

Sussex, passing thence through or into the several parishes following, or some of them (that is to say), Saint Peter the Great otherwise Subdeanry, and Saint Pancras, in the said city and borough of Chichester, the county parts of Saint Peter the Great otherwise Subdeanry, and Saint Pancras respectively, partly within and partly without the walls of the said city and borough of Chichester, Rumboldswyke, North Mundham, Merston, Paghams, and South Bersted, all in the county of Sussex, and terminating in or near certain garden allotments called or known by the name of Bognor Garden Fields, in the said parish of South Bersted.

And it is intended by the said Bill to take power to purchase by compulsion the lands, houses, and other property which may be required in the construction of the said railway, and to vary and extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property; and also power to levy tolls, rates, and charges in respect of the said railway, and to confer other rights and privileges.

And notice is hereby given, that duplicate plans and sections showing the line and levels of the said intended railway, books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and other property intended to be taken, a published map with the line of railway thereon delineated, and also a copy of this notice, will, on or before the 30th day of this instant November, be deposited for public inspection at the office of the Clerk of the Peace for the county of Sussex, at Lewes, in such county, and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each of the before mentioned parishes in or through which the said intended railway will pass, together with a copy of this notice, will be deposited with the parish clerk of each such parish at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated this 6th day of November 1852.

*Goodwin, Williams, and Co. Wal-* } Solicitors  
*brook House, London.* } for the  
*C. Constable, Bognor.* } Bill.

Plymouth, Tavistock, Okehampton, North Devon, and Exeter Railway.

(Incorporation of Company; Construction of Railways; Running Powers over Exeter and Crediton, North Devon, and Bristol and Exeter, and Plymouth and Dartmoor Railway Companies' Lines; Arrangements with those Companies and the South Devon Railway Company, and Subscriptions and Guarantees by some of those Companies; and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining the railways hereinafter described, together with all proper and convenient stations, sidings, approaches, and other works and conveniences connected therewith (that is to say):

A railway, to commence in the parish of Saint Andrew, in the borough of Plymouth, in the county of Devon, on the south side of the Mill Bay road, nearly opposite the Great Western Dock Inn, and to terminate in the parish of Colebrooke, otherwise Colebrook, in the said county, by a junction with the authorised line of the North Devon Railway now in course of construction, at or near the point

where that line of railway crosses, or is intended to cross, the public road leading from Colebrooke to Penston, otherwise Penstone, near to certain houses called Waterleat.

A railway, to commence in the parish of Charles otherwise Charles the Martyr, in the said borough of Plymouth and county of Devon, near and adjoining to a certain timber yard, now in the occupation of Messrs. Collier and Company, situate on the west side of the Sutton road, near Coxside, and to terminate by a junction with the intended railway firstly hereinbefore described, in a field called Middle Field, now or late in the occupation of William Butterell, lying to the north of Pennycome-Quick Lane otherwise Pennycombequick Lane otherwise Deadlake Lane, in the parish of Stoke Damerell, in the said county of Devon, which said intended railways and works are intended to be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): the town and borough of Plymouth, in the county of Devon, Charles otherwise Charles the Martyr, Saint Andrew, East Stonehouse, Crab Tree Marsh, Tothill Marshes, Lipson Marshes, Laira Green, Catwater, Catdown, the bed and shores of the River Plym and of the Water of the Laira, Stoke Damerell, Compton Gifford, Pennycross otherwise Saint Pancras otherwise Pennycombequick otherwise Weston Peverell, Egg Buckland, Saint Budeaux otherwise Budock, Tamerton Folliott, Bickleigh, Meavy, Sheepstor, Buckland Monachorum, Walkhampton, Whitchurch, Petertavy, Sampford Spiney, Tavistock, town and borough of Tavistock, Marytavy, Lamerton, Wilsworthy Hamlet, Lewtrenchard, Coryton, Brentor, Bridestow, Lydford otherwise Lidford otherwise Old Lydford, Sourton, Meldon, Chichacott, Okehampton otherwise Oakhampton, Belstone, Monk Oakhampton otherwise Monk Okehampton, Exbourne, Iddesleigh, Broadwood Kelly, Honeychurch, Bonleigh, Sticklepath, Sampford Courtney otherwise Sampford Courtenay, South Zeal, South Tawton, North Tawton, Newland, Spreyton, Hittesleigh, Drewsteignton, Broad Nymet, Loose Beer, Bow otherwise Nymet Tracey, Down Saint Mary, Zeal Monachorum, Sandford, Clannaborough otherwise Clanaborough, Penston otherwise Penstone, Morchard Bishop, Colebrooke otherwise Colebrook or Bishop's Colebrook, Coleford Hamlet, and Crediton, all in the county of Devon:

To stop up, alter, or divert, cross, or break up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, sewers, pipes, drains, and watercourses within the before-mentioned parishes, townships, extra-parochial, and other places, or any of them, which it may be necessary or desirable to stop up, alter, divert, cross, or break up for any of the purposes of the intended Bill:

To make lateral deviations from the line of the intended railways, and to purchase, by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the intended Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments:

To levy tolls, rates, and duties upon or for the use of the intended railways and works, and to confer exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges:

And it is also intended to authorise and empower the proposed Company, upon the payment of such tolls, rates, and charges as shall be specified or provided for in the intended Bill, to run over,