

lation of Railways Act, 1868;" and "The Tramways Act, 1870."

To alter, extend, amend, and enlarge, and if need be to repeal some of the powers and provisions of the following local and personal Acts, viz.: 23 Geo. 3 cap. 13, 35 Geo. 3 cap. 107, 53 Geo. 3 cap. 161, 24 and 25 Vict. cap. 185, and also the 17 Vict. cap. 9 and the 25 and 26 Vict. cap. 140, and also 12 and 13 Vict. cap. 81, and any other acts relating to the Manchester, Sheffield and Lincolnshire Railway Company, the 9 and 10 Vict. cap. 7, and any other acts relating to the Great Northern Railway Company, the 25 and 26 Vict. cap. 123, and any other acts relating to the Great Eastern Railway Company, and the Hatfield Chase Warring and Improvement (Railway) Act, 1866.

And notice is hereby given, that plans and sections of the proposed railways and works and of the lands and houses which may be taken under the powers of the Bill, with a book of reference to such plans, an ordnance map with the lines of the proposed railways delineated thereon, and a copy of this Notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the Parts of Lindsey, in the county of Lincoln, at his office at Lincoln, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said railways and works are intended to be made, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place with the parish clerk of some immediately adjoining parish, at his residence.

And notice is hereby also given, that, on or before the 20th day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1884.

Parkin and Co., Doncaster, Solicitors for the Bill.

Jno. Jordan, 3, Westminster Chambers, Victoria-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

East Usk Railways.

(Incorporation of Company; Construction of Railways in the County of Monmouth; Running Powers over Portions of Great Western Railway; Working and Traffic Arrangements with Great Western Railway Company; Compulsory Purchase of Lands; Tolls, &c.; Payment of Interest out of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for effecting the purposes or some of the purposes hereinafter mentioned (that is to say):—

To incorporate a Company (hereinafter called or referred to as "the Company"), and to confer upon the Company all necessary powers for making and maintaining the railways hereinafter described, or some of them, or some part or parts thereof respectively, all in the county of Monmouth, together with all proper stations, junctions, approaches, roads, sidings, rails, tunnels, bridges, viaducts, works, and conveniences connected therewith respectively (that is to say):

(1) A Railway (No. 1) commencing in the parish of Christchurch by a junction with No. 25417. **Z**

the main line of the Great Western Railway Company's South Wales Railway at a point about $8\frac{1}{2}$ chains eastward of the mile-post thereon indicating $157\frac{1}{2}$ miles from Paddington, passing into and through the parishes of Christchurch and Nash, and terminating in the said parish of Nash in a field numbered 80 on the Tithe Commutation Map of that parish, at or near a point 52 yards measured in a southerly direction from the northern fence, and three yards measured in an easterly direction from the western fence of the before mentioned field.

(2) A Railway (No. 2) to be situated wholly in the said parish of Christchurch, commencing by a junction with the before-mentioned South Wales Railway, at a point about seven yards or thereabouts measured in an eastern direction, from the north-eastern corner of the Great Western Railway Company's signal-box, opposite Liswerry Lime Works, and terminating by a junction with the intended Railway (No. 1) at a point 24 chains or thereabouts, measured in a south-easterly direction from the eastern face of the Bridge, carrying the public road from Nash to Newport over the said South Wales Railway at Somerton.

The intended Act will authorise the Company to exercise the powers and effect the objects following (that is to say):

To deviate laterally from the lines of the intended railways and works to the extent shown upon the plans hereinafter mentioned, or to such extent as may be authorised or prescribed by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to such extent as may be determined by or authorised under the powers of the Bill, and in either case, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To cross, open, break up, stop up, alter, divert, or interfere with temporarily or permanently turnpike and other roads, highways, footpaths and rights of way, pipes, sewers, drains, reens, streams, rivers, canals, navigations, watercourses, bridges, railways, tramways, and telegraph and electric lines, and apparatus within the aforesaid parishes, or places, or either of them, so far as may be necessary or expedient in, or for constructing, maintaining, or using the intended railways and works, or other the purposes of the Bill.

To purchase, take, enter upon, and use compulsorily, or by agreement for the purposes of the intended railways and works, and of the Bill, lands, houses, tenements and hereditaments and any estates, rights, interests, or easements, in over or affecting the same, and to alter, vary, or extinguish any rights or privileges connected with such lands, houses, tenements, and hereditaments, and to confer other rights and privileges.

To demand, take, and recover tolls, fares, rates, and charges upon or in respect of the intended railways and works, and upon the portion of the Great Western Railway Company's railway which it is proposed to enable the Company to run over, work, and use as hereinafter mentioned, to alter existing tolls, fares, rates, and charges now authorised to be taken, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To enable the Company, notwithstanding any-