

published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin, in the said county; and at the Custom House at the said city of Truro aforesaid, in the said county; and at the office of the Board of Trade, Whitehall, London.

9. On and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, at the undermentioned offices of the Town Clerk and Parliamentary Agents for the Corporation as undermentioned.

Dated this 15th day of November, 1882.

*F. Hearle Cock*, Town Clerk, Truro.

*Lewin, Gregory, and Anderson*, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1883.

Midland Railway.

(Additional Powers.)

(New Railways and other Works and Additional Lands in the counties of York (West Riding), Lancaster, Derby, Nottingham, Gloucester, Leicester, Northampton, Stafford, Bedford, Worcester, Glamorgan, and Middlesex; Superfluous Lands; Agreements between Company and Hull, Barnsley, and West Riding Junction Railway and Dock Company; Running Powers over Portion of last-named Company's Railways; Agreements between Company and Severn Bridge Railway Company; Maintenance and Re-construction by Company and Great Western Railway Company of Portion of Bristol Port Railway and Pier Company's Railway, and Agreements in relation thereto; Agreements between Company, Great Western Railway Company, and Halesowen Railway Company; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Midland Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them, that is to say:—

To empower the Company to make and maintain the railways following, or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith, that is to say:—

A railway (to be called "the Skipton and Ilkley Railway") situate wholly in the West Riding of the county of York, commencing in the township and parish of Skipton by a junction with the Company's main line of railway at a point thereon 18 chains or thereabouts, measured along that railway in a westerly direction from the centre of the booking office of the Skipton station thereon, and terminating in the township and parish of Ilkley by a junction with the Otley and Ilkley Joint Line of the Midland and North Eastern Railway Companies, at a point thereon 17 chains or thereabouts from the Ilkley terminus thereof, which said intended railway will pass from, in, through, or into, or be situate within the said several parishes, townships, extra-parochial, or other places following, or some of them, that is to say:—Skipton, Millholme, Embsay-with-Eastby, Embsay, Eastby, Skibeden, Halton East, Draughton, Bolton, Bolton Abbey, Bolton Bridge, Beamsley-in-Skipton, Beamsley-in-

Addingham, Beamsleys Both, Farfield, Addingham, Nesfield-with-Langbar, Nesfield, Langbar, Middleton, Nether Wood, Holling Hall and Ilkley, all in the West Riding of the county of York;

A railway (to be called "the Liverpool Commercial Road Deviation") commencing in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the county of Lancaster, by a junction with the North Liverpool Railway of the Cheshire Lines Committee, at a point thereon 14 chains or thereabouts, measured along that railway north of Boundary-street, and terminating in the township and parish of Liverpool, in the said county, in a piece of land belonging to the Company; and lying between the Leeds and Liverpool Canal and the East Lancashire Railway of the Lancashire and Yorkshire Railway Company, and south of Lightbody-street and the New Cut of the Leeds and Liverpool Canal, and to abandon the construction of the railway authorised by the "Midland Railway (Additional Powers) Act, 1881," and therein called the Liverpool Commercial Road Branch;

A railway (to be called the "Barrow Hill Curve") situate wholly in the township and parish of Staveley, in the county of Derby, commencing by a junction with the Company's railway from Derby to Leeds, at a point thereon 14½ chains or thereabouts, measured along that railway in an easterly direction, from the centre of the booking office of the Staveley station thereon, and terminating by a junction with the Company's Speedwell Branch Railway, at a point thereon 27½ chains or thereabouts, measured along that railway in a westerly direction, from the bridge carrying the last-mentioned railway over the river Rother;

A railway (to be called the "Tibshelf Curve") situate wholly in the township and parish of Tibshelf, in the county of Derby, commencing by a junction with the Company's Erewash Valley Railway, at a point thereon 1 chain or thereabouts north of the bridge carrying that railway over the Alfreton and Tibshelf turnpike road, and terminating by a junction with the Company's Tibshelf and Teversall Branch, at a point thereon 49 chains or thereabouts, measured along that branch in a south-westerly direction from the bridge carrying the aforesaid branch over the public road known as Newton-road, leading from Tibshelf to Newton;

Two railways (to be called the "Doe Lea and Teversall Junctions"):—

No. 1, commencing in the parish of Ault Hucknall, in the county of Derby, by a junction with the Company's Doe Lea Extension Railway, now in course of construction at its termination, and terminating in the parish of Teversall, in the county of Nottingham, by a junction with the Company's Teversall and Pleasley Extension Railway, at a point thereon 25 chains or thereabouts, measured along that railway in a south-westerly direction from the bridge carrying that railway over the public road known as Batley-lane leading from Ault Hucknall to Newbound Mill, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Ault Hucknall, Bolsover, and