

along Scotland-road to the limit of the said borough, and thence along Gisburn-road, in the urban district of Barrowford, to a point in Gisburn-road opposite the George and Dragon Hotel, in the County Palatine of Lancaster, with a proper station or stations (if required), together with sidings, approaches, and works connected therewith; to authorise the applicants to traverse, cross, alter or divert any roads, streets, footpaths, sewers, telegraph and telephone posts or other works as they find necessary or convenient for the working of the railways.

The railway to be authorised is as follows:—

Railway No. 1, commencing and wholly situate in the borough of Nelson, in the county Palatine of Lancaster, by a junction with the tramway of the Burnley and District Tramways Company, Limited, in Manchester-road, Nelson, at its termination, and passing along Manchester-road and Scotland-road, and terminating at the boundary of the borough of Nelson and the urban district of Barrowford.

Railway No. 2, situate wholly within the urban district of Barrowford aforesaid, commencing at the termination of Railway No. 1, and terminating at a point in Gisburn-road, opposite the George and Dragon Hotel.

Railway No. 3, situate wholly in the borough of Nelson aforesaid, commencing at a point in Leeds-road, 125 feet, or thereabouts, from the commencement of Railway No. 1 of the application of November last, and by a junction therewith, and terminating at a point in Scotland-road, 125 feet or thereabouts, from the commencement of Railway No. 1, and by a junction therewith.

The gauge of proposed railway will be four feet eight and a half inches, and the motive power, electricity.

Plans and sections of the proposed Works and a book of reference thereto may be seen, and a copy of the Draft Order obtained on payment of one shilling at the Office of the Town Clerk, Town Hall, Nelson.

Objections to the proposed scheme should be made to the Light Railway Commissioners, and should be written on foolscap paper (on one side only) and addressed to "The Secretary, Light Railway Commissioners, 23, Great George-street, Westminster, S.W."

Dated this 18th day of May, 1899.

R. M. PRESCOTT, Town Clerk, Nelson.

Messrs. BAKER, LEES and Co., 54, Parliament-street, S.W., Parliamentary Agents.

Light Railway Commissioners.—Session 1899.

Light Railways Act, 1896.

Bourne Valley Light Railway.

(Construction of Railway from the Didcot, Newbury, and Southampton Railway, near Whitchurch, in the County of Southampton; Land Powers; Tolls and Charges; Agreements with Landowners and Others, and also with the Didcot, Newbury, and Southampton, the Great Western, and London and South Western Railway Companies, and other powers; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made in the present month of May, 1899, to the Light Railway Commissioners by Herbert Edward Phillips, of 21, Chesham-place, London, S.W.; George Thomas Harper, J.P., of "The Gaer," Winchester, and Charles Julius Knowles, of Linkenholt Manor, Hungerford (hereinafter called "the Promoters"), for an Order for the following purposes, or some of them, that is to say:—

To authorise the Promoters to make and maintain a railway in the county of Southampton, to

be worked and maintained as a light railway, with all necessary and proper stations, approaches, works, buildings, sidings, and conveniences connected therewith respectively, that is to say:—

Railway No. 1, commencing in the parish of Whitchurch, in the county of Southampton, by a junction with the Didcot, Newbury, and Southampton Railway, at a point thereon about 60 yards north of the centre of the bridge, carrying the London and South Western Railway over the said Didcot, Newbury, and Southampton Railway at or near the Whitchurch Station of the London and South Western Railway Company, and passing thence through and along or near to the towns, villages and places of Whitchurch, St. Mary Bourne, Stoke, Hurstbourne Tarrant, Ibthorpe, Upton, and Vernhams Dean, and terminating in the parish of Vernhams Dean at a point about 110 yards eastward of the junction of the public road leading from Vernhams Row to Fosbury, with the main public road leading from Vernhams Dean to Fosbury, close to the northern corner of Oakhill Wood.

Railway No. 2, situate wholly in the parish of Hurstbourne Priors in the county of Southampton, commencing by a junction with the northernmost siding in the Hurstbourne station yard of the London and South Western Railway Company, at a point about 75 yards from the termination of the said siding, and terminating by a junction with Railway No. 1 before described, at a point in a field 80 yards, or thereabouts, measured in a northerly direction from the house known as Crystal Abbey.

Which said intended railways and works will be constructed within the following parishes, or some or one of them, viz.: Whitchurch, Hurstbourne Priors, St. Mary Bourne, Hurstbourne Tarrant, and Vernhams Dean, in the county of Southampton.

It is intended to construct the before-mentioned railways on a gauge of 4 feet 8½ inches, and the motive power to be used will be steam, electrical, or any mechanical power.

The quantity of land proposed to be taken for the purposes of the before-mentioned railways and works will be 76 acres, or thereabouts, chiefly consisting of pasture, arable, or other lands used principally for agricultural purposes.

It is also intended to take in connection with the before-mentioned railways certain common or commonable land of about one acre in extent, known as Upton Common or waste land situate near the village of Upton.

To authorise the promoters to deviate vertically and laterally from the lines of the intended railways and works to such extent as may be prescribed by the Order.

The proposed Order will contain all necessary powers for effecting junctions with existing or authorised railways, and for entering into agreements with railway companies and also landowners and others as regards traffic or otherwise, and applying the provisions of the Railway and Canal Traffic Acts to facilitate the transmission of traffic on the proposed railways, and also provide for the crossing of roads, rivers, and footpaths, and taking and levying of tolls, rates, and charges, and the taking of lands and property compulsorily and by agreement and easements in and over lands, and generally to confer such other powers upon the Promoters as may be necessary or are usual in the case of an ordinary railway, and the Order will, so far as may be necessary or expedient, and for the