

The following enumeration of the Six Townships in the Parish of Sheffield, shows their population at the five decennial periods of the Parliamentary Census, their territorial extent, and their number of houses, in 1851:—

TOWNSHIPS.	POPULATION.						No. of Acres	Houses in 1851.
	1801	1811	1821	1831	1841	1851		
Sheffield. . . .	31,314	35,840	42,157	59,011	67,967	83,447	3436	16,943
Ecclesall. . . .	5,362	6,569	9,113	14,279	20,003	24,552	4180	5,194
Brightside. . . .	4,030	6,899	6,615	8,968	10,089	12,042	2680	2,517
Attercliffe. . . .	2,281	2,673	3,172	3,741	4,156	4,873	1336	1,001
Neth.Hallam . .	1,974	2,384	3,200	4,658	7,275	8,897	1902	1,689
Upr. Hallam. . .	764	866	1,018	1,035	1,306	1,499	8836	304
	45,755	53,231	65,275	91,692	110,891	135,310	22,370	27,658

 DERBY, &c. APPENDIX.

Abbott Thomas, pork butcher, Abbey st
 Adlington Jonth., professor of music, 68, Wilmot. st
 Ainsworth Edw. H., engineer's clerk, 22, Siddals road
 Allcock Rd., cattle dlr., London st
 Aldam Wm. Hurd, Esq., the Tower, *Matlock bath*
 Bannister Jas., watch mkr, &c., 56 Sadler gt
 Barber J. & F. & Currey, solrs., St Michael's
 Beeson Jas. & Co., iron and brass founders, Siddals road
 Beeson Jas. Wm., academy, 25, St. Mary's gt
 Bennett Thos. & Co., corn mlrs, Uttoxeter old road
 Bentley Capt. C., staff officer, South par
 Birch Geo., vict., Telegraph, 54 London rd
 Bland Jph., vict., Black's head, Devonshire st
 Boot John, vict., Blacksmoor's head, *Troway*
 Briggs Robt., vict., New Inn, Canal st
 Briggs and Stone, solrs., 47 Full st
 Briggs, Thos. W., agent to Hyde, Roberts, & Co., 2 Market Head
 Chadfield Chas, artist's repository, Midland rd
 Clark Chas., boot mkr, London rd
 Clarke Jas., butcher, Abbey st
 Clarke Robt., saddler, 6 Osmaston st
 Clarke Wm., grocer, 23 Bridge gt
 Clifton Fdk., Homœopathic chemist, Rotten row
 Cocker Emal. L., plumber, &c, 23½ Bridge gt
 Copestake, Jno, machinist & mfr., 1 Siddals rd
 Cotton, Jas., vict., Chequers, 41 Willow rv
 Crich Jph., grocer, 9 Osmaston st
 Crookes Saml., grocer, 35 Park st
 Cutts Jno., solicitor and town clerk, Low pavt., *Chesterfield*
 Dobson & Robson, silk throwsters, Stockbrook st

Else Jno., vict., Pelican Inn, Abbey st
 Elson, Jno., grocer, 35 Morledge
 Endson Hy., hair dresser, 2 Sadler gt
 Falconer Geo., vict. Three Crowns, Bridge gt
 Fell Fras., vict., Coach & Horses, 5 Morledge
 Fox Jph, prov. dlr., 33½ Bag ln
 Frost Jph., silk throwster, Cavendish st
 Gribble (Jno. C.) & Fisher (Wm. Hy.) victs, Swan with two necks, 24 St. James' ln
 Groom Hy., vict., Lord Nelson, 10, Wardwick
 Hackney Dvd., china &c., dlr., 8, St. Jas, ln
 Hall Wm., printer, 30½ Victoria st
 Harper Edw., staymkr., 45 Sadler gt
 Henchcliffe Arthur, woodcarver, 30 Queen st
 Hibbert Stephn., vict., Cross Keys, Market pl
 Hicking Saml., clothier, 8 Sadler gt
 Hill John, bookbinder, 43 King st
 Hinks, Thos., vict., Scarsdale Arms, 9 Colyear st
 Hobson & Son, proprietors and publishers of *The Derbyshire Advertiser*, 11 Market pl
 Holmes Edw., silk mercer, 40 Corn mkt
 Holt Mr. James, 6 Wardwick
 Hyde, Roberts, & Co., patent ventilating chimney top mfr., 2 Market hd
 Ison Fredk., druggist, 26 Market pl
 Johnson Saml., mason & builder, Burton rd
 Kendrick M. & F., haberdashers, 44 St. Peter's st
 Lesson Saml. & Hy., farmers, Park Style, *Longford*
 Loasby Fredk., vict., Old Leather Bottle, 1 Wardwick
 Longden Thos., blacksmith, 18 King st
 Longdon John, butcher, 42 King st
 Lord Benj., vict., Odd Fellows' Arms, King st

Lovegrove Wm., vict., British Arms, Bridge gt	Smith Thos., vict., Acorn Inn, Queen st
Mansfield John, vict., Victoria Inn, Midland pl	Sowter Jph. Hy., vict., Old White Lion, 1 Ashbourn rd
Manuel Anthy., cabinet mkr., 30 Queen st	Stone John, fishmonger, 3 Wardwick
Mason John, colour mcht., 33 Osmaston st	Taylor Matt., car proprietor, Gerrard st
Midgley John, vict., Old Tiger, Queen st	Taylor Hy., vict., New Inn, Duffield rd
Millward John, butcher, 19 Queen st	Tomlison Wm., vict., Cock, Cockpit hill
Pacey Elijah, fruiterer, 122 Friar gt	Townsend Chae., tea mcht., Osmaston rd
Morton Mark, vict., George Inn, Marsh ln, <i>Eckington</i>	Wade John, vict., King's Arms, St. Mary's gt
Parker Alex., broker, 25 London st	Walker David, brazier, &c., Nag's head yd
Parker Edw., baker, 18 Market pl	Walker Sarah, tobacconist, &c, 87 Siddals rd
Perkins Saml., glass and china dlr., 11 Tenant st	Webster George, hosier, Watson st
Putsey John, druggist, 25 Park st	Western Wm., vict., Three Nuns, 25 Nuns st
Ragg John, vict., McInethon's Head, Park st	Wheatcroft Adolplus E., druggist, 59 Osmaston st
Randall Hy., tobacconist, 13 Rotten row	Whittaker James, bookseller & stationer, <i>Wirksworth</i>
Reynolds John, butcher, 27 Canal st	Whiteman George, vict., Noah's Ark, 17 Morledge
Richardson John, tin plate worker, 26 St. Peter's st	White Thos., vict., Dusty Miller, <i>Barlborough</i>
Riley Richd., glass, &c., dlr., 121 Friar gt	Wibberley Robt., vict., Green Man, Kennington st
Roe Wm., chair mkr., 4 Nottingham rd	Williams Bertrand, carver and gilder, 12 London rd
Rogers Lucy J., ladies' school, 6 St. Helen's st	Williamson Wm., druggist, 20 Abbey st
Sedgwick Thos., grocer, 31 Friar gt	Wood Robt., joiner, 46 Agard st
Sherwin Mr. Saml., 36 Friar gt	
Shilton Jph., baby linen warehs., 8 Wardwick	
Slater Wm. Alex., silk broker, Macklin st	
Smith John, tailor, 27 Full st	

ST. MICHAEL'S CHURCH, Queen street, Derby, is about to be rebuilt, and enlarged from the designs of Mr. H. J. Stevens, architect, at a cost of £2,650, towards which the *Local Board of Health* have given £340, the *Lichfield Diocesan Society*, £150, *The Vicar, Family, and Friends*, £200, the *Church of England Society*, £130, and the parish and congregation above £400. The number of sittings in the new building will be 350, of which number 130 are free. The increased accommodation will be 150 sittings.

THE SPEEDWELL MINE, about one mile west from Castleton on the Buxton road, one of the most interesting in the county, (see page 529) is now the property of Mr. Peter Kirk, Castle Hotel, Castleton.

RAILWAYS.

OWING to an unforeseen accident we were unable to give the subjoined valuable and interesting information under its proper head, (see page 23) but its authenticity and value, will, we trust, be a sufficient apology for its insertion here.

THE EREWASH VALLEY BRANCH OF THE MIDLAND RAILWAY.—This line commences from a junction with the Midland Counties or South Branch, between the Trent Junction and Long Eaton Station, and proceeds in a nearly northerly direction up the Valley of the River Erewash, on the borders of the county of Nottinghamshire; passing by Long Eaton, Sandiacre, Stanton-by-Dale, Ilkeston, Heanor, Codnor Park, &c., &c. in Derbyshire, and Toton, Stapleford, Cossall, Eastwood, &c. in Nottinghamshire, and terminating by two separate branches, respectively at Birchwood and Pinxton, near Alfreton. The line divides for these two places near the Pye-bridge Station, at a point distant 14 miles from its commencement, and exactly 1 mile 25 chains from each of its termini. At the Pinxton end, that branch of the line meets and runs into the Mansfield and Pinxton branch of the Midland Railway, thus forming a continuous line from Pye-bridge to Mansfield. At the Southern

