

In Parliament.—Session 1885.

Northampton and Banbury and Metropolitan Junction Railway.

(Incorporation of Company; Power to Construct Railways in Counties of Buckingham and Northampton; Provisions for Repair, &c., of Northampton and Banbury Junction Railway; Powers to Northampton and Banbury Junction Railway Company as to Construction, &c., of Works, &c.; Provisions as to mutual use by the Company and other Companies of their Respective Undertakings, and as to Granting of Facilities, &c.; Running Powers over the Railways of, Agreements with, and other Provisions affecting other Railway Companies; Purchase of Lands; Tolls; Payment of Interest out of Capital; Amendment 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 effecting the purposes or some of the purposes following (that is to say):—

1. To incorporate a company, and to enable the company to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

A Railway (No. 1), commencing in the parish of East Claydon, otherwise East-cum-Botolph Claydon, in the county of Buckingham, by a junction with the Aylesbury and Buckingham Railway at or near the point at which an occupation road for the Monkomb Farm, occupied by Catherine Ann Hirons, crosses the said Aylesbury and Buckingham Railway on the level, and terminating in the parish of Radclive-cum-Chackmore, in the county of Buckingham, on the south bank of the River Ouse, in a field known as Big Meadow, in the occupation of Alfred Charles Swain, and belonging, or reputed to belong to New College, Oxford, at a point about 180 yards, measured in a northerly direction, from the centre of the bridge carrying the London and North-Western Railway over the River Ouse near Radclive.

A Railway (No. 2), commencing by a junction with the intended Railway No. 1, at or near its termination, as above described, and terminating in the parish of Towcester, in the county of Northampton, by a junction with the Northampton and Banbury Junction Railway, at a point about 130 yards measured along that railway in a south-westerly direction from the west signal cabin at Greens Norton Junction on that railway.

Which said intended Railways Nos. 1 and 2, or some part or parts thereof, will pass from, through, or into, or be situated within the parishes, townships, or extra-parochial or other places following, or some of them (that is to say):—East Claydon (otherwise East-cum-Botolph-Claydon), Middle Claydon, Steeple Claydon, Padbury, Lenborough, Bourton, Prebend End, Buckingham, Tingewick, Radclive (otherwise Radclive-cum-Chackmore), Thornborough, Water Stratford, Boycot, Lamport, Stowe, Westbury, Biddlesden and Luffield Abbey, in the county of Buckingham; Luffield Abbey, Saint Peter's Brackley, Syresham, Whitfield, Silverstone, Abthorpe, Towcester, and Wood Burcote, in the county of Northampton.

A Railway (No. 3) (wholly in the said

parish of Radclive-cum-Chackmore); commencing by a junction with the intended Railway No. 1, at or near its termination, as above described, and terminating by a junction with the Banbury and Buckingham Branch of the London and North-Western Railway at a point about 583 yards measured in a north-westerly direction along that branch railway from the bridge carrying the public road from Buckingham to Tingewick over the said railway.

A Railway (No. 4), commencing in the parish of Gayton, in the county of Northampton, by a junction with the Northampton and Banbury Junction Railway, at a point thereon distant about 30 chains (measuring north-westwardly along that railway) from the north-west end of the joint booking office at Blisworth Station of the London and North-Western and Northampton and Banbury Junction Railway Companies, and terminating in the parish of Blisworth, in the county of Northampton, by a junction with the Northampton and Peterborough branch of the London and North-Western Railway at a point thereon distant about 23 chains (measuring along the last-mentioned Branch Railway) in a northerly direction from the bridge carrying that Branch Railway over the Grand Junction Canal near Blisworth Station.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill; and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and whether in either case within or beyond the limits prescribed by "The Railways Clauses Consolidation Act, 1845."

3. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, and easements, and rights in and over the same for the purposes of the intended railways and works, and of the Bill, and notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to take any part or parts of or belonging to any land, house, building, manufactory, or premises, without being compelled to take the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

4. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works and upon the railways and portions of railway stations and works hereinafter mentioned belonging to other railway companies, and to alter the tolls, rates, and duties which the last-mentioned companies are respectively now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company and any company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on