

special Acts hereinbefore referred to, and also of "The Great Northern Railway Act, 1846;" and of any other Act or Acts relating directly or indirectly to the Company or their Undertaking. "The Louth and East Coast Railway Act, 1872," and any other Acts relating directly or indirectly to the Louth and East Coast Railway, 7 and 8 Vict., cap. 18, and any other Act or Acts relating directly or indirectly to the Midland Railway Company, "The Eastern and Midland (Amalgamation) Act, 1882," and any other Act or Acts relating directly or indirectly to the Eastern and Midlands Railway Company; "The Halifax High Level and North and South Junction Railway Act, 1884," and any other Act or Acts relating directly or indirectly to the Halifax High Level and North and South Junction Railway Company, and "The Boston Dock Act, 1881," and any other Act relating directly or indirectly to the Corporation.

Duplicate plans and sections, describing the lines, situation and levels of the proposed railways and other works, and the lands and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property, and also an ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection, as regards works to be executed and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective clerks of the peace thereof, at their respective offices, also hereinafter mentioned, that is to say:—For the county of Derby, at Derby; the West Riding of the county of York, at Wakefield; the county of Middlesex, at Clerkenwell; the county of Bedford, at Bedford; the parts of Kesteven, in Lincolnshire, at Stamford; the county of Nottingham, at Newark; the county of Stafford, at Stafford; the county of Huntingdon, at Huntingdon; the parts of Holland, in Lincolnshire, at Boston; and on or before the same day, a copy of so much of the said plans, sections and book of reference as relate to each parish, in or through which the intended railways and works will be made, or in which any lands or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish, and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at the respective places of abode of such parish clerks, excepting that with respect to the lands to be taken in the Parish of Saint Mary, Islington, the deposit will be made with the vestry clerk of that parish at the vestry hall.

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

Dated this 10th day of November, 1886.

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In Parliament—Session 1887.

Plymouth and Dartmoor Railway.

(New Railway to Brixton; Provisions as to Gauge of Railway; Compulsory Purchase of Lands; Working and other Arrangements with the London and South Western Railway Company; Additional and Separate Shares and Loan Capital; Payment of Interest out of Capital; Provisions for Release of Money Deposit for Company's Act of 1882; Power to apply Unexpended Capital to any portion of Authorised Undertakings; Change of Name; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Plymouth and Dartmoor 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 and works hereinafter described, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned, that is to say:—

A Railway commencing in the parish of Plymstock, in the county of Devon, by a junction with the Railway No. 1 authorised by the Plymouth and Dartmoor Railway Act, 1883, at a point on the centre line of the said authorised Railway No. 1 in the field numbered 40 in the said parish of Plymstock on the plans of that railway deposited in November, 1882, with the Clerk of the Peace for the county of Devon, which point is 4 furlongs and 4½ chains from the commencement of the said authorised Railway No. 1, and terminating in the parish of Brixton, in the said county of Devon, at a point in or near the centre of the field numbered 183 on the Tithe Commutation Map of the said parish, which said intended Railway will pass through, from, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Plymstock, Plympton Saint Mary, Plympton Earle, Plympton Saint Maurice, Plympton Maurice, Yealmpton, and Brixton, all in the county of Devon.

All necessary and proper stations, sidings, junctions, and other works and conveniences in connection with the said intended railway.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands and property required for the purposes of the intended railway and works, and to levy tolls, rates, dues, and other charges for the use of the intended railway and works, 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, footpaths, streets, highways, railways, sidings, tramways, rivers, canals, navigations, quays, wharves, landing-places, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

4. 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