

particularly adapted to run on an edge rail or on a grooved rail.

12. To prohibit the running on the proposed tramways of carriages on trucks adapted for use upon railways.

13. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

14. To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or some other public body or authority, to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Bill.

15. To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables, or carriage sheds, or works, of the Company.

16. To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway, so removed or discontinued to be used, or intended so to be.

17. To enable the Company and the Metropolitan Board of Works, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using, of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

18. To extend and apply to the tramways and works to be authorized and vested in the Company by the Bill, the powers and provisions, or some of the powers and provisions, of the London Street Tramways Act, 1870, and, so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions, or some of the provisions of that Act, and of the following, or some of the following, local and personal Acts of Parliament,

that is to say, 32 and 33 Vic., cap. 101; 33 and 34 V c., cap. 172; 34 and 35 Vic., cap. 179, relating to the North Metropolitan Tramways Company.

19. And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

20. And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection with the clerk of the vestry of each parish, as follows; that is to say, for the parish of Saint Pancras with the vestry clerk of that parish, at his office in King's-road in that parish; for the parish of St. Mary, Islington, with the vestry clerk of that parish, at his office in Upper-street, Islington; and for the parish of St. James and St. John, Clerkenwell, with the vestry clerk of that parish, at his office at the Vestry Hall, Rosoman-street, Clerkenwell.

21. And notice is hereby further given, that printed copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1872.

*Ashurst, Morris, and Co.*, 6, Old Jewry, E.C., and 22, Abingdon-street, Westminster, Solicitors for the Bill.

*J. Dorington and Co.*, 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1873.

Great Western, Bristol and Exeter, and South Devon Railway Companies.

(Branches from the Cornwall Railway to Devonport, and from the West Cornwall Railway to Saint Ives; Power to lay down narrow gauge on parts of Cornwall Railway; Provisions relating to Devon and Cornwall Railway Company; Increase of Joint Capital; Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the following purposes, or some of them, that is to say:—

To empower the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company (hereinafter called "the Associated Companies"), to make and maintain (with all proper stations, approaches, works and conveniences connected therewith respectively) the railways next hereinafter described, that is to say:—

1. A railway (to be called "the Devonport Branch"), wholly situate in the parish of Stoke Damerel, in the county of Devon, commencing by a junction with the Cornwall Railway, at a point on that railway to the west of, and distant 14½ chains, or there-