

commencement of the intended Railway No. 2, including the Weeley Station on that railway.

Together with all watering-places, booking-offices, warehouses, sidings, tramways, works, and conveniences, connected with the aforesaid portions of railway and stations respectively.

It will also authorise the Company to be incorporated, with consent of the Tendring Hundred Railway Company, to lay a second line of rails between the point of junction of the intended Railway No. 1, and the commencement of the intended Railway No. 2, and to acquire lands in the parish of Weeley for that purpose.

It will enable the Company on the one hand and the Great Eastern and Tendring Hundred Railway Companies or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the railways to be constructed by and vested in the Company as aforesaid, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic, and will confirm any agreement already made, or which previously to the passing of the intended Act, may be made touching any of the matters aforesaid.

The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will also so far as may be necessary alter, vary, or repeal all or some of the provisions of the Great Eastern Railway Act, 1862, and of any other Act relating to the Great Eastern Railway Company and the Tendring Hundred Railway Act, 1859, and of any other Act relating to the Tendring Hundred Railway Company, and the Mistley, Thorpe, and Walton Railway Acts, 1863 and 1864, and of any other Acts relating to the Mistley, Thorpe and Walton Railway Company, and the Thorpe and Great Clacton Railway Act, 1866, and of any other Acts relating to the Thorpe and Great Clacton Railway and Pier Company.

Maps, plans, and sections of the said intended railways and works, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees and occupiers of the lands and houses intended to be taken for the purposes thereof, and a copy of this notice as published in the *London Gazette*, will on or before the 30th day of November instant be deposited with the Clerk of the Peace for the county of Essex at his Office in Chelmsford, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railways and works are proposed to be made or in which the said lands and houses are situate, and a copy of the said *Gazette* notice will on or before the same day be deposited for public inspection in the case of each parish with the parish clerk, at his residence, and in the case of any extra-parochial place with the

parish clerk of some parish immediately adjoining such extra-parochial place at his residence.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November, 1872.

*William Bell*, 27, Great George-street, Westminster.

In Parliament.—Session 1873.

Nettlebridge Valley Railway.

(Incorporation of the Company; Construction of Railway; Compulsory Purchase of Lands; Acquisition of private Railway of the Westbury Iron Company, Limited; Laying down additional Rails thereon; Tolls; Running Powers over portion of private Railway of the Westbury Iron Company, Limited; Facilities over Great Western Railway; Powers of Subscription and Guarantee by the Great Western Railway Company; Application and Raising of Money by that Company; Working and other Agreements with that Company and the Westbury Iron Company, Limited, and others; Alterations of existing Tolls; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for all or some of the following purposes, that is to say:—

To incorporate a Company (hereinafter called "the Company") and to confer upon them powers to make and maintain the railways hereinafter described, or one of them, or some part or parts thereof respectively, together with all proper stations, approaches, works and conveniences connected therewith, namely:

A Railway (No. 1) to be situate wholly in the parish of Mells, in the county of Somerset, commencing by a junction with the Radstock Branch Railway of the Great Western Railway Company at a point thereon nine chains or thereabouts measured in a south-easterly direction along the said branch railway from the north-eastern corner of the goods shed at Mells Station on that railway, and terminating on the private railway of the Westbury Iron Company, Limited, from the said Radstock Branch Railway to Newbury, at a point thereon five chains or thereabouts measured in a north-easterly direction from the bridge which carries the public road from Vobster to Kilmersdon over that railway.

A Railway (No. 2) commencing in the parish of Mells, in the county of Somerset, at the termination of Railway No. 1, hereinbefore described, by a junction with the said private railway of the Westbury Iron Company, Limited, and terminating in the parish of Chilcompton, in the said county of Somerset, in a field called Lower Stock Hill, abutting on the public road leading from Chilcompton to Gurney Slade, and nearly opposite Gurney Slade Mill, and bounded on the south by the brook running from the said mill, in an easterly direction past Moorwood Coal Works, in Nettlebridge, and belonging to the Marquis of Bath, and in the occupation of William James; which said railway will be made or pass through, in, from, or into the parishes, townships, extra-parochial, or other places following, or some of them, that is to say: Mells, Vobster, Upper Vobster, Newbury, Leigh-on-Mendip, Babington, Coleford, Kilmersdon, Leacham, Holcombe, Edford, Stratton-on-the-Fosse, Nettlebridge, Stoke Lane, Benter, Ashwick, Midsomer Norton, and Chilcompton, all in the county of Somerset.

To purchase, by compulsion or otherwise, lands,