

and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the East and Western Divisions of the county of Sussex, at his office, at the County Hall, Lewes, in the same county, and with the Clerk of the Peace for the borough of Brighton, at his office at Brighton, in the said county, and that a copy of so much of the said plans, sections and book of reference as relates to each of the parishes and extra-parochial places in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection as follows:—For the Local Authority of Newhaven, with the Clerk to the said Local Authority, at their office at Newhaven; for the Corporation of Brighton, with their Clerk, at the Townhall, Brighton; for all other Urban, Road, or Local Authorities, with the Clerk of each such Local or Urban Authority, at his or their respective offices; and for all parishes, with the parish clerk of each such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 12th day of November, 1883.

Frederic Clift, LL.D., 111, Cheapside,
London, E.C., Solicitor for the intended Act.

In Parliament—Session 1884.

Swindon and Cheltenham Extension Railway.
(Construction of New Railways and Deviation Railway; Abandonment of Portion of Authorised Line; Additional Capital; Compulsory Purchase of Lands; Tolls; Running Powers over portions of Great Western Railway; Power to take parts of Certain Properties; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Swindon and Cheltenham Extension Railway Company (hereinafter referred to as "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them, that is to say:—

To authorise the Company to construct the railways and works hereinafter described, or some of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences therewith respectively, that is to say:—

(1.) A deviation railway (No. 1) commencing in the parish of Preston, in the county of Gloucester, by a junction with the authorised line of the Swindon and Cheltenham Extension Railway, at a point measuring in a north-easterly direction along the centre of that railway as now marked out for a distance of 40 yards or thereabouts from the centre of the bridge now in course of construction carrying King's-hill-lane over that railway, and terminating in the parish of Dowdeswell by a junction with the Banbury and Cheltenham Direct Railway at the bridge adjoining the Andoversford Station, carrying the last-mentioned railway over the public road from Andoversford to Cheltenham, and passing through or

into the following parishes or places, viz., Preston, Cirencester, Ampney, Crucis, Baunton, Coln, Rogers, North Cerney, Rendcomb, Chedworth, Withington, Shipton Oliffe, Shipton Sollars, Dowdeswell, and Whittington, all in the county of Gloucester.

(2.) A railway (No. 2) wholly situate in the parish of Kemble, in the county of Wilts, commencing by a junction with the Great Western Railway (South Wales Branch) opposite the mile or distance post indicating 91½ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale), and terminating by a junction with the Great Western Railway (Cirencester Branch) at a point opposite the mile or distance post indicating 91¼ miles from Paddington, as shown on the said Ordnance parish map.

(3.) A railway (No. 3) commencing in the parish of Kemble, in the county of Wilts, by a junction with the intended Railway No. 2, at the termination thereof above described, and also with the Great Western Railway (Cirencester Branch), opposite the mile or distance post indicating 91½ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale), and terminating in the parish of Siddington, in the county of Gloucester, by a junction with the said Cirencester Branch opposite the mile or distance post, indicating 93¼ miles from Paddington, as shown on the Ordnance parish map, and passing through the parishes or places of Kemble, in the county of Wilts, and Siddington, in the county of Gloucester.

(4.) A railway (No. 4) wholly situate in the parish of Siddington, in the county of Gloucester, commencing by a junction with the intended Railway (No. 3) at the termination thereof above described, and also by a junction with the said Cirencester Branch opposite the mile or distance post indicating 93¼ miles from Paddington, as shown on the Ordnance parish map (1-2500 scale), and terminating by a junction with the Swindon and Cheltenham Extension Railway, as constructed at a point measuring in a southerly direction along that railway for a distance of 370 yards or thereabouts from the centre of the bridge carrying that railway over the public road leading from Siddington to Ashton Keynes.

(5.) A railway (No. 5) wholly situate in the parish of Siddington, in the county of Gloucester, commencing by a junction with the intended Railway (No. 4) at the occupation road leading from Overtown Bridge, Upper Siddington, to Clarke's-lane, and numbered 140 on the Ordnance parish map (1-2500 scale) at a point on that road 156 yards or thereabouts, measuring in a northerly direction from the junction of such occupation road with Clarke's-lane, and terminating by a junction with the Swindon and Cheltenham Extension Railway at the centre of the bridge carrying the last-mentioned railway over the Thames and Severn Canal.

To authorise the Company to deviate laterally from the lines of the intended railways and other works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned.