

tended to be taken are situate, together with a copy of this Notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto at his residence, and

On or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1882.

William Toogood, 16, Parliament-street, Westminster,
James Turner, 7, Golden-square, London,
John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

Solicitors

In Parliament—Session 1883.

Plymouth and Dartmoor Railway.

(New Railways near Plymouth; Provisions as to Gauge of Railways; Working and other Agreements with, and other Powers to, Great Western and London and South Western Railway Companies; Additional and Separate Shares and Loan Capital; Distribution and Application of Consideration or Purchase Money received on Sale of Portion of Undertaking to London and South Western Railway Company and Extinguishment and Cancellation of Capital and Shares; other Powers; Amendment or Repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Plymouth and Dartmoor Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To authorize the Company to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned, that is to say:—

A Railway No. 1, commencing in the parish of Laira Green, or extra-parochial place of the Laira, in the county of Devon, by a junction with the existing railway of the Company at a point thereon 17 chains or thereabouts, from and to the north-westward of the western abutment of the Laira Bridge, and terminating at Turnchapel, in the parish of Plymstock, in the disused Shipwrights' Yard, at a point at or near the steamboat waiting-room and landing.

A Railway No. 2, commencing in the parish of Plymstock, in the county of Devon, by a junction with the intended Railway No. 1, in Hooclake Quarry, at a point situate 11 chains or thereabouts from and to the eastward of the Wesleyan Chapel at Turnchapel, and 9 chains or thereabouts, from and to the southwards of the front wall of the public-house known as the Shipwrights' Arms, and terminating in the same parish at or near the western end of the quay in Clovelly Bay, belonging to John Bayly.

All necessary and proper stations, sidings, junctions, shipping places, quays, wharves, landing places, stages, staithes, drops, slips, stairs, walls, warehouses, sheds, cranes, hydraulic lifts, roads, approaches, communications, tramways, and other works and conveniences in connection with the said intended railways, or either of them.

Which said intended railways and works will be made or situate in the parishes, extra-parochial, and other places following, or some of them, viz.:—Charles, otherwise Charles-the-Martyr, Plymouth, Laira Green, Plymstock, The Laira, The Cattewater, Cattedown, Pomphlett Lake, Hooc Lake, Oreston, and Turnchapel, all in the county of Devon.

2. To authorize the Company to purchase and take, by compulsion or agreement, lands, foreshore, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, dues, and other charges for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To authorize the Company to purchase and acquire by compulsion or agreement so much and such part, or parts, of any house, building, manufactory, or premises, as they may require for the purposes of the Bill, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845."

4. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, streets, highways, railways, sidings, tramways, rivers, canals, navigations, quays, wharves, landing-places, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works.

5. To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorized by or determined under the powers of the Bill, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

6. To authorize the Company to make and maintain the intended railways, or either of them, on the gauge of four feet eight inches and half an inch.

7. To authorize the Company on the one hand, and the Great Western Railway Company and the London and South-Western Railway Company, or any or either of those Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of such railways and works, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise