

and Manchester Railway Company, the North Union Railway Company, the Lancaster and Preston Railway Company, and any other companies or persons who may be so minded and named in the said Act or Acts, to raise funds, and (out of their corporate or other funds), either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using of such intended new line or lines of railway, or any part thereof; or to purchase, rent, work, and use the same, or any part thereof, with all the forms aforesaid; or to guarantee to the said company or companies, to be incorporated by the said intended Act or Acts, or to be in any manner concerned thereunder in the said intended new line or lines of railway, or any part thereof, such interest or profit on their outlay as may be agreed upon; and also to enable all or any of the said companies, hereinbefore mentioned or referred to, to enter into and carry into effect such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties, with relation to the said intended new line or lines of railway, or any part thereof, as may be expedient or proper.—Dated the first day of November 1843.

Clay and Swift, Liverpool.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, commencing at or near the terminus of the Bristol and Exeter Railway, in the parish of Saint David, in the county of the city of Exeter; passing thence from, in, or through the parishes, townships, and extra parochial or other places following, that is to say, Saint David, in the county of the city of Exeter; Saint Thomas the Apostle, Alphington; Exminster, Powderham, the bed and shores of the river Exe, Kenton, Kenton Courtenay, Starcross, the Sea-shore, Dawlish, Holcombe, East Teignmouth, West Teignmouth, the shores and bed of the river Teign and of the harbour of Teignmouth, Bishopsteignton, Kingsteignton, Wolborough, a certain piece of land lying between the said two last-mentioned parishes near to a place called Hackney, and which said piece of land is alleged to be extra parochial, Newton Abbot, Highweek, Newton Bushel, Combinteignhead, Hacombe, Coffinswell, Abbotskerswell, Kingskerswell, Marldon, Ipplepen, Dainton, Torbryan, Broadhempston, Littlehempston, Staverton, Dartington, Berry Pomeroy, Bridgetown, Totnes, Harberton, Rattery, Dean otherwise Dean Church otherwise Dean Prior, South Brent, Diptford, North Huish otherwise North Hewish, Ugborough, Harford, Ermington, Ivybridge, Cornwood, Lidford, Walkhampton, Modbury, Plympton Saint Mary, Plympton Saint Maurice, Plympton Earle, Colebrook, Shaugh otherwise Shaugh Prior, Bickley otherwise Bickleigh, Yealmton, Brixton, Plymstock, Saltram, Saltram-marsh, Crabtree-marsh, Egg Buckland, Efford, Efford-marsh, the shores and bed of the Lairy, Lairy-green, Lairy-farm, Lipson-meadows,

Compton otherwise Compton Gifford, Weston Peverell otherwise Penny-cross, Charles (Plymouth), Saint Andrew (Plymouth), East Stonehouse, Stoke Damerel, and the boroughs of Plymouth and Devonport, or some of them, in the county of Devon, and terminating at or near a place commonly called Eldad, in the parish of Saint Andrew (Plymouth), with power to form a branch railway in or through the said last-mentioned parish to the water side at Millbay; and also to make a road or approach within the parishes and places of Stoke Damerel, Stonehouse-creek, Stonehouse Mill-pool, East Stonehouse, and Saint Andrew (Plymouth), or some or one of them, within the said county of Devon, from the boundary of the Government Lines outside the north east Barrier-gate, at Devonport, to the terminus of the said intended railway, at or near Eldad aforesaid; and it is further intended by the said Act or Acts to enable the company thereby to be incorporated as hereinafter mentioned, and the proprietor or proprietors, for the time being, of the bridge known as the Stonehouse Mill-bridge, constructed over Stonehouse Mill-pool aforesaid, under the powers of an Act, passed in the eleventh year of the reign of King George the Fourth, to enter into and carry into effect such mutual arrangements as to them may seem expedient for the sale or for the letting of the said bridge, or of the tolls and duties, or any part thereof, payable in respect of the use thereof, and of all or any of the powers of the said proprietor or proprietors in connexion therewith, to the said company, and, with such object, to amend or enlarge the powers and provisions of the said Act relating to the said bridge, and to alter the tolls thereby authorized to be levied, or to grant such exemptions therefrom, and such other privileges with respect to the traffic passing to and from the said intended railway, as may be mutually agreed on.

And it is further intended, by the said Act or Acts, to take power to make certain alterations in the railway or tramroad, known as the Plymouth and Dartmoor Railway, and the branches thereof, within the parishes, townships, and extra parochial or other places of Egg Buckland, Lairy-green, Lairy-farm, Charles and Saint Andrew (Plymouth), and certain lands lying between the Lairy and the said two last-mentioned parishes, or one of them, in the said county of Devon; and to extend the branches of the said last-mentioned railway or tramroad near to or along the shores of Sutton Pool and Catwater, in or adjoining to the said parishes of Charles and Saint Andrew (Plymouth), or one of them; and to enable the Company to be incorporated as aforesaid and the Company of Proprietors of the said last-mentioned railway or tramroad, and all other parties who may be interested therein, or in the rates, tolls, and duties arising therefrom, to enter into and carry into effect such mutual arrangements as to them may seem expedient for the sale or for the letting of the said last-mentioned railway or tramroad, and the branches thereof, or of any