

panies and persons lawfully using the authorised and intended railways of the Company or any part thereof to run over and use with their engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description the railways and portions of railways following (that is to say):

So much of the Launceston and South Devon Railway as is situate between the commencement thereof at Tavistock and the authorised junction therewith of the railway of the Company at Lidford;

So much of the South Devon and Tavistock Railway as is situate between the termination thereof at Tavistock and the junction therewith of the intended Railway No. 1;

So much of the Cornwall Railway as is situate between the junction therewith of the intended Railway No. 4 and a point on the Cornwall Railway ten chains to the northward of the junction therewith of the Branch Railway to Keyham Dockyard;

The Okehampton Railway; (the expression "the Okehampton Railway" in this notice having the same meaning as is attached to it by the 26th section of the South Western Railway General Act, 1871);

So much of the North Devon Railway as lies between the respective junctions therewith of the Okehampton Railway and the Exeter and Crediton Railway;

The Exeter and Crediton Railway;

So much of the railways belonging to the London and South Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company respectively, as is situated and lies between the junction of the Exeter and Crediton Railway with the Bristol and Exeter Railway and the Queen-street Station at Exeter of the London and South Western Railway Company, including that station, and also the Saint David's Station at Exeter.

So much of the London and South Western Railway as is situate between Exeter and Yeovil and the Bradford Abbas junction with the Salisbury and Yeovil Railway near Yeovil junction.

So much of the Salisbury and Yeovil Railway as is situate between Yeovil and the junction with that railway of the Somerset and Dorset Railway at Temple Combe;

Together with all tramways, sidings-stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences, on or connected or used with the said railways and portions of railways respectively upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the South Devon Railway Company and the Launceston and South Devon Railway Company and the Cornwall Railway Company, and the London and South Western Railway Company, and the Bristol and Exeter Railway Company, and the Salisbury and Yeovil Railway Company respectively, or other the Company or Companies for the time being owning, leasing, or working the respective railways and portions of railways so run over and used, or as, in default of agreement, shall be determined by the Board of Trade or by arbitration or defined by the Bill; and to require and compel the South Devon Railway Company and the Launceston and South Devon Railway Company and the Cornwall Railway Company, and the London and South Western Railway Company and

the Bristol and Exeter Railway Company and the Salisbury and Yeovil Railway Company respectively, or other the Company or Companies for the time being owning, leasing, or working the respective railways or portions of railways so run over and used, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them over the before-mentioned railways and portions of railways, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon the said railways and portions of railways, and the works and conveniences connected therewith.

To require the London and South Western Railway Company, the Great Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, the Cornwall Railway Company, the Salisbury and Yeovil Railway Company, the Somerset and Dorset Railway Company, and the Midland Railway Company respectively, to book and invoice through traffic over their railways, or any of them, or any part thereof, to, from, and beyond the railways of the Company, or any of them, and by through rates and fares, and by through waggons, carriages, and trucks, and by other facilities, to provide for the full and free interchange, passage, transmission, and accommodation of the traffic to, from, over, and beyond the railways of the Company, from, to, and over the railways, or any part of the railways of the before-mentioned companies, and to require those companies respectively to provide at their stations and depôts accommodation for the booking and other clerks and other officers and servants of the Company, and to authorise the Company to appoint and keep clerks, agents, and other officers and servants at all or any of such stations and depôts, and to require the division of rates and charges according to mileage or otherwise, in manner to be defined in or authorised by the Bill, and the settlement of rates and of disputes by arbitration in case of failure of agreement, and to make alterations or reductions in the tolls, rates, and charges authorised to be taken by the before-mentioned companies respectively, and otherwise to provide full and complete facilities for the passage and transmission, reception, and delivery of traffic to, from, over, and by the railways of the Company, from and to, over and in the railways and stations of the before-mentioned Companies respectively, on terms and under arrangements to be defined in the Bill or settled by arbitration, or by the Board of Trade.

To empower the Company, or to authorise and require the Cornwall Railway Company, or other the companies for the time being owning, working, or leasing the Cornwall railway, at such times and upon such terms and conditions as in default of agreement shall be settled by arbitration, or by the Board of Trade, or defined by the Bill, to lay down on so much of the Cornwall Railway as is situate between the junction therewith of the intended Railway No. 4, and a point on the Cornwall Railway ten chains to the northward of the junction therewith of the branch railway to Keyham Dockyard an additional rail or additional rails, so as to adapt the same to the passage of engines and carriages on the narrow gauge as well as on the broad gauge.

To constitute the intended railways and works, and any works, lands, and property acquired under the powers of the Bill, or some part or parts thereof respectively, and either wholly or