

Garbutt, and Fawcett, 13, Finkle-street, Stockton; Henry Watson, 1, Queens-terrace, Middlesbrough; and J. Dorington and Co., 29, Great George-street, Westminster, S.W.

All persons desirous of making any representation 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 16th day of November, 1872.

*Fawcett, Garbutt, and Fawcett, Henry Watson, Solicitors for the intended Provisional Order.*

*J. Dorington and Co., Parliamentary Agents.*

In Parliament.—Session 1873.

Didcot, Newbury, and Southampton Junction Railway.

(Incorporation of Company; Construction of Railways; Traffic Arrangements with Great Western and London and South Western Railway Companies; Amendments of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "the Company"), and to confer on the Company power to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:

1. A railway commencing in the parish of East and West Hagbourne, in the county of Berks, by a junction with the Great Western Railway, at a point on the east side of Didcot Station, about sixteen chains eastward of the centre of the bridge carrying that railway over Didcot-lane, and terminating in the parish of Overton, in the county of Southampton, by a junction with the London and South Western Railway, at a point thereon, about 650 yards southward of the distance post on that railway, indicating 56 miles from London.
2. A railway commencing in the parish of Didcot, otherwise Dudcote, in the county of Berks, by a junction with the Great Western Railway (Oxford Branch), at a point on that branch railway, near to the culvert over the stream forming the northern boundary of the said parish of Didcot, otherwise Dudcote, and terminating by a junction with Railway No. 1, in the said parish of East and West Hagbourne, at a point in East Hagbourne Field, about half a mile measured in a south-easterly direction from the milestone on the Wantage turnpike-road, indicating 53 miles from London.
3. A railway commencing in the parish of East Ilsley, otherwise Market Ilsley, in the said county of Berks, at or near the point where the parish road or highway leading from the village of Compton, to the village of East Ilsley, otherwise Market Ilsley, joins the road leading from East Ilsley, otherwise Market Ilsley, to the East Ilsley Downs, and terminating by a junction with Railway No. 1, hereinbefore described, at a point in the parish of Compton, otherwise Compton Parva, in the said county of Berks, near the west side of Compton Parsonage House.
4. A railway to be wholly situated in the parish of Whitechurch, in the county of Southampton, commencing by a junction with Railway No. 1, at a point thereon, about 440 yards southward of the homestead of Royal Henley,

otherwise Cold Henley, and terminating by a junction with the Basingstoke and Andover Line of the London and South Western Railway Company, at or near the fifty-ninth mile post on that line.

The said intended railways will pass from, in, through, or into all or some of the parishes, townships, and places, of Didcot, otherwise Dudcote; East Hagbourne, West Hagbourne, East and West Hagbourne, Upton, Chilton, Blewbury, East Ilsley, otherwise Market Ilsley, Compton otherwise Compton Parva, East Compton, West Compton, Hampstead Norris, Hermitage, Little Hungerford, Botmstead, World's End, Eling, otherwise Eeling, Chieveley, Oare, otherwise Oure, Courage, otherwise Curridge, Snelsmore, Bucklebury, Marlstone, Shaw, Thatcham, Shaw-cum-Donnington, Speen, Church Speen, Bagnor, Benham, Speenhamland, Stock Cross, Wood Speen, Newbury, Greenham, and Enborne, in the county of Berks, and Newtown, otherwise Newtown near Newbury, Adbury, High Clere, Burghclere, otherwise Burroughclere, Kingsclere, Ecchinswell, otherwise Itchingswell, Sidmanton, otherwise Sydmonton, Litchfield, Woodcot, otherwise Woodcut, Low Woodcot, Hurstburn Priors, otherwise Hurstbourne Priors, otherwise Hurstbourne Priors, St. Mary Bourne, Charlcoott, Whitechurch, Royal Henley, otherwise Cold Henley, otherwise Cold Hurley, Freefolk, Freefolk Manor, Freefolk Priors, Freefolk Tything, Tadley, Laverstoke, otherwise Laverstock, and Overton, in the county of Southampton.

To enable the Company to purchase by compulsion and also by agreement lands, houses, and hereditaments for the purposes of the said proposed railways and works connected therewith.

To cross, divert, alter, or stop up for the purposes of the intended Act, and either temporarily or permanently, roads, street, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and water courses, within or adjoining the parishes and places aforesaid, or any of them.

To levy tolls, rates, and charges upon, or in respect of the proposed railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all existing rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

The Act will authorise and give effect to contracts and arrangements between the Company on the one hand, and the Great Western Railway Company and the London and South Western Railway Company or either of them, on the other hand, for or with reference to the management, maintenance, working, and use of the whole or any part of the railways of the Company, and some part or parts of the railways of the said other Companies, and the stations, sidings, works, and conveniences connected with such railways; the supply and maintenance of engines, rolling stock, and plant; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways, stations, and other works, and from any traffic passing over any other line of the said Companies; the contributions, payments, and allowances to be made and allowed by any or either of the said Companies to the other or others of them for, or with reference to, or on account of all or any of the objects of the intended Act, or of any contracts or arrangements, and the application thereof, the services, facilities, and accommodation to be afforded, made, and provided by all or any of the said Companies to or for the benefit of all or some of them, and any matters incidental thereto or