

with the parish clerk of each such parish at his residence; and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence; and

On or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1883.

John Shelley, Plymouth.

Venning and Goldsmith, Devonport.

Batten, Proffitt, and Scott, 32, Great George-street, Westminster.

In Parliament.—Session 1884.

Cleveland Extension Mineral Railway.

(Deviation from Line and Levels of portion of authorised Railway No. 1; Consequential Abandonment of portion of that Railway; Extension of Time for Completion of Works and Compulsory Purchase of Lands; Substitution of Level Crossings for Bridges; Variation of Railways Clauses Consolidation Act, 1845, as to Roads and Bridges; Running Powers over Private Railway; Additional Capital and Alteration of Capital; Extension of Borrowing Powers; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that the Cleveland Extension Mineral Railway Company (in this Notice referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for all or some of the following, among other purposes, that is to say:—

To authorise the Company to deviate from and alter the line and levels of a portion of Railway No. 1, authorised by the Cleveland Extension Mineral Railway Act, 1873 (in this Notice referred to as "the Act of 1873"), and to make and maintain the deviated or substituted portion of railway hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, viz.:—

A deviation railway commencing in the parish of Brotton, in the North Riding of the county of York, by a junction with a private railway belonging or reputed to belong to John Thomas Wharton, which unites and is in connection with the Cleveland Branch of the North Eastern Railway, at a point on that private railway 50 yards or thereabouts south of the point where that railway crosses the public highway leading from Stanghow to Kilton Thorpe and terminating in the parish of Skelton, in the said North Riding, by a junction with Railway No. 1, authorised by the Act of 1873, now in course of construction; at a point where that railway crosses, or is intended to cross, a public road leading from Moorsholme to Liverton, numbered 68, in the parish of Skelton, on the plans deposited in respect of the Act of 1873.

To empower the Company to purchase by compulsion or agreement lands and buildings in the several parishes aforesaid for the purposes of the intended deviation railway and works, and other lands and buildings, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would impede or in any manner interfere with the construction, maintenance, or use of the said intended deviation railway and works, and to confer other rights and privileges.

To empower the Company to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aque-

ducts, rivers, navigations, streams, pipes, telegraph wires, and apparatus, sewers, drains, and watercourses within or adjoining to the aforesaid parishes or any of them which it may be necessary to cross, stop up, interfere with, alter, or divert for the purposes of the said intended deviation railway and works, or other the purposes of the intended Act.

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To levy tolls, rates, and duties upon, or in respect of the said intended deviation railway and works, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To abandon and relinquish the construction of so much and such portions of Railway No. 1, authorised by the Act of 1873, as will be rendered unnecessary by the construction of the intended deviation railway, that is to say, the portion of the said Railway No. 1 situate between the commencement of that railway as defined in the Act of 1873, and the termination of the intended deviation railway.

To extend the time limited by the Cleveland Mineral Railway Act, 1881, for the compulsory purchase of lands, and the completion of the works authorised by the Act of 1873.

To empower the Company in constructing Railway No. 1 authorised by the Act of 1873, to carry the same in the parish of Easington over the highway in that parish, numbered 15 on the Plans deposited with the Clerk of the Peace for the North Riding of the county of York in respect to that Act, on the level instead of carrying that highway over the railway by means of a bridge, and in constructing Railway No. 2, authorised by the Act of 1873, to carry the same in the said parish of Easington over the highway in that parish, numbered 21 on the Plans deposited as aforesaid, on the level instead of carrying that highway over the railway by means of a bridge, and in constructing the same railway, to carry the same in the parish of Lythe over the highway in that parish, numbered 8 on the Plans deposited as aforesaid, on the level instead of carrying that highway over the railway by means of a bridge; and so far as may be necessary to alter the levels of the said highways for the foregoing purposes, and to construct and maintain all necessary works and conveniences in connection with such level crossings respectively.

To provide that notwithstanding anything in the Railways Clauses Consolidation Act, 1845, the spans of the arches for carrying the railways authorised by the Act of 1873 over any roads and the widths of the roadways of any bridges and approaches, for carrying any roads over those railways need not be greater than the existing average available widths of such roads respectively, or greater than the respective widths to be specified in the Bill, and that the inclinations of roads, when altered, need not exceed the inclinations to be specified in the Bill.

To empower the Company, and any company or persons for the time being working or using the railways of the Company, or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines,