

In Parliament—Session 1883.

London and South Western Railway Company  
(Bournemouth Direct Railway, &c.).

(New Railways in Counties of Hants and Dorset;  
Power to Company and Midland Railway  
Company jointly to make Railways in County  
of Dorset; Power to Company to take  
Common Lands; Compulsory Purchase of  
Lands and Levying of Tolls by and Money  
Powers to Company and Midland Railway  
Company; Amendment of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To authorise the London and South Western Railway Company (in this notice called "the Company") to make and maintain the railways and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, that is to say:—

A. A Railway (the Bournemouth Direct Railway) commencing in the parish of Christchurch, in the county of Southampton, by a junction with the Company's Ringwood, Christchurch, and Bournemouth Railway, at or near the south-western side of the level crossing of the road or street known as Bargate, over the said railway at the Christchurch Station, and terminating in the parish of Brockenhurst, in the same county, by a junction with the Company's Southampton and Dorchester Railway near Lymington Junction, at a point about 8 chains measured along the said railway from the Lymington Junction Signal-box in a south-westerly direction, which intended Railway No. 1 will be made or pass from, in, through, or into the parishes of Christchurch, Milton, Hordle, Sway, Boldre, and Brockenhurst, all in the county of Southampton.

B. A widening between Bournemouth and Christchurch of the Company's Ringwood, Christchurch and Bournemouth Railway, commencing in the parish of Holdenhurst, in the county of Southampton, at a point about  $2\frac{1}{2}$  chains westward from the signal-box at Bournemouth East Station, and terminating in the parish of Christchurch, in the same county, at a point about 1 chain south-westward from the centre of the booking office in Christchurch Station.

#### C. Bournemouth Junction Railways.

(1.) A Railway (No. 1) commencing in the parish of Kinson, in the county of Dorset, by a junction with the Poole and Bournemouth Railway, at a point about  $6\frac{1}{2}$  chains, measured along that railway in an easterly direction from the mile post indicating  $6\frac{3}{4}$  miles from Poole Junction, passing through the parishes of Kinson, in the county of Dorset, and Holdenhurst, and Christchurch, in the county of Southampton and terminating in the parish of Christchurch, in the last-mentioned county, by a junction with the Company's Ringwood, Christchurch, and Bournemouth Railway, at a point distant about  $5\frac{1}{2}$  chains, measured eastward along that railway from the signal-box at Bournemouth East Station aforesaid.

(2.) A Railway (No. 2) wholly in the parish of Holdenhurst aforesaid, commencing at a point about 6 chains north-west of the north-western end of St. Stephen's, or the Bennett Memorial Temporary Church, in the town of Bourne-

mouth, and about 4 chains north of Branksome Wood-road, and terminating by a junction with the intended Railway No. 1, lastly above described, at a point about 5 chains westward from the road leading from the Richmond Hill-road past the cemetery to Winton and Wimborne, such point being near the south-western corner of the grounds of the residence known as "The Wilderness."

(3.) A Railway (No. 3) wholly in the parish of Holdenhurst aforesaid, commencing by a junction with the said intended Railway No. 1, at a point about 16 chains eastward from the north-western boundary of Poors Common, measuring from a point in the said boundary, about 17 chains from its south-western end, and terminating by a junction with the intended Railway No. 2 above described, at a point about 11 chains northward from the commencement as above described of that railway, and about 2 chains eastward from the eastern boundary of the Poors Common, measuring from a point in the said boundary about  $10\frac{1}{2}$  chains from its southern end.

(4.) A Railway (No. 4), wholly in the parish of Kinson aforesaid, commencing by a junction with the Poole and Bournemouth Railway about  $\frac{1}{2}$  a chain eastward from the mile post thereon denoting  $7\frac{1}{2}$  miles from Poole Junction, and terminating by a junction with the intended Railway No. 1 above described on the northern side of the Surrey-road at a point about  $6\frac{1}{2}$  chains north-westward from its junction with the Branksome Wood-road.

D. A Railway (the West Moors Junction), wholly in the parish of West Parley, in the county of Dorset, commencing by a junction with the Salisbury and Dorset Junction Railway, at a point about  $34\frac{1}{2}$  chains measured along that railway from the booking office of the West Moors Station thereon, and terminating by a junction with the Company's Southampton and Dorchester Railway at a point about  $33\frac{1}{4}$  chains, measured eastward along that railway from the West Moors Junction Signal-box.

To authorise and empower the Company and the Midland Railway Company (in this notice called "the Midland Company"), or one of them, to make and maintain the following railway, that is to say:—

E. A railway (the Somerset and Dorset and Poole and Bournemouth Junction) commencing in the parish of Corfe Mullen, in the county of Dorset, by a junction with the Somerset and Dorset Railway at or near the north-eastern side of the bridge (immediately to the eastward of Corfe Mullen Church) which carries the public road leading from Poole to Corfe Mullen and Blandford over that railway, and terminating in the parish of Great Canford, in the same county, by a junction with the Company's Southampton and Dorchester Railway, nearly opposite to the Poole Junction Signal-box.

In connection with the intended railways and works, to authorise the making and maintaining of all proper and sufficient bridges, viaducts, rails, sidings, junctions, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences.

It is intended by the Bill to take for the purposes of the intended railways and works certain lands being or reputed to be part of a common or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken, viz.:—