

In Parliament—Session 1894.

North Cornwall Railway.

(Construction of Deviation Railways; Abandonment of Portions of Authorised Line; Extension of Time for Purchase of Lands for and Construction of Portions of Authorised Line Additional Lands; Extension to Newquay and Truro; New Railways and Works; Working and other Agreements with Powers of Lease, Sale, Transfer, Amalgamation, Subscription, Guarantee, Raising and Application of Funds, and other Powers to Great Western and London and South Western Railway Companies; Running Powers and Facilities over Railways and Works of Great Western Railway Company; Purchase of Lands by Compulsion or Agreement; Appropriation of Subsoil, with or without Compensation; Powers to take Portions of Lands, Houses, and other Buildings; Power to Levy Tolls, &c.; Additional Capital; Power to Form New Railways, &c., into a Separate Undertaking; Power to Pay Interest out of Capital during Construction; Incorporation and Amendment of Acts, and other Purposes.)

NOTICE is hereby given that application is intended to be made in Parliament in the ensuing Session by the North Cornwall Railway Company (hereinafter called "the Company") for an Act for the following, or some of the following, purposes (that is to say):—

1. To authorise and require the Company to make and maintain the Deviation Railways hereinafter described wholly in the county of Cornwall, with all proper and necessary stations, sidings, junctions, works, and conveniences connected therewith or incidental thereto, that is to say:—

A Deviation Railway (No. 1), commencing in the parish of St. Issey, by a junction with the Railway No. 1 authorised by the North Cornwall Railway Act 1882 (hereinafter called the Act of 1882) at a point, on the centre line indicating 1 mile 4 furlongs on such railway on the plans deposited in respect of the application to Parliament for the Act of 1882 (hereinafter called the deposited plans), and terminating in the parish of Padstow in a field No. 677 on the Ordnance Map of that parish, at a point on the southern side thereof, about 4 yards northward of the centre of the south-eastern fence of that field, the said Railway will be entirely situated in the said parishes of St. Issey and Padstow.

A Deviation Railway (No. 2), wholly in the said parish of Padstow, commencing by a junction with the said Deviation Railway (No. 1) at the point above described at the termination thereof, and terminating by a junction with Railway No. 1 authorised by the Act of 1882 on the centre line at the point indicating 0 miles 1 furlong on that Railway on the deposited plans.

A Deviation Railway (No. 3), commencing in the parish of St. Breock by a junction with the Bodmin and Wadebridge line of the London and South Western Railway Company at a point 51 yards or thereabouts measured in a north-westerly direction along that Railway from the mile post indicating 1 mile from Wadebridge and terminating in the parish of Egloshayle by a junction with the Railway No. 2, authorised by the Act of 1882, as in course of construction in the field numbered 131 in the said parish of Egloshayle, on the said Railway No. 2, on the deposited plans at a point 20 yards or thereabouts to the

westward of the point marked 2 miles 2 furlongs on such Railway, on the deposited plans which said Deviation Railway will be wholly situate in the parishes of St. Breock and Egloshayle.

2. To authorise and require the Company to abandon the making of so much of the Railway No. 1 authorised by the Act of 1882 as lies between the commencement of the intended Deviation Railway (No. 1) above described, and the termination of the intended Deviation Railway (No. 2) above described, and of so much of the Railway No. 2 authorised by the Act of 1882, as lies between the commencement thereof and the termination of the intended Deviation Railway (No. 3) above described, and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to modify, or alter, or cancel, or declare null and void all contracts, agreements, or arrangements entered into by or on behalf of the Company with reference to the said portion of Railway.

3. To extend the time limited by the Act of 1882, as extended by the North Cornwall Railway Acts, 1885, 1888, and 1891, for the compulsory purchase of lands and buildings, and for the construction and completion of Railway No. 1 authorised by the Act of 1882, except the part proposed to be abandoned as above described.

4. To empower the Company to make and maintain the railways in the county of Cornwall hereinafter described, with all proper stations, junctions, approaches, works, and conveniences connected therewith respectively, or some or one of them, or some part or parts thereof, that is to say:—

A Railway (No. 1), commencing in the parish of Padstow, by a junction with the intended Deviation Railway (No. 1), at the point above described as the termination thereof, and terminating in the parish of Kenwyn, in the city of Truro, at a point on the northern side, of Frances-street, 57 yards or thereabouts, westward of the junction of Edward-street with Frances-street.

A Railway (No. 2), commencing in the said parish of Kenwyn, in the city of Truro, by a junction with Railway No. 1 above described, at the point above described, as the termination thereof, and terminating in the parish of Kenwyn, by a junction with the Newham Branch of the West Cornwall Line of the Great Western Railway Company, at a point thereon, 7½ chains, or thereabouts, measured in a south-easterly direction along that line from the centre of the bridge carrying that branch line over the road leading from Treyew-mills to Chapel-hill.

A Railway (No. 3), wholly in the parish of Kenwyn, by a junction with the intended Railway No. 2 hereinbefore described, at the point above described, as the termination thereof and terminating by a junction with the Cornwall Railway (Falmouth Branch Line) of the Great Western Railway at a point 3½ chains, or thereabouts, measured along that line in a north-easterly direction from the mile post thereon indicating 30½ miles from London.

A Railway (No. 4), wholly in the parish of Kenwyn commencing by a junction with the intended Railway No. 3 in a field No. 3514 on the Ordnance Map of that parish, at a point 2 chains or thereabouts south-eastwards from the centre of the said bridge carrying the said Newham branch over the