

railway will be made and pass in, from, through, and into the parish and several townships and places following, that is to say, Manchester, Manchester, Hulme, Chorlton-upon-Medlock, and Salford, or some of them.

And it is intended by the said Bill to apply for power to deviate from the line or course of the said railway, as the same is intended to be laid down on the plan thereof to be deposited with the Clerk of the Peace for the county of Lancaster, to any extent not exceeding twenty yards on either side of the said railway,

And it is also intended by the said Bill, to apply for power to alter and divert the course of a certain river called the Medlock, in the said several townships of Manchester and Hulme, or one of them.—Dated 17th February 1837.

*Wheeler and Marriot.*

#### Rye and Hastings Railway.

**N**OTICE 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, constructing, and maintaining a railway or railways, trauroads or tramroads, with proper warehouses, wharfs, landing places, bridges, and all suitable erections, works, and conveniences, for the conveyance of coaches, waggons, carts, and steam or other carriages along the same; which said railway or railways, tramroad or tramroads, is or are intended to commence in a piece or pieces of ground, in the possession of Charles Hicks Esq. at or near the Tillingham Channel of the Harbour of Rye, and to proceed from thence, and to pass through, or into the several parishes, townships, and places Rye, Icklesham, Pett, Guestling, Fairlight, and All Saints, Hastings, and Rye, and Winchelsea, all which places are in the county of Sussex; which said railway or railways, tramroad or tramroads, will terminate in a piece or pieces of ground, in the possession of Mrs. Milward, near to or above the Fish Market, in the parish of All Saints, Hastings. And in which Bill power will be applied for to deviate from the said line of railway and works, as laid down on the plan hereafter to be deposited, pursuant to the standing orders of Houses of Parliament, to any extent not exceeding one hundred yards on either side hereof.—Dated this 24th day of February 1837.

*Dan. Fossick, 3, Copthall Chambers, Solicitor to the Bill.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session of 1838, for an Act to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the High-street, near Vine-street, in the town of Uxbridge, in the county of Middlesex, and terminating by a junction with the proposed Great Western Railway, in the parish of Iver, in the county of Buckingham, at or near the High road leading from Iver, to the Great Western Road near Colnbrook, and passing from, through, or into the

several parishes, townships, and extra parochial and other places of Uxbridge, Hillingdon, Cowley, or some of them, in the county of Middlesex, and Iver, in the county of Buckingham; and also to make a branch railway from and out of the said Great Western Railway, with all proper works and conveniences connected therewith, commencing at the Great Western Railway, in the parish of Iver, in the county of Buckingham, at or near the High road leading from Iver, to the Great Western Road, near Colnbrook, and terminating at or near the bank of the River Thames at Staines, in the county of Middlesex, contiguous to the Parish Church and passing from, through, or into the several parishes, townships, and extra parochial and other places of Iver, Langley, Bucks, Stanwell, Colebrook, and Staines, or some of them in the county of Middlesex; and it is intended by this Act to take powers to deviate from the line or lines of the said railway and branch railways, as the case may be, respectively, as the same are intended to be laid out in the plans thereof, hereafter to be deposited with the several Clerks of the Peace in the counties of Middlesex and Buckingham, to any extent not exceeding one hundred yards on either side of the said railway, or branch railway, respectively, save and except where the property situate within the said distance shall have been omitted to be numbered in the plans so deposited as aforesaid, and save and except where the same is or are intended to pass through lands covered with houses and gardens, and in such last mentioned case, to any extent not exceeding ten yards on either side of the said railway or branch railways, respectively.—Dated this 14th day of February 1837.

*Henry Hoppe, 3, Sun-court, Cornhill, London, Solicitor for the Bill.*

#### Maryport and Carlisle Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, in order to obtain an Act, for making and maintaining a railway or railways, to be called the Maryport and Carlisle Railway, for the conveyance of goods, merchandize, 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 warehouses, quays, docks, wharfs, landing places, stations, bridges, culverts, embankments, buildings, and other works and conveniences connected therewith; which said railway or railways is or are intended to commence at and from the south quay of the harbour of Maryport, in the township of Ellenborough, in the parish of Dearham, and county of Cumberland, and near to a certain coal steath or shed there situate, the property and in the occupation of Humphrey Senhouse, Esquire, and to terminate by a junction with the Newcastle and Carlisle Railway, at, in, or near to a certain field or close of land, called by the name of Bogfield, belonging to Miss Eleanor Carlyle, and now in the occupation of William Henderson, and which said close or field is situate in the township of