

In Parliament.—Session 1885.

Filleigh and Blackmoor Gate Railway.
(Incorporation of Company; Construction of Railways from Filleigh to Blackmoor Gate; Working and other Agreements with, and Powers to, the Great Western and London and South Western Railway Companies; Running Powers and Facilities over Portion of Devon and Somerset Railway; 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 hereinafter described, 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 Filleigh, in the county of Devon, commencing by a junction with the Devon and Somerset Railway, at or near to a point on that railway 434 yards or thereabouts (measured along that railway) from and to the eastward of the eastern side of the bridge carrying a public road over that railway immediately to the eastward of the Filleigh Station, on that railway, and terminating in and near the eastern boundary of a field lying immediately to the north-

ward of the public road at the said Filleigh Station, and at a point 70 yards or thereabouts, measured in a northerly direction, from the eastern end of the passenger platform of that station.

Railway No. 2.—A railway commencing by a junction with the intended railway No. 1, at the termination thereof as above described, and terminating in the parish of Kentisbury, in and near the western boundary of that portion of a field which is numbered on the Tithe Commutation Map of that parish 240, and bounded on the southward by the main road leading from Blackmoor Gate to Bratton Fleming and Challacombe, and at a point 33 yards or thereabouts, measured in a north-easterly direction, from the junction of that road with the road leading to Westland Pound.

Which said intended railways 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)—Filleigh, East Buckland, West Buckland, Stoke Rivers, Charles, Bratton Fleming, Kentisbury, Challacombe, and Paracombe, 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 quantity included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantity 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. 2 ..	Bratton Down ..	Bratton Fleming..	2 acres	A quarter of an acre.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, easements, rights, and property required for the purposes of the intended railways 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 conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same, and the subsoil and under surface thereof, for the purposes of the intended works.

4. To authorise the Company to deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by "The

Railways Clauses Consolidation Act, 1845," or otherwise.

5. To authorise the Company on the one hand, and the Great Western Railway Company and the London and South Western Railway Company or either of those Companies on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways and works or any or either of them, or any part or parts thereof respectively, the supply of rolling or working stock and machinery, and of officers and servants, for the purposes of the traffic of such railways and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, maintenance, and supply the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collecting, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or