extremity of the line, at Long Eaton, a short loop of about a quarter of a mile in length is constructed, running into the south branch in the direction of Nottingham, to enable traffic to be worked direct between the Erewash Valley and that place. At Codnor Park is the junction with the Butterley Railway, the property of the Butterley Company, communicating with the immense coal and iron works of that company. This Railway opens up an important mineral district, cutting through the centre of the southern portion of the great Derbyshire and Yorkshire Coal Field, and the whole district abounding also in iron. Numerous branches are constructed at various points of the line, in order to form a better communication with the collieries and ironworks bordering upon it, constructed at the expense of the various colliery owners, &c., and communicate with the line at different points. The Railway was originally commenced by an independent company, with a capital of £190,000 and powers to borrow an additional sum of £63,000, and who obtained the Act of Parliament in 1845; the act also enabling them to sell the undertaking to the Midland Company, who had previously (February, 1845) agreed with them to buy it, and who accordingly immediately after purchased it at the price of a minimum guarantee of 6 per cent upon £145,000. Subsequently (June 26 1846) the Midland Company obtained a further Act, enabling them to extend the line from Pye-bridge, its proposed original termination, to Clay Cross on the north branch. This extension was begun but only carried out to Birchwood, although only about 6½ miles remain to be done. The extension, if completed, would reduce by nearly seven miles the distance between all stations south of the Trent Junction and north of Clay Cross. The Act for the construction of the several coal branches and also the branch to Pinxton, was obtained July 16, 1846. The whole length of the line and branches is 23 miles, and the cost was about £340,000.

THE RIPLEY AND ST. MARY'S BRIDGE BRANCHES of the Midland Railway. *The Ripley Branch* commences from the termination of a small branch of the North Midland at Little Eaton, about 4 miles north of Derby and called the Little Eaton Branch. and proceeding in a north-easterly direction, through a very important coal district, terminates in the township of Ripley, parish of Pentrich, at a point distant only about 3 miles from the Codnor Park Station of the Erewash Valley Line. It is 6½ miles in length, altogether a single line, and follows the course of the Old Tramway made in connection with the Little Eaton Canal. The coal district through which it passes forms part of the same as that through which the Erewash Valley passes, being in the southern portion of the great Derbyshire and Yorkshire Field. The St. Mary's Bridge Branch (Derby) commences from a junction with the north branch at Little Chester, one mile north of Derby station, and terminates, as its name implies, near the St. Mary's Bridge in the north-eastern suburb of that town, where an extensive wharf is formed for supplying the town with coal from the Ripley district, for which purpose the branch itself is constructed. This Line is half a mile in length—double line. The Act for these two lines was obtained in 1848, and by it also several coal branches were authorized, to communicate between the Ripley branch and various collieries in the district, none of which however has as yet been carried out, and though, as above stated, the Act was obtained in 1848, the whole undertaking was allowed to rest until the close of 1850, when further parliamentary powers were necessary for extending the time originally allowed for the compulsory purchase of lands. These were however obtained on the 24th July 1851, but even then the works were not commenced until August, 1853, and after some further delay, were completed in August, 1855. In September of the same year, they were opened for goods and mineral traffic, but owing to a disagreement between the Company and the Government Inspector, the Ripley branch was not opened for passenger traffic until the 1st of September, 1856. The cost of this undertaking, up to the time of the opening for passenger traffic, was about £70,000, although the original estimate was much less, the increased expenditure being probably, almost wholly owing to the delays which occurred in the prosecution of the undertaking. The Little Eaton Branch is 25 chains in length, and up to the time of the construction of the Ripley branch had its termination near the stone quarries and canal at Little Eaton. It was completed in the early part of 1848, at the cost of £4,200. It is now merged in the Ripley branch. The distance from Little Eaton Junction to Ripley is nearly seven miles.

THE MANCHESTER, BUXTON, MATLOCK, AND MIDLAND JUNCTION RAILWAY.—This Railway was originally projected to run from the Ambergate Station of the Midland Railway, by Matlock and Buxton to the London and North Western Railway near Manchester, length 45 miles; and the Act for the purpose was obtained 16th July, 1846. The line was, however, only constructed to a distance of 11½ miles from Ambergate, that is, to Rowsley, 4 miles from Bakewell and 3 from Chatsworth. This was opened 4th June 1849. The Cromford Canal, 17 miles long, was subsequently purchased by this Company, by powers conferred by their Act of Incorporation and the Cromford Canal Sale Act, 1846.

