to enable the Company of Proprietors of the Canal Navigation from Manchester to Bolton, and to Bury, to make and maintain a railway from Manchester, to Bolton and to Bury, in the county palatine of Lancaster, upon or near the line of the said canal navigation, and to make and maintain a collateral branch to communicate therewith;" and also of an Act passed in the second year of the reign of His present Majesty, intituled "An Act to enable the Company of Proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway, to alter some parts of the said canal navigation, to alter and amend the line of the said railway, to make further collateral branches thereto, and for amending the powers and provisions of the Act relating to the said canal and railway;" and also of an Act passed in the fifth and sixth year of the reign of His present Majesty, intituled "An Act to amend the Acts relating to the Manchester, Bolton, and Bury Canal Navigation and Railway, and to make a branch railway to Bolton;" and to enable the said company to erect, build, and maintain a certain wall, embankment, and other works, in or near the west side of the River Irwell, in the township of Kearsley, in the parish of Dean, and county of Lancaster, to the extent of eight hundred yards, or thereabouts, along the land of one Jonathan Dorning and others there; and also to enable the said company of proprietors to make, construct, and maintain one or more branch railway or railways, and other works, in the township of Salford and parish of Manchester, in the county of Lancaster, to connect the railway of the said company of proprietors with the Liverpool and Manchester Railway there, commencing at the line of railway of the said company of proprietors in the said township, and passing in and through, and ending at the Liverpool

and Manchester Railway, all in the said township of Salford.—Dated Liverpool, 20th February 1837.

*W. S. Miller, Clerk of the said Company of Proprietors.*

London, Rochester, and Chatham 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 proper works and conveniences connected therewith, commencing [at or near the site of the Old Ship Building Yard, in a tongue of land on the north shore of the River Medway, in the parish of Frindsbury, in the county of Kent, passing from, through, or into the several parishes, townships, and extra parochial or other places of Frindsbury, Stroud, Stroud extra, Shore and Merston, Higham, Chalke, Milton otherwise Milton next Gravesend, and Gravesend, or some of them, in the county of Kent, and terminating at or near Waites Hotel, on the southern bank of the River Thames, in the parish of Milton next Gravesend aforesaid; and further to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the Ferry at Tilbury Fort, in the parish of West Tilbury, in the county of Essex, passing from, through, or into the several parishes, townships, and extra parochial or other places of West Tilbury, Little Thurrock, Grays Thurrock, Stifford, South Ockendon, North Ockendon, or some of them, in the county of Essex, and terminating by a junction with the proposed Thames Haven Railway, at or near the road leading from South Ockendon to North Ockendon aforesaid, in the parish of South Ockendon.

And it is also intended to apply for power by the said Act to deviate in the construction of the said railway or railways, to any extent not exceeding one hundred yards on either side of the line or lines thereof, as laid down, or intended to be laid down, on the plans to be hereafter deposited with the Clerks of the Peace for the counties of Essex and Kent respectively, with the Clerks of the several parishes aforesaid, in the Private Bill Office of the House of Commons, and also in the Parliament Office of the House of Lords, in pursuance of the standing orders of Parliament relating thereto, save and except where the said line or lines, or any part thereof, shall pass through any towns, and in such case the power to deviate will be limited to twenty yards on either side of the said line or lines; and also to make and construct such wharfs, piers, jetties, loading and unloading places, and all proper and necessary conveniences connected therewith, at the termination of the said intended railways, in the several parishes of Frindsbury and Milton next Gravesend, in the county of Kent, and in the parish of West Tilbury, in the said county of Essex, as may be necessary or convenient for the landing or embarking of goods, passengers, and cattle, and to levy and raise rates and tolls for the use of the same.—Dated this 15th day of February 1837.

*Roy, Blunt, Duncan, and Johnson, 10, Liverpool-street, London, and 19, Great George-street, Westminster; Walter Hills, Chatham.*