

In Parliament.—Session 1884.

Barnstaple and Lynton Railway.

(Incorporation of Company; Construction of Railways from Barnstaple to Lynton; Provisions as to Gauge and Light Railway; Working and other Agreements with, and Powers to, the Great Western and London and South Western Railway Companies; Running Powers and Facilities over Railways and Works of other Companies; Agreements with and Powers of Contribution and Application of Funds, and Appointment of Directors to Corporation of Barnstaple; payment of Dividends, or Interest out of Capital; other Powers; Amendment or Repeal 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 the following, or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways and approach road hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith, or incidental thereto, respectively (that is to say):—

Railway No. 1.—A railway, wholly situate in the parish of Barnstaple, in the county of Devon, commencing by a junction with the Devon and Somerset Railway at or near to a point on that railway 250 yards, or thereabouts (measured along that railway) from and to the eastward of the eastern end of the platform at the passenger station on that railway at Barnstaple, and terminating in a field numbered 233 on the Tithe Commutation Map of that parish, which field is bounded on the southward by the Derby-road, on the westward by the road leading from the Derby-road to Raleigh Factory, and on the north by a road leading from the said road to the Raleigh Factory to a farm known as Frank Marsh.

Railway No. 2.—A railway commencing in the parish of Pilton by a junction with the London and South Western Railway at a point 1480 yards, or thereabouts (measured along that railway) from and to the westward of the western end of the passenger platform at the Quay Passenger Station at Barnstaple on that railway, and terminating in the parish of Barnstaple at the point

where Railway No. 1 is intended to terminate, as above described.

Railway No. 3.—A railway commencing by a junction with the intended Railways Nos. 1 and 2 at the termination thereof respectively as above described, and terminating in the parish of Kentisbury, in a field numbered on the Tithe Commutation Map of that parish 219, and bounded on the northward by the main road leading from Blackmoor Gate to Bratton Fleming and Challacombe, and on the eastward by a road leading from the last-mentioned road to the farm known as Westland Pound, and at a point 700 yards or thereabouts, measured in a north-easterly direction, from the Westland Pound Farm house, and 130 yards or thereabouts from and to the southward of the junction of the said road leading from Blackmoor Gate to Bratton Fleming and Challacombe with the road leading to the said Westland Pound Farm.

Railway No. 4.—A railway commencing in the parish of Kentisbury by a junction with Railway No. 3 at the termination thereof as above described, and terminating in the parish of Lynton, otherwise Linton, in a field numbered 172 on the Tithe Commutation Map of that parish.

An approach road to be wholly situate in the parish of Lynton commencing at or near the termination of the intended Railway No. 4, as above described, and terminating by a junction with the public road which is shown on the Tithe Commutation Map of the said parish as being between the fields numbered 168 and 247 on that map.

Which said intended railways, approach road, and works will be made or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say):—Barnstaple, Pilton, Newport, Goodleigh, Sherwell, otherwise Sherwill, Stoke Rivers, Bratton Fleming, Loxhore, Arlington, Challacombe, Kentisbury, Paracombe, Martinhoe, Lynton, and Countisbury, all in the county of Devon.

And it is intended by the Bill to take for or in connection with the proposed railways and works, or other the purposes of the Bill, certain lands being, or reputed to be, commons or commonable lands, of which the following are particulars, and the quantities included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantities proposed to be taken (that is to say):—

Railways and works for which the lands will be taken.	Name by which the lands are known.	Parish or place in which the lands are situate.	Quantities included within the limits of deviation.	Estimated quantity to be taken.
Railway No. 4.	Paracombe Common. Martinhoe Common. Lynton Common.	Paracombe. Martinhoe. Lynton.	10 acres. 50 acres. 10 acres.	2 acres. 10 acres. 2 acres.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, and property required for the purposes of the intended railways, approach road, and works or any or either of them, or any part or parts thereof respectively, and to levy tolls, rates, and duties for the use of the intended railways and works, or any or either of them, or

any part or parts thereof respectively, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works and con-