The price was £101,200, and in 1852 the whole concern, Railway and Canal, was leased for 19 years to the Midland and London and North Western Companies jointly, at a rent of 2½ per cent, per annum upon the paid up Capital of the Railway, the two Companies also paying the interest on the Capital of the Canal. The lease dates from the 1st of July, 1852, and the Midland Company work and maintain the line on the joint account. The Railway runs from Ambergate in a north westerly direction up the valley of the River Derwent, to Rowsley. In its course it has no less than 6 tunnels, two of which pass under the celebrated Matlock High Tor. This Railway, still more than the North Midland, is an exception to the rule which holds good with most others, in respect to the uninteresting scenery generally met with along them. Throughout its whole course the scenery is of the most romantic description, the valley being bounded on each side by stupendous hills, flanked here and there with high rocks and clothed in many places with luxuriant masses of wood descending frequently almost to the edge of the river, so as to completely conceal the Railway. This is more remarkable in the first or lower half of its course, where nearly all the tunnels are met with, and where the valley often is so narrow that it has been found absolutely necessary to carry the Railway under or along the sides of the hills and rocks. The upper half is more open, and from that cause, though still presenting scenes of great beauty, the valley loses that appearance of wildness and seclusion which distinguishes the lower half. The view of Matlock Bath from the Station is remarkably fine, being decidedly the most imposing on the whole line. In addition to the tunnels before mentioned there are some very expensive works on this line, consisting chiefly of extensive embankments, cuttings, and retaining walls, substantial bridges, and station buildings, chiefly built of stone. The cost of the line was about £453,750.

The foregoing are the only branches of the Midland Railway connected with Derbyshire, if we except the Leicester and Burton, extending from Leicester by Ashby-de-la-Zouch to Burton-on-Trent, which crosses for a few miles the extreme southern portion of the county, between Ashby and Burton. There is nothing, however, in connection with it worth mentioning, and the only other railways in or connected with the county are as follow, viz. :—

THE NORTH STAFFORDSHIRE RAILWAY.—This railway is composed of numerous lines and branches, lying chiefly in the northern portion of Staffordshire, but partly along the borders of that county and Derbyshire, at the south-western edge of the latter. The various lines and branches composing this railway make a total length of 122 miles. It is, however, only necessary to mention here the following portions, as they only are connected with this county. They are as follows, viz.—that portion of the main line from Uttoxeter to Burton and Derby (Willington),—that portion of the Churnet Valley from Rocester Junction to Uttoxeter and the Ashbourne Branch.

THE MAIN LINE, coming from Crewe, through the densely populated district of the Potteries, first approaches the confines of Staffordshire, at Uttoxeter, where it enters the valley of the river Dove, and from whence it continues in a direction rather to the south of east, following the course of that river, and terminating by junctions with the Midland Railway by two separate branches respectively at, Willington (6 miles from Derby) and Burton-upon-Trent. The portion from Uttoxeter to Burton was opened for traffic September 11th, 1848, the Willington Branch July 13th, 1849.

THE CHURNET VALLEY LINE, which, descending the romantic valley of the river Churnet (a tributary of the Dove,) from the direction of Macclesfield, by Leek and Alton Towers, approaches Derbyshire at Rocester, 3½ miles from Uttoxeter, at which place it is joined by the Ashbourne Branch. It was opened on the 13th of July, 1849.

THE ASHBOURNE BRANCH.—This branch commences from a junction with the Churnet Valley Line as already mentioned at Rocester, 3½ miles from Uttoxeter, and proceeding in a north-easterly direction for a distance of 6¼ miles, chiefly also up the valley of the Dove, terminating at the market-town of Ashbourne, in this county. This branch was constructed in a great measure for the accommodation of visitors to the celebrated scenery of Dovedale, about 4 miles from Ashbourne. The works were commenced July 2nd, 1851, and the branch was opened for traffic on the 31st of May, 1852. The Act was obtained in 1848, and its cost was about £60,000.

The foregoing are the only lines of railway in or along the borders of the county of Derbyshire. Those branches of the Midland *not in Derbyshire* are as follows, viz.

THE SHEFFIELD AND ROTHERHAM BRANCH, purchased from the Sheffield & Rotherham Company, at a price of a guaranteed dividend of 6 per Cent. upon the capital of the line £150,000. Length of line, 6 miles.

THE LEEDS AND BRADFORD BRANCH AND EXTENSION to Colne—extending from Leeds by Shipley to Bradford, and from Shipley, 3 miles from the latter place, to Colne in Lancashire, with a branch of a mile in length to the North Midland at Leeds. Total length 42 miles. Act obtained 1844; capital £400,000. Extension Act 1845; capital £500,000. Lease of the Leeds and Bradford Railway Company at a rent of 10 per Cent. upon their total capital of £900,000. Since, however, purchased outright by the Midland Company.

THE NOTTINGHAM, AND MANSFIELD AND PINXTON BRANCHES. The former extending from Nottingham to Kirkby-in-Ashfield and Mansfield, and the latter from Kirkby to Pinxton, where it forms a junction with the Erewash Valley Branch as already mentioned. The cost of the works was about £70,000. The cost of the Nottingham and Mansfield Branch was about £200,000. Length of line, Nottingham to Mansfield 17 miles, Kirkby Junction to Pinxton 3¼. Total, 20¼ mile.

