

and that a copy of so much of the said plans and sections as relates to each of the parishes from, in, or through or into which the intended 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, in the case of each such parish with the parish clerk thereof, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and the Provisional Order when made will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned.

All persons desirous of making any representations to the Board of Trade or of bringing before them any objection respecting the intended application for a Provisional Order may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January, 1873.

Dated this 1st day of November, 1872.

Thomas H. Ensor, Cardiff;

*Ashurst, Morris, & Co., 6, Old Jewry, E.C.,
and 22, Abingdon-street, Westminster,
S.W.,*

Solicitors for the intended application.

In Parliament.—Session 1873.

South Devon Railway.

(Branch Railway to Friary Gardens, Plymouth; Additional lands and new Works in the Parishes of Charles, Plymouth, Saint Andrew, Plymouth, Saint Thomas the Apostle, Exeter, Dawlish, Wolborough, Coombinteignhead, Abbotskerswell, and Littlehempston; Provisions relating to Devon and Cornwall Railway Company; Lands for Extraordinary Purposes; Additional Capital; Amendment of Acts.)

NOTICE 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 South Devon Railway Company (hereinafter called "the Company") to make and maintain (with all proper stations, approaches, works, and conveniences connected therewith) a railway (to be called "the Friary Station Branch") commencing in the parish of Laira Green by a junction with the Sutton Harbour Branch of the South Devon Railway as intended to be widened under the powers of the South Devon Railway Act, 1872, at a point on the south-western side of, and 3 chains or thereabouts from, the level crossing of the said branch railway at the eastern end of Tothill Lane, and terminating in the parish of Charles, Plymouth, in a piece of garden ground known as the Friary Gardens, at a point 3 chains or thereabouts, measured in a northerly direction, from the junction of Exeter-street and Sutton-road, which said intended railway will pass from and into and be situate within the parishes or places of Laira Green and Charles, Plymouth, in the county of Devon.

To empower the Company to acquire by compulsion or agreement, lands, houses and other property in the parishes and places aforesaid for the purposes of the said intended railway and works, and also to acquire in like manner the lands, houses and property, and to execute the several works hereinafter described (that is to say):—

Certain lands and houses at and near the Friary Gardens aforesaid in the said parish of Charles, Plymouth, at the termination of the intended Friary Station Branch.

Certain lands and houses in the parish of Saint Andrew, Plymouth, in the county of Devon, lying on both sides of the South Devon Railway, and extending from the Saltash Road for a distance of 23 chains or thereabouts in an easterly direction, and bounded in part on the north by the stream of water dividing the borough of Plymouth from the borough of Devonport, and in part on the south by a lane at the rear of the houses in Caprera Terrace, Plymouth, with power to widen on its northern side the bridge carrying the South Devon Railway over the said Saltash Road.

Certain lands and buildings in the parish of Saint Thomas the Apostle, in the county of Devon, lying on both sides of, and adjoining, the South Devon Railway, extending 20 chains or thereabouts in a southerly direction from the River Exe.

Certain lands in the parish of Dawlish, in the county of Devon, forming parts of the beach lying on the east side of, and adjoining, the South Devon Railway, between the footbridge over the Railway at the Dawlish Coast Guard Station and the northern entrance to the railway tunnel, commonly known as Kennaway Tunnel, with power to widen on the east side the bridge known as the Colonnade at Dawlish, carrying the railway over the stream known as Dawlish Water, and also certain other lands in the same parish and county, lying on the west side of, and adjoining, the said railway, and extending for a distance of thirty yards or thereabouts in a southerly direction from the southern end of the said Colonnade, and also certain other lands in the same parish and county, forming part of the open space at or near the entrance to the Dawlish Passenger Station of the South Devon Railway, and also certain other lands in the same parish and county, situate at the southern end of the said Coast Guard Station adjoining the said railway and lying between the railway and the Dawlish and Starcross Turnpike Road, with power to stop up and discontinue, and appropriate to the purposes of the Company, the footway near the said Coast Guard Station leading from the said turnpike road to the beach, and to form a new footway in lieu thereof.

Certain lands and houses in the parishes of Wolborough, Coombinteignhead and Abbotskerswell, all in the county of Devon, lying on the eastern side of, and adjoining, the South Devon Railway, the Torquay Branch Railway, and the Railway Station-yard and workshops at Newton, extending in a southerly direction from a point on the south side of, and 5 chains or thereabouts from, the River Teign to a point on the north side of, and 12 chains or thereabouts from, the signal hut at the junction of the Torquay Branch with the South Devon Railway, with power to alter, widen, and enlarge on the eastern side thereof the bridge carrying the turnpike road leading from Newton to Torquay over the South Devon Railway, and to alter, widen, and enlarge on the eastern side thereof the bridge carrying the South Devon Railway over the public road leading from the said turnpike road to Keyberry Mill, and to divert a portion of the said turnpike road leading from Newton to Torquay, in the said parish of Coombinteignhead, commencing at a point on the said road 34 chains or thereabouts, in a southerly direction, from the toll-house known as the Keyberry Toll-house, and terminating at another point on the said road 48 chains or there-