

In Parliament.—Session 1882.

Didcot, Newbury, and Southampton Junction Railway.

(New Railways in the Counties of Berks and Southampton, and Town and County of the Town of Southampton, extending the Company's Railway to Southampton and Aldermaston; Construction of River Wall or Embankment and Roadway at Southampton; New Street or Road of Access from near the Western Shore Road at Southampton to the Royal Pier; Widening or Reconstruction of Bargate-street, formerly Orchard-street, Southampton; Compulsory Purchase of Lands; Taking of Common, or Commonable Lands; Power to take parts of Houses, Buildings, and other Premises; Special Powers of Vesting, Sale, or Lease of Lands; Abandonment of Portions of Authorised Railways; Alteration of Terminus of the Southern Section of Company's Undertaking; Tolls; Additional Capital; Constituting New Railways and Works a separate Undertaking; Running Powers over portions of the London and South Western Railway (Basingstoke and Salisbury Line) near Whitechurch and use of the Whitechurch Station; Running Powers over Railways or Tramways belonging to the Southampton Harbour Board and the Southampton Dock Company respectively; Working and other Agreements with the Southampton Harbour Board and Southampton Dock Company; Compulsory Traffic Facilities over the Railways of the London and South Western Railway Company and the Railways or Tramways of the Southampton Harbour Board and the Southampton Dock Company; Suspension of Powers to Construct certain portions of intended Railways; Increase of Number and Qualification of Directors; Agreements with and Special Powers to Contribute to the Undertaking by Corporations of Southampton, Winchester, and Newbury, the Southampton Harbour Board, and Southampton Dock Company; Power to Corporations to appoint Directors; Amendment or Repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Didcot, Newbury, and Southampton Junction Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):

1. To authorise the Company to make and maintain the railways, river wall or embankment, roadway, streets, and other works hereinafter described, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):

(1.) A Railway (No. 1), commencing in the parish of Burghclere, in the county of Southampton, by a junction with the Railway (No. 1) authorised by "The Didcot, Newbury, and Southampton Junction Railway Act, 1880" (hereinafter called "the Act of 1880"), at or near a point marked twenty-four miles seven furlongs on the plans of that Railway deposited with the respective clerks of the peace for the counties of Berks and Southampton with reference to the Act of 1880, such distance denoting twenty-four miles seven furlongs from the commencement of that railway, and terminating in the parishes of Holy Rood, Saint John, and Saint Michael, or some or one

of them, in the town and county of the town of Southampton, or on the foreshore adjoining those parishes or some or one of them, at a point fifty-eight yards or thereabouts, measuring in a direction due west from the south-west corner of the Royal Pier;

- (2.) A Railway (No. 2), commencing in the parish of Saint Michael, in the town and county of the town of Southampton, by a junction with the intended Railway (No. 1) above described, at a point twenty-one yards or thereabouts, measuring in a direction due west from the southern corner of the building used as a bath house belonging or reputed to belong to the Corporation of Southampton, and in their occupation, and one-hundred yards or thereabouts, measuring in a north-westerly direction, from the centre of the public gateway or entrance to the Royal Pier, and terminating in the parish of Saint John, in the town and county of the town of Southampton, by a junction with the existing railway or tramway of the Southampton Harbour Board opposite or nearly opposite the south end of French-street.
- (3.) A Railway (No. 3), wholly situate in the parish of Saint Mary, in the town and county of the town of Southampton, commencing by a junction with the existing railway or tramway of the Southampton Harbour Board at a point one hundred yards or thereabouts, measuring along that railway or tramway in a westerly direction, from a point thereon opposite and immediately to the north of the western corner of the existing boundary wall of the Southampton Docks, and terminating at or near the entrance gate of the Southampton Docks, seventeen yards or thereabouts, measuring in a southerly direction along that boundary wall, from the said western corner thereof;
- (4.) A Railway (No. 4), commencing in the parish of Whitechurch and county of Southampton by a junction with the intended Railway (No. 1) above described at a point four hundred and seventy three yards or thereabouts, measuring in a westerly direction, from the point of intersection of the road, known as the Harrow way (leading in a north-easterly direction from Newbarn Farm past Dirty Corner) by the road leading from Newbury to Whitechurch, known as the Newbury and Whitechurch-road, such point of intersection being seven hundred and seventy yards or thereabouts, measuring in a northerly direction along the Newbury and Whitechurch-road, from the mile-post on that road denoting one mile north from Whitechurch, and terminating in the same parish and county by a junction with the London and South Western Railway (Basingstoke and Salisbury Line), at a point on that railway two hundred and twenty yards or thereabouts, measuring along that railway in a westerly direction, from a point opposite and immediately to the north of the north-west corner of the building used as the booking office of the London and South Western Railway Company at Whitechurch Station;
- (5.) A Railway (No. 5), commencing in the parish of Burghclere and county of Southampton, by a junction with the intended Railway (No. 1), at a point hereinbefore described as the commencement thereof, and