THE NOTTINGHAM AND LINCOLN BRANCH, with branch to Southwell, &c., extends from Nottingham to Newark and Lincoln, a distance of 33 miles. Total length of Nottingham and Lincoln branches, about 36 miles. Cost, upwards of £600,000.

THE SYSTON AND PETERBORO' BRANCH, extending from Syston, by Melton, Oakham, and Stamford to Peterboro'. Syston is 4½ miles from Leicester, on the South Branch of the Midland Railway. Length of line, 48¼ miles. Cost, nearly £1,000,000.

THE LEICESTER AND BURTON BRANCH, composed partly of the Old Leicester and Swannington Line. Single line, opened 1832, and leased by the Midland Company at a price of a guarantee of 8 per cent, upon their capital of £140,000, this Company taking also to their debt of £10,000; and partly of new lines constructed by the Midland Company themselves. This line, when the Leicester and Hitchin is opened, will form its through line between the South of England and the North Staffordshire districts. The new portions, with the altered portions of the old, line were opened for passengers, 1st of August, 1849. The cost of those works was a little more than £600,000.

THE BRISTOL & BIRMINGHAM BRANCH, composed of the former Birmingham & Gloucester, and Gloucester & Bristol Railways, with their branches, taken on lease 1st of July, 1845, but afterwards purchase outright, for a guarantee of 6 per cent, upon the amount of capital expended and the recently constructed Gloucester and Stonehouse Junction Line. Length nearly 7 miles running from Gloucester to the point where the former Gloucester and Bristol railway branches off from the Great Western Railway at Stonehouse. The length of the Bristol and Birmingham, with branches, is 102 miles. The Act for the Gloucester and Stonehouse, was obtained in 1848, and the line opened for traffic on the 29th of May, 1854. Its cost, including that of laying a third line of rails from Stonehouse to Bristol, 30 miles, was about £141,000. In addition to the foregoing, the Midland Company have leased for 21 years, commencing from the 5th of April, 1852, the (Yorkshire) North Western Line, running from Skipton to Settle, Ingleton, and Lancaster—length 44 miles, and have also acquired the Ashby Canal (30 miles) and tramways (13½ miles), purchased for £109,900. Making a Grand Total of upwards of 560 miles of Railway, 47 miles of Canal (including the Cromford), and 13½ miles of tramway, owned or maintained by the Midland Railway Company.

DERBY CORPORATION FOR 1856-57.

H.F. Gisborne, Esq., MAYOR.

ALDERMEN—Dr. Bent, Messrs. Barber, Dunnicliff, T. W. Evans, Forman, S. Fox, Madeley, Moss, Peet, Pegg, and Sandara.

COUNCILLORS.

Becket Ward—Messrs. Bates, Cordon, Etches, G. Gascoyne, Oakley, and 3. Richardson

Bridge Ward—Messrs. Chadwick, J. G. Crompton, Haudyside, T. Richardson
Sherwin, and Sutton.

Castle Ward—Messrs. Harwood, Malin, Moody, Owen, Roe, and Spurgeon.

Derwent Ward—Messrs. Barton, H. Darby, J. Gadsby, Mason, Pountain, and W.T. Cox.

Frair Gate Ward—Messrs. Cartlich, Cock, J. Gascoyne, F. Shaw, Henley, and Pool.

Kings Mead Ward—Messrs. Abell, T. Branton, T. Clarke, Gamble, T. Tunaley, and B Webster.

TOWN COUNCIL COMMITTEES.

Watch—The Mayor, Messrs. Pegg, Barton, Bates, Gadsby, Cartlith, J. Richardson, Mason, and Shaw.
Estate—Dr. Bent, Messrs Madeley, Dunningcliffe, Corden, Darby, Evans, Jos. Gascoyne, Henley, and Harwood.

Baths and Wash-houses.—Messrs. Pegg, Bates, Malin, Handyside, Chadwick, Roe, Clarke, Cartlich, and Moody.

Audit—Messrs. Pegg, Sanders, Cordon, Chadwick, and Crompton.

Cattle Market—Messrs. Clarke, Barton, Fountain, Jos. Gascoyne, and T. W. Evans.

PRESIDING ALDERMEN.

Becket Ward, Mr. Forman; Bridge Ward, Mr. Sandars; Castle Ward, Mr. Moss; Friar Gate Ward, Mr. Peet; King's Mead Ward, Mr. Pegg; Derwent Ward, Mr. Barber.

BOARD OF HEALTH COMMITTEES.

Finance—The Mayor, Messrs. Sandars, Pegg, Stew, Moody, Gadsby, and Crompton.

