

chester to Wyvenhoe, in the county of Essex, and for better paving, lighting, and improving the town of Colchester, and for making a new channel and deepening the river Colne from Wyvenhoe to Rams Hard, leading towards the sea.

To enable the Company on the one hand, and the Commissioners from time to time elected under the said last two mentioned Acts, or either of them, and also the mayor, aldermen, and burgesses of the said borough of Colchester, and also all local boards of health, vestries, and other local authorities within any part of the limits of the proposed Act, to contract and agree as to the supply of gas within their respective districts, for public and private purposes, and to enable such several public bodies to defray the cost of any such public lighting out of any of the rates which they are respectively authorised to levy.

To enable the Company to contract and agree with any company or body of persons now supplying gas within the limits, or any part of the limits, of the proposed Act for the purchase of the works, mains, and pipes of any such last-mentioned company or body of persons, and of their rights and property therein, and, if necessary, to confer upon any such last-mentioned company, or body of persons, power to enter into, and carry into execution, any such contract or agreement.

On or before the 23rd 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 9th day of November, 1865.

*Horace Philbrick*, 51, Lincoln's Inn Fields,  
London, Solicitor for the Bill.

#### In Parliament—Session 1866.

##### Penzance and Saint Just Railway.

(Incorporation of Company; construction of Railways from Penzance to St. Just in Penwith; Traffic Arrangements; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament next Session for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To incorporate a Company (hereinafter referred to as "The Company") for making and maintaining the railways, or some or one of them, hereinafter mentioned, all in the county of Cornwall, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, that is to say:—

**Railway No. 1.**—A railway wholly situate in the town and chapelry of Penzance, in the parish of Madron, commencing at a point in the south-west boundary wall of the Penzance terminus of the West Cornwall Railway, about half a chain measured along the said wall from Market Jew Street, which said wall is situate on the east side of the road leading from Market Jew Street to the Albert Pier, and terminating in a field the property of the Reverend Uriah Tonkin, in the occupation of John Pollard, immediately adjoining the west fence wall of the grounds of Redinnick House, at a point two and a-half chains, or thereabouts, to the north-west measured along the said west fence wall from the southernmost corner of the said field, belonging to the Reverend Uriah Tonkin.

**Railway No. 2.**—A railway commencing at the termination of Railway No. 1, as hereinbefore described, and terminating in the parish of Saint Just, in a field commonly called or known as the churchyard field, and which field is numbered 2835 on the title commutation map of the said parish,

at a point in the said field five chains, or thereabouts, measured in a northerly direction from the north-east corner of the parish church of St. Just, which said Railway No. 2 will run through, or into, and will be situate within the parishes, or places following, or some of them:—Penzance, Madron, Sancreed, and Saint Just, in the Hundred of Penwith.

**Railway No. 3.**—A railway or tramway, commencing at the termination of Railway No. 1, as hereinbefore described, and terminating in the parish of Madron, in a boatyard, the property of Day Perry Le Grice, Esquire, situate on the north side of the road leading from Penzance to Newlyn, and about two and a-half chains, or thereabouts, in a north-easterly direction from a house in the occupation of John Adams, at the easternmost end of Tolcarn, and which said railway or tramway will run through or into, and will be situate within, the parishes or places of Penzance and Madron, or one of them.

**Railway No. 4.**—A railway or tramway wholly in the town and chapelry of Penzance, in the parish of Madron, commencing at the commencement of Railway No. 2, as hereinbefore described, and terminating on the old or west pier of the harbour of Penzance, at a point six chains, or thereabouts, in a north-east direction from the Harbour Office, on or near the said pier.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railways, stations, and works, or some of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, stations, and works, and to confer other rights and privileges; and also to cross, alter, divert, and stop up the highways, turnpike, and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere, for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways, stations, and works; and to levy tolls, rates, and charges for or in respect of the use of the said intended railways, stations, and works; to grant exemption from such tolls, rates, and charges, and other rights and privileges relating thereto.

To enable the said intended Company, on the one hand, and the West Cornwall Railway Company on the other hand, to make and carry into effect arrangements and agreements for the maintenance, use, and working by the said West Cornwall Railway Company of the said intended railways and works, the conveying of traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising therefrom; and to enable the said West Cornwall Railway Company to apply any portion of their income and capital to the purposes of any such arrangements or agreements.

To incorporate with the said Act the "Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," or some part or parts of such Acts respectively.

To alter, amend, or repeal certain of the provisions of the several local and personal Acts following, or some of them; that is to say:—9 and 10 Vic., cap. 336; 13 and 14 Vic., cap. 98;