

commencing at the said termination of the said railway, in the township of North Shields, and extending or diverging along the margin of the River Tyne, to the West, and terminating at or near to a certain shore or place adjoining the River Tyne, and adjoining or near to a dwelling-house and shop, belonging to John Clark; and in the occupation of John Forster, all in the said township of North Shields, in the parish of Tynemouth, and county of Northumberland aforesaid. In which said Act, provisions are intended to be made for levying, collecting and taking certain tolls and duties for passing along the said railway or railways, or tram road or train roads, and for the use of the said warehouses, wharfs, landing places, works and other conveniences; and also to obtain power to raise money for the several purposes of the said intended Act, by the creation of shares, or by some other mode to be authorized and provided for, in and by such intended Act.

And that power will also be obtained to deviate from the line of the said railway to the extent of one hundred yards on either side of the said railway or to such other extent as Parliament shall allow.

Jno. and Jno. T. B. Tinley, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament, in the first session which may be held in the year 1838, for leave to bring in a Bill for making and maintaining a railway or tramroad, with proper works and conveniences adjoining thereto or connected therewith, for the passage of waggons and other carriages; and which railway or tramroad is intended to commence at the Croydon Railway, near New-cross, and to terminate on the bank of the Thames, in the parish of Deptford, in the county of Kent. And in such Bill it is intended to apply for powers to deviate from the proposed line of such railway or tramroad to any extent not exceeding one hundred yards on either side of such line.—Dated the 17th day of February 1837.

Jos. Fisher.

NOTICE is hereby given, that application is intended to be made to Parliament, in the first session which may be held in the year 1838, for leave to bring in a Bill for making and maintaining a railway or tramroad, with proper works and conveniences adjoining thereto or connected therewith, for the passage of waggons and other carriages; and which railway or tramroad is intended to commence at the Greenwich Railway, near Corbett's-lane, and to terminate on the bank of the River Thames, at or near Queen-street and Prince's-street, Rotherhithe-street, all in the parish of Saint-Mary, Rotherhithe, in the county of Surrey. And in such Bill it is intended to apply for powers to deviate from the proposed line of such railway or tramroad to any extent not exceeding one hundred yards on either side of such line.—Dated this 17th day of February 1837.

Jos. Fisher.

NOTICE is hereby given, that application is intended to be made to Parliament, in the first session which may be held in the year 1838, for leave to bring in a Bill for making and maintaining a railway or tramroad, with proper works and con-

veniences adjoining thereto or connected therewith, for the passage of waggons and other carriages; and which railway or tramroad is intended to commence at or near York-place, Kennington, in the parish of Lambeth, and to terminate by a junction with the Greenwich Railway, at or near Blue Anchor-lane, in the parish of Saint Mary Magdalen, Bermondsey, in the county of Surrey; and also a branch line of railway to join the said Greenwich Railway, near Cold Blow Farm, in the parish of Saint Paul, Deptford; and also another branch line to join the Croydon Railway, near Cold Blow Farm aforesaid; and which said railway or tramroad and branches will pass into or through the several parishes following, or some of them, that is to say: Lambeth, Newington, Camberwell, Bermondsey, Rotherhithe, and Saint Paul Deptford, all in the said county of Surrey.

And in such Bill it is intended to apply for powers to deviate from the proposed line of such railway or tramroad to any extent not exceeding one hundred yards on either side of such line.—Dated the 17th day of February 1837.

Jos. Fisher.

NOTICE is hereby given, that application is intended to be made to Parliament in the next year or session of 1838, for leave to bring in a Bill for making and maintaining a branch railway from and out of the main line of an intended railway from Manchester, in the county of Lancaster, to or near Rickerscote, in the county of Stafford, to commence in the township of Hough in Bollin Fee, in the parish of Wilmslow, in the county of Chester, and to terminate at Macclesfield, in the township of Macclesfield, in the parish of Prestbury, in the same county, and to pass and be made from, in, through, or into the several parishes, townships, or extra parochial places of Wilmslow, Prestbury, Hough in Bollin Fee, Morley in Pownal Fee, Fulshaw, Dean Row in Bollin Fee, Mottram, Saint Andrew, Butley, Prestbury, Titherington, Upton, and Macclesfield, or some of them, all in the said county of Chester.

And notice is hereby also given, that power will be applied for by the said Bill, to deviate from the line of such intended branch railway to an extent not exceeding one hundred yards on either side thereof, except where the same is intended to pass through lands covered with buildings, and in such case to an extent not exceeding ten yards on either side thereof.

And power will also be applied for to alter and divert the lines of the several turnpike-roads, navigable rivers and canals, or some of them, in the course of the said railway in the before-mentioned parishes and townships, or some of them.—Dated this 17th day of February 1837.

Wheeler and Marriott, Solicitors, Manchester.

NOTICE is hereby given, that application is intended to be made to Parliament in the next year or session of 1838, for leave to bring in a Bill for making and maintaining a branch railway from and out of the main line of an intended railway from Manchester, in the county of Lancaster, to Rickerscote, in the county of Stafford, to commence in the townships of Fenton Culvert and Longton, or