Severage and construction—The Mayor, Dr. Bent, Messrs. Gamble, Dunninglilb, Etches, Ilnsidside. Josh. Gascoyne, Madeley, Oakley, and Thog. Tunaley.

Paving, Lighting, and Cleansing.—The Mayor, Messrs. Barton, Cartlieh, Cock, Darby, Malin, Owen, J. Richardson, George Gascoyne, and T. Fountain.

Inspection, Nuisance, and Registration.—The Mayor, Messrs. Harwood, George Gascoyne, Owen, Mason, Roe, Sherwin, Bates, atol Webster.

Clerk to the Board of Health—Mr. Joseph Jones.

Surveyor—Mr. Thorburn.

TRUSTEES OF CHARITIES.

Messrs. Thomas Cooper, John H Cock, Francis Jessopp, James Peet, John Sandars, James Thomason, Wm. M. Cooper, Henry Cox, Samuel Fox, and Thomas Racket.

BOROUGH MAGISTRATES.

H. F. Gisborne, Esq., Mayor, Robert Pegg, Esq., Thos., Bent, Esq., M.D., John Sandars, Esq., Robert Forman, Esq., James Heygate, Esq. M.D., Samuel Fox, Esq., Josiah Lewis, Esq., Sir Henry Wilmot, Baronet, T. W. Evans, Esq., Douglas Fox Esq., T. B. Bainbrige, Esq., John Strutt, Esq., Henry Bode; Esq., and Henry Cox, Esq.

LIST OF FAIRS.

DERBYSHIRE.

Alfreton, January 26, Easter Tuesday, Whit-Tuesday, July 31, Oct. 7, and Nov. 25
 Ashbourne, second Tuesday in March, first Monday and Tuesday in Sep., Monday and Tuesday before Nov. 11th, and third Monday in September
 Ashover, April 25, Oct. 15, and Nov. 23
 Bakewell, Easter Monday, Whit Monday, August 26, Monday after October 10, and Monday after Nov. 11
 Belper, Jan. 28, May 5, and Oct. 31
 Bolsover, last Friday in April, first Friday in October
 Buxton Monday before Thursday proceeding Feb. 14, Monday before second Wednesday in Sept., March 28, April 29, and Oct. 28. *If any of these fall on Sunday, the Saturday before*
 Castleton, third Wednesday in March, April 21, first Wednesday in October, and third Wednesday in Nov.

Chapel-en-le-Frith, Thursday before Feb. 14, March 3, March 20, Tuesday before Easter, April 30th, holy Thursday, also three weeks after Holy Thursday, July 7, Thursday after October 11, and Thursday Nov. 23
 Chesterfield, Jan. 27, Feb. 28, first Saturday in April, May 4, July 5, Sep. 25, and Nov. 25
 Crich, April 6, and Oct. 11
 Derby, Friday after Jan. 6, Jan 2.3, March 21, 22, and 23, Friday after May 1, Easter Friday, Whit Friday, July 25, last Tuesday in August, and September 27 28, and 29
 Dronfield, April 25
 Duffield, Thursday after Jan. 1. & March 1
 Glossop, May 6t
 Hartington, Feb. 12, April 2nd, *if Sunday the Saturday before*, Wednesday before the last Thursday in April

Hathersage, Friday after Oct. 11
 Hayfield, May 12
 Higham, Wednesday after Jan. 1, Feb. 27
 Hope, March 28, May 13, Tuesday before
 second Wednesday in Sep., and Oct. 11
 Ilkeston, March 6, Thursday in Whitsun-
 week. Thursday after December 25, and
 last Thursday in October.
 Matlock, Feb. 25, April 2, May 9, & Oct. 24
 Measham, May 1 and first Monday in Nov
 Newhaven, Tuesday before second Wednes-
 day in September, and Oct. 30

New Mills, May 11, Oct. 29
 Ripley, Wednesday in Easter week, Oct. 23,
 and Nov. 5
 Tideswell, March 24, last Wednesday in
 July, May 15, second Wednesday in Sep
 and Oct. 29
 Winster, Feb. 11, Mar. 30, July 8, & Oct. 14
 Wirksworth, Shrove Tuesday, May 12, East-
 er Tuesday, July 8, Sep. 8, and third
 Tuesday in November

