

railway No. 2, or the said incline at or near the bottom or southerly end thereof, and terminating at or near the western boundary of certain coal yards at Calstock Quay, belonging to John Michael Williams, Esquire, and now in the occupation of Messrs. Vivian, which said railway No. 3, will be wholly situate in the said parish of Calstock.

And it is proposed by the intended Act to authorise the construction of the said railways on a narrower guage than the ordinary guage of four feet eight inches and a half, and to confer powers of deviation from the line and levels of the proposed railways, as shewn on the plans and sections hereinafter mentioned, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or other roads and highways, streets, railways, tramways, aqueducts, ways, streams, pipes, drains, sewers, canals, navigation rivers, bridges, and other works within the parishes and places aforesaid, or any of them with which it may be necessary to interfere in the construction or for the purposes of the said intended railways and works, and to purchase, by compulsion or otherwise, lands, houses, and hereditaments, and easements over lands in the several parishes and places aforesaid, for the purpose of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, and easements, or which might in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges, and to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

And it is proposed to authorise the Company to acquire or purchase by compulsion or agreement the said incline and the railway (so far as constructed) of the Tamar Kit Hill and Callington Railway Company and the site of the said incline and railway respectively, and all stations, quays, wharfs, yards, houses, buildings, lands, tenements, hereditaments, works, and conveniences belonging to the proprietors of the said incline and railway respectively, or to the lessees or to any other parties interested in the said incline and railway, or either of them as part of their undertaking or used in connection therewith, and all the undertakings, estates, property, powers, rights, authorities, and privileges of the said proprietors, lessees and parties respectively, and to confer upon the said proprietors, lessees, and parties respectively, full powers to sell and convey the premises and every or any part thereof to the Company so the same may be fully and effectually vested in the Company, and to authorise the Company, the Tamar Kit Hill and Callington Railway Company and all other the proprietors, lessees and parties interested as aforesaid in the said incline and the Tamar Kit Hill and Callington Railway, or either of them to enter into agreements for effecting all or any of the objects aforesaid, and to confirm and provide for the carrying into effect of any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed to repeal or amend all, or some of the provisions of the several Acts of Parliament following, or some of them, that is to say "The Tamar, Kit Hill, and Callington Railway Act, 1864" "The Tamar, Kit Hill, and Callington Railway Act, 1866" and all other Acts if any, relating to the Tamar, Kit Hill, and

Callington Railway, and the said incline or either of them.

And notice is hereby also given, that a plan and section in duplicate describing the line, situation and levels of the intended railways respectively, and the lands in or through which they are to be made or which may be taken under the compulsory powers of purchase, to be inserted in the intended Act, together with a book of reference to such plan, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon, showing their general course and direction, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office, at Bodmin, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place will be deposited for public inspection as follows, that is to say, in the case of a parish with the parish clerk of such parish at his residence and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, and that each such deposit will be made on or before the 30th day of November, 1868, and will be accompanied by a copy of this notice, and that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1868.

Dated fourth November, 1868.

John Gurney 25, Walbrook, London

In Parliament.—Session 1869.

Watton and Swaffham Railway.

(Extension of Thetford and Watton Railway to Swaffham by New Company or by Thetford and Watton Railway Company; Power to use part of East Anglian Railway at Swaffham; and other powers affecting the Great Eastern Railway Company.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain a railway with all needful works, stations, approaches, and conveniences connected therewith (to be wholly situate in the county of Norfolk), to commence in the parish of Watton by a junction with the Thetford and Watton Railway at the termination of that railway; to pass thence through or into the following parishes and places, or some of them (that is to say): Watton, Saham Tony, Ovington, Ashill, Shipdham, East Bradenham, West Bradenham, Holme Hale, Houghton-on-the-Hill, North Pickenham, Necton, Sporle and Swaffham, and to terminate in the said parish of Swaffham by a junction or junctions with the East Anglian line of the Great Eastern Railway at or near to the bridge over the high road from Swaffham immediately east of and adjoining to the Swaffham Station.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses so far as may be necessary in constructing or maintaining the said intended railway and works, to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property com-