

maintaining a railway or railways, with proper warehouses, wharfs, landing-places, tunnels, bridges, and suitable and commodious erections, works, roads, communications, and conveniences attached thereto or connected therewith, for the passage of coaches, chaises, waggons, carts, and steam or other carriages properly constructed; which said railway or railways is or are intended to commence at or near Turner-hill, in the parish of Newry, and terminating at or near Ballymahonemore, in the parish of Armagh, in the county of Armagh, and passing through or near the townlands or denominations and parishes hereinafter mentioned, that is to say, Turner-hill, Ballinlare, Lisdrumgullion, Derrybeg, Caranbane, or some or one of them, in the parish of Newry; Carnagat, Glass-drummond, Goragh, Cloghinny, Kilmonaghan, Mockduff, Kilrea, Drumbanagher, Killybrodagh, or some or one of them, in the parish of Killeevy; Demoan, Aghantoraghan, Federnagh, Tullynacross, Brannock, Ballynagreah, Shaneglish, Druminargal, Monclone, Auglish, Mulloghglass, Lisbane, Drumnaleg, Mullantur, Derryallen, Drumnagloua, Cooly-hill, or some or one of them, in the parish of Ballymore; Drumart, Cabragh, Teemore, Marlacoobeg, Marlacoomore, Ballyneury, Corry, Ballygroobany, Drumman, Drumorgan, Killyrudden, Drummennis, Drumsavage, Lisnalea, in the parish of Mullaghbrack, Cordrain, Annareagh, Rockmacreeeny, or some or one of them, in the parish of Kilmore; Rathdrumgran, Attaturk, in the parish of Loughgall; Drumbeebeeg, Drumbeemore, Edenaveys, or some or one of them, in the parish of Lisnadill; Tirmascobe, Mullyloughran, Ballymahonemore, and Corporation, or some or one of them, in the parish of Armagh, all in the county of Armagh; and also for the usual powers to deviate to the extent of one hundred yards on either side from the above line of railway, as is now laid down and specified in the map or plan which will be deposited with the Clerk of the Peace for the county of Armagh, pursuant to the standing orders of the Houses of Parliament, and for several other powers and provisions customary in Acts for similar undertakings.

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February, 1837.

Kingstown and Bray Railway.

NOTICE is hereby given, that it is intended to apply in the next session of Parliament, for leave to bring in a Bill for making, constructing, and maintaining a railway or railways, tramroad or tramroads, with proper warehouses, wharfs, landing places, tunnels, bridges, and suitable and commodious erections, works, roads, communications and conveniences attached thereto or connected therewith, for the passage of coaches, chaises, waggons, carts, steam, or other carriages, which said railway or railways, tramroad or tramroads, is or are intended to commence at or near to the termination of the Dublin and Kingstown Railway, upon a piece of ground lying between the Forty-foot Road and the new wharf building by the Commissioners of the Royal Harbour of Kingstown,

in the county of Dublin, and to proceed from thence through the townlands or places called Dunleary, Bullock, Dalkey, Rochestown, and Killiney, all situate in the Union or parish of Monkstown, and from thence through the townlands of Hackets, Shangana, Little Cork, and Ravensdale, in the parishes of Rathmichael and Old Connaught, within the Union of Bray, all in the county of Dublin; and thence through the townland of Bray, situate in the parish or union of Bray, in the county of Wicklow, and terminating on the south-east side of a certain avenue or road in the said parish or union of Bray, leading from the sea to the town of Bray, and which said avenue or road is now occupied by Mr. Quin; and also for the usual power to deviate to the extent of one hundred yards on either side from the above line of railway, as is laid out and specified on the map or plan which, together with the book of reference thereto, was deposited on the 30th day of November last, with the Clerks of the Peace of the counties of Dublin and Wicklow, pursuant to the standing orders of the Houses of Parliament, and for all other powers and provisions customary in Acts for incorporating undertakings of a similar nature.

P. Mahony and Co. 43, Dame-street, Dublin, and 4, Trafalgar-square, London.

February, 1837.

Dublin and Drogheda Railway.

TAKE notice, that application is intended to be made in the next session of Parliament, for liberty to bring in a Bill to amend and enlarge the powers of an Act of Parliament, passed in the last session of Parliament, incorporating the Dublin and Drogheda Railway Company, intituled "An Act for making a railway from Dublin to Drogheda," and particularly to repeal the two hundred and fourteenth section of the said Act, and also for liberty to deviate the said railway from that thereby authorised to be made, and, instead of making the said railway along the Sheds of Clontarf and Dollymount, by making the same from Hart's-row, near the Custom-house wall, east of Amiens-street, through the North Lots, over Buckingham-place, Seville-place on the Circular-road, Royal-canal, West road, the Great East-wall, the strand or estuary of the Tolkes River below Annesley-bridge to Clontarf-road, in the parish of Saint Thomas, in the county of the city of Dublin; thence crossing the Clontarf-road, passing through the Ivy-field, Charter School-lands, Hollybrook, Hollybrook-park, Hollybrook-lodge, Black-quarries, Marino or Merino, and Doneycarney, or some of them, in the parishes of Clontarf or Clontarf, or both of them, the lands of Killester, Killester-park, Killester-lodge, Furry-park, Venetian-hall, Harmanstown, and Rosevale, in the parishes of Killester and Clontarf, then running through the lands of Raheny, the glebe lands of Raheny, Ballyhoey, Violet-hill, Edenmere, the Snug, Belmount, Mount Oliver, or some of them, all in the parish of Raheny, and county of Dublin; thence through the lands of Brookvilla, Vicar's-lodge, Newbrooke, and Newgrove, or some of them, in the parish of Coolock, and county of Dublin; thence