 NOTTINGHAMSHIRE

Bingham, Tue. and Wed. before Feb. 13 for
 horses; Thur in Whit. week, Nov. 8, 9,
 for pigs; statute fair, last Thur. in Oct.
 Blyth, Holy Thur.; Oct. 20, for horses, cat-
 tle, sheep, and swine
 Bawtry, Whit week, Old Martinmas day
 Dunholme. August 12
 Eastwood, first Mon. in May, and Monday
 after October 11
 Edwinstone, October 24 ; Dec. 13
 Gringley, December 13
 Lenton Wed. in Whit Week, November 11
 Mansfield first Thursday in April, July, 10,
 sec Thurs Oct. & first Friday in Nov.
 Marnham, September 12
 Newark Fri. fortnight before Easter, May
 14, Whit Tue. Aug. 2, Wed. before Oct.
 2, for cheese; Wed. after Oct. 3, for hops;
 Nov 1; Mon. before Dec. 11, for cattle
 and horses

Nottingham, Fri. after Jan. 13, Thur. be-
 fore Easter, May 7, principally for cattle;
 March 7, 8, 9, for cattle, cheese, &c.; Oct
 2, 3, 4.
 Ollerton, May day, for cattle; Sep. 27, for
 hops; last Fri. in Sep.
 Retford, Mar. 23, first Thur. after June 11,
 last Thurs. in July, Oct. 2, 3; second
 Thur. in Dec.
 Southwell, Whit Mon. for cattle, horses, &c.
 Sutton-in-Ashfield, second Tuesday in Apl.,
 Tue. before second Thur. in October
 Tuxford, May 12, for cattle, sheep & swine,
 Sep. 25 and 28 for hops
 Warsop, Mon. before Whit Mon., Nov. 17
 and Sep. 29
 Worsop, second Wed. in April; second
 Wed. in October

YORKSHIRE.

Abberford last Mon. in April and May, first
 Mon in Oct. first Mon. after Oct. 18, first
 Mon after Nov. 2
 Adwalton, Feb. 6, Mar. 9, Easter Thurs., &
 every Thurs. fortnight after till Michlmas.
 Aldborough, September 4
 Appletreewick, Oct. 26, 27
 Askrig, May 10, 17, first Thur. in June,
 October 28, 29
 Astwick, Thur. before Whit Sunday
 Barnsley, Wed. before Feb. 28, May 13,
 October 11
 Bawtry, Whit Thur, Nov. 22
 Bedale Easter Tue., Whit Tue., June 6, 7,
 July 5, 6, Oct 11, 12, Dec. 13
 Bentham Jan 25, June 22, Sat. in Easter
 week, Oct. 25
 Beverley, Thur before Feb. 25, Holy Thur.,
 July 5, Nov 5; principal markets for cat-
 tle, Wed. before April 6, Wed. before May
 12, Wed. before Sep. 14, Wed. after Dec.
 25
 Birgley, Jan. 25, Aug. 25, 26, 27
 Black-Burton, Whit Mon.
 Boulton, June 28
 Boroughbridge, April 27, 28, June 22, 23,
 Aug. 16, 17, Oct. 23, Dec. 13, 14

Bradfield, June 17, Dec. 9
 Bradford, March 3, 4, June 17, 18, 30, Dec.
 9, 10, 11
 Brandsburton, May 15, cattle market every
 alternate Wed., commencing with the prin-
 cipal stallion show, nearest Wed. to Apl. 8
 Brawby, first Mon. after July 11
 Brumpton, Nov. 12
 Burlington, Mon. before Whit Sun., Oct. 21
 Cave, Trinity Mon., second Mon. after old
 Michaelmas day, for cattle
 Cawood, May 13, Sep. 23
 Clapham, Sep. 21
 Coxwold, Aug. 25
 Dewsbury, Wed. before May 13, Wed. be-
 fore Oct. 11
 Doncaster, Feb. 2, April 5, Aug. 5, Nov. 16
 Driffield, Easter & Whit Mondays, Aug. 26,
 Sep. 19
 Easingwold, July 5, Sep. 25
 Egton, Tue. before Feb. 14, May 18, Sep.
 4, Tues. before Nov. 22
 Frodingham, July 10, Oct. 2
 Gargrave, Dec. 11, 29
 Grassington, March 4, April 24, June 24,
 Sep. 26
 Grinton, Good Friday, Dec. 21

