

one of them, in the parish of Stoke-upon-Trent, in the county of Stafford, and to terminate at Lane-end, in the townships of Lane-end and Longton, or one of them, in the parish of Stoke-upon-Trent aforesaid, and to pass and be made from, in, through, or into the parishes, townships, or extra parochial places of Stoke-upon-Trent, Trentham, Longton, Blurton, Fenton Culvert, and Lane-end, or some of them, in the said county of Stafford.

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.

And power will also be applied for to alter and divert the lines of the several turnpike-roads, canals, and navigable rivers in the course of the said railway in the before-mentioned parishes, or some of them. — Dated this 16th day of February 1837.

Wheeler and Marriott, Solicitors.

Whitehaven, Workington, and Maryport Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for making and maintaining a railway or railways to be called the Whitehaven, Workington, and Maryport Railway, for the conveyance of goods, merchandize, agricultural produce, coal, lime, stone, slate, and other materials, and also passengers in waggons, carts, and other carriages, properly constructed, to be drawn or propelled by horses, or by steam or other locomotive power, with all proper and necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, depôts, warehouses, roads, and other works and conveniences connected therewith, and material or necessary to the said railway or railways, and for the more complete use and enjoyment thereof; which said railway or railways is or are intended to commence in a certain field, close, piece or parcel of land, situate in the township of Preston Quarter, in the parish of Saint Bees, in the county of Cumberland, the property of the Right Honorable William Earl of Lonsdale, and at present in the occupation of Messieurs Brocklebanks and Company, as lessees thereof, adjoining to a ropery there called Bransty Ropery, and opening into and upon a road called Bransty Old Road, at or near to where the said road adjoins to the turnpike-road, called the Bransty New Road, leading into the town of Whitehaven, in the said county, and to terminate by a junction with a certain projected railway, called or intended to be called, the Maryport and Carlisle Railway, in a certain field or close of land marked No. 24, in the map or plan of the said intended Maryport and Carlisle Railway, deposited with the Clerk of the Peace of the said county of Cumberland, and which said field or close of land marked No. 24, is situated in the township of Ellenborough, and parish of Dearham, in the said county, and is the property of Humphrey Senhouse, Esq. and now in the occupation of John Bowell, as his tenant, and adjoins the turnpike-road leading from Workington to Maryport, in the said county of Cumberland; and which said railway or railways first mentioned,

and for the making and maintaining of which, such powers are to be applied for as aforesaid, will pass from, in, through, and into the several parishes, townships, chapelries, extra parochial places and other places following, that is to say, Saint Bees, Whitehaven, Preston Quarter, Moresby, Parton, Harrington, Workington, Cammerton, Seaton, Flimby, Dearham, and Ellenborough, or some or one of them, all in the said county of Cumberland.

And it is also intended to apply for powers to be granted by the said Bill, to authorise the levying, taking, receiving, and collecting of such fares, tolls, dues, rates, and sums of money, as shall be mentioned in the said Bill, and for purchasing and holding lands, tenements, and hereditaments, within the said several parishes, townships, and places, or elsewhere, for the purposes aforesaid.

And it is also intended to apply for powers to be granted in and by the said Bill, to build, construct, and erect one or more bridge or bridges, roadway or roadways, over a certain river or stream of water at or near to Workington, within the several parishes and townships of Workington, Seaton, and Cammerton, in the said county of Cumberland, called the River Derwent, at the point or place where the said first-mentioned railway or railways will pass over and across the said river, and parallel with, and contiguous, and adjoining to, such first-mentioned railway or railways, for the passage, use, and transition of carts, carriages, horses, cattle, and foot passengers, in passing and repassing, or otherwise travelling or going over and using the said bridge or roadway; and for power to authorise the levying, taking, receiving, and collecting of such tolls, rates, fares, and sums of money, for all such carts, carriages, horses, cattle, foot passengers, and other passengers, travelling or going over and using the same, as shall be mentioned and set forth in the said Bill; and also for making and maintaining such additional and necessary roadways and footpaths, and extending the same on each or either end of the said bridge or roadway, as shall be deemed expedient for the general convenience of passengers, in such manner as shall be defined in the said Bill, and in the said intended application for the same:

And it is also intended to apply for powers to be granted in and by the said Bill, to deviate from the said line or lines of the said intended and first-mentioned railway or railways, as the same shall be defined by the said intended application to Parliament, to any extent not exceeding one hundred yards on either side of such line or lines.

And notice is hereby likewise given, that it is intended to apply for powers to be granted in and by the said Bill, as the same will be defined in such application to Parliament, to divert or alter all such road or roads as shall be necessary to be diverted or altered in the construction or formation of such railway or railways; and also to divert such rivers, streams, or running waters, as the same may be required to be diverted for the construction or formation of such railway or railways as aforesaid. — Dated this 18th day of February 1837.

*Richard Armistead, Anthony Benn Steward,
Solicitors for the Bill.*