

sited at the offices of the Metropolitan Board of Works, Spring-gardens, in the office of the Clerk of the Parliaments, and in the Private Bill Office of the House of Commons, with the Vestry Clerk of the parish of St. Pancras, at his office in Pancras-road, and with the Clerk of the Hornsey Local Board, at his office in Southwood-lane, Highgate, and a copy of so much of the said plans and sections as relates to each of the above-named parishes, together with a copy of this Notice, will, on or before such 30th day of November, be deposited for public inspection with the parish clerk (if any) of each parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 22nd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished at the cost of one shilling for each copy to all persons applying for the same at the office of the undersigned, Messrs. Fowler, Christie, and Co., Victoria Mansions, Westminster.

All parties desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so, by letter addressed to the assistant-Secretary of the Railway Department of the Board on or before the 15th day of January next, and copies of the objections must at the same time be sent to the Promoters, addressed to the undersigned, Messrs. Fowler, Christie, and Co.

Dated this 14th day of November, 1883.

*Fowler, Christie and Co., Victoria Mansions, Westminster, Solicitors and Parliamentary Agents.*

#### In Parliament—Session 1884.

##### Liskeard and Caradon Railway.

(Extension to Launceston and Junction with North Cornwall Railway; Power to make Conduit and divert Waters; Working and other Agreements with and between and Powers of Construction, Subscription Guarantee, Raising and Application of Funds, and other Powers to Liskeard and Looe Union Canal Company, North Cornwall, Bodmin, and Wadebridge, Great Western, and London and South Western Railway Companies; Running Powers and Facilities over Railways of North Cornwall, Bodmin, and Wadebridge, and London and South Western Railway Companies; Lease, Sale, or Amalgamation of Undertaking of Liskeard and Looe Union Canal Company; Additional Capital; other Powers; Amendment or Repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Liskeard and Caradon Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, together with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith or incidental thereto (that is to say):—

A railway commencing in the parish of Altarnun, by a junction with the railway of the Company authorised by the Liskeard and Caradon Railway Act, 1882, and therein called "Railway No. 7," at or near a point marked 5 miles and 2 furlongs

on the deposited plans of that authorised railway (which plans were deposited in respect of the said Act with the Clerk of the Peace for the county of Cornwall, in November, 1881), and which point of junction is in a field adjoining Trewint Marsh, and numbered 37 in the parish of Altarnun on the said deposited plans, and terminating in the parish of Saint Thomas the Apostle, by a junction with the railway of the North Cornwall Railway Company, authorised by the North Cornwall Railway Act, 1882, and therein called "Railway No. 2," at a point marked on the deposited plans of that authorised railway, 29 miles 4 furlongs, (which plans were deposited in respect of the said last-mentioned Act with the Clerk of the Peace for the county of Cornwall, in November, 1881), and which point of junction is in a field, numbered 83, in the parish of Saint Thomas the Apostle, on the said last-mentioned plans.

Which said intended railway 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):—

Altarnun, Lewannick, South Petherwin, and St. Thomas the Apostle, and the Hamlet of St. Thomas, all in the county of Cornwall;

And it is intended by the Bill to take for or in connection with the proposed railway and works or other the purposes of the Bill, certain land being, or reputed to be, commons or commonable lands, called or known as Trewint Marsh, situate in the said parish of Altarnun, and of which ten acres or thereabouts will be included within the limits of deviation shown upon the plans to be deposited as hereinafter mentioned, and the estimated quantity proposed to be taken will not exceed two acres or thereabouts.

2. To authorise the Company to make and maintain an aqueduct, conduit, or line of pipes, to be wholly situate in the parish of St. Cleer, in the said county, commencing at or near a certain spring or stream of water which is situate in the north-east corner of a certain piece of waste land numbered 1113 on the Tithe Apportionment Map of that parish (forming part of the estate called or known as East and West Hendra), and terminating on the railway of the Company at a point 4 chains or thereabouts to the westward of a bridge carrying the public road over the said railway at Polwrath, in the said parish, and to authorise the Company to take, divert, and use the waters of the said stream or spring.

3. To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, easements, rights, springs, streams, waters, and property required for the purposes of the intended railway and works, or any part or parts thereof respectively, and to levy tolls, rates, and duties for the use of the intended railway or any part or parts thereof, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

4. To empower the Company to deviate laterally from the lines of the intended works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels of the works shown on the sections to be deposited as hereinafter mentioned, to such an extent as may be authorised by the Bill, and 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,