- Guisborough, last Tuesdays in. Mar. & Apl., third Tue. in. May, Aug., and Sep., second Tue. in Nov.
- Guisburn, Easter Mon., second and fourth Mons. after, Sat. after the fourth Mon., fifth Mon. after Easter, Sep. 18, 19
- Halifax, June 24, first Sat. in Nov.
- Harewood, last Mon. in April, second Mon. in Oct
- Hawes, Whit Tue., Sep. 28
- Haworth, July 22, Oct. 14
- Hedon, Feb. 14, Aug. 2, Sep. 22, Nov. 17, Dec. 6. A market every other Mon. in the year
- Helmsley, May 19, July 16, Oct. 2, Nov. 6
- Holmfirth, Oct. 30
- Hornsea, Aug. 13, Dec. 17
- Howden, April 15, 16, 17, Sep. 25, and six following days, (the great horse fair,) and every alternate Tue. for horses & cattle
- Huddersfield, Mar. 31, May 14, Oct. 4
- Hull, second Tue. in April, for cattle, &c.; Oct. 11, 12; wool markets, two last Tuesdays in June, all the Tuesdays in July, and first two Tuesdays in August
- Hunmanby, May 6, Oct. 29
- Ingleton, Nov. 17
- Keighley, May 8, Nov. 8
- Kettlewell, July 6, Sep. 2
- Kilham, Aug. 21, Nov. 12
- Kirbymoorside, Whit Wed. Sep. 18
- Kirkham, Trinity Monday
- Knarborough, Wed. after Jan. 13, Wed. after March 12, May 6, Wed. after Aug. 12, Wed. after Oct. 11, Wed. aft. Dec. 10
- Lee, Aug. 24, Sep. 17
- Leeds, July 10, 11, Nov. 8, 9
- Leighton, June 24
- Leyburn, second Fridays in Feb., May, Oct., and Dec.
- Long Preston, March 1, Sep. 29
- Malham, June 25, Oct. 4
- Malton, Mon. before Palm Sun., Whit Sun. eve., Oct. 11, 12
- Marsden, April 25, July 10, Sep. 25
- Masham, Sep. 17, 18
- Middleham, Easter & Whit Mons., Nov. 5, 6
- Moor Kirk, June 24
- Northallerton, Feb. 14, May 5, Sep. 5, Oct. 3, second Wed. in Oct. for cheese
- North Duffield, May 4
- Otley, Aug. 1, Nov. 15
- Patrington, Mar. 28, July 18, Dec. 6
- Penistone, Thurs. before Feb 28, last Thur. in Mar, Thur. before May 12, Thur. after Oct. 11
- Pickering, Mon. before Feb. 14, Mon. before May 13, Sep. 25, Mon. bef. Nov. 23
- Pocklington, Mar. 7, May 6, Aug. 5, Nov. 8
- Pontefract, first Sat. after the 20th day from Dec. 25, Feb. 5, first Sat. after Feb. 13, Sat. before Palm Sun., Low Sun., and Trinity Sun. respectively; Sat. after Sep. 12, first Sat. in Dec. The fortnight fairs are held on Sats. after the York fortnight fairs
- Reeth, Fri. before Palm Sun., second Friday before May 13, Fri. before Aug. 24, sec. Friday before Nov. 22
- Richmond, Sat. after Candlemas, Sat. before Palm Sun., first Sat. in July, Sep. 25
- Ripley, Easter Mon. & Tue., Aug. 25, 26, 27
- Ripon, Thursday after Jan. 13, May 12, 13, first Thur. in June, Thur. after Aug. 22, Nov. 22
- Rotherham, Whit Mon., Dec. 1
- Scarborough, Holy Thur., Nov. 22
- Seamer, July 15
- Sedburgh, March 10, Oct. 29
- Selby, Easter Tue., June 29, Oct. 11
- Settle, Tue. before Palm Sun., Thur. before Good Fri., and every other Fri. till Whit-Sun., April 26, Aug. 18 to 21, Tuesday after Oct. 27
- Sheffield, Whit Tue., Nov. 28
- Sherburn, Oct. 6
- Skipton, Mar. 23, Palm Sun. eve, Easter eve, first and third Tues. after Easter, Whit Sun. eve, Aug. 5, Nov. 20, 22
- Slaiburn, Feb. 14, April 15, Aug. 1, Oct 20
- Snaith, last Thur. in April, Aug. 10, first Fri. in Sep.
- Stamford Bridge, Dec. 1, 2; if the first of Dec. falls on a Sat., the fair is always held on the Mon. and Tue. following
- Stokesley, Sat. before Trinity Sun.
- Tadcaster, last Wed. in April, May, & Oct.
- Thirsk, Shrove Mon. April 5, Aug. 3, 4, 5, Oct. 28, 29, Dec. 14
- Thorne, Mon., Tue., and Wed. after June 11, same days after Oct. 11
- Tollerton, Aug. 15
- Topcliffe, July 17, 18
- Wakefield, July 4, 5, Nov. 11, 12
- Weighton, May 14, Sep. 25
- Wetherby, Holy Thur., Aug. 5, Oct. 11, Thur. before Nov. 22
- Whitby, Oct. 5, Nov. 25
- Whitgift, July 22
- Yarm, Thur. before April 5, Holy Thur. Aug. 2, Oct. 19
- York, principal fairs, Whit Mon., July 10, Aug. 12, Nov. 22. Principal markets every other Thur. in the year. Principal fairs for horses, Mon. in the race week, & Mon. in the first whole week before Dec. 25