

Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the "five Companies"), or either of them on the other hand, to enter into and carry into effect, vary, and rescind agreements for, or with respect to, the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and with respect to the supply of rolling or working stock and of officers and servants for the conduct and conveyance of traffic on such railways, and with respect to the management, regulation, interchange, collection, transmission, and delivery of traffic upon, coming from, or destined for the respective railways of the contracting Companies, or either of them, and with respect to the fixing collection, payment, appropriation, apportionment, and distribution of the tolls, rates, or charges, income and profits arising from such traffic; and the intended Act will confirm and give effect to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

To require the five Companies, or either of them to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, docks, wharves, staiths, shipping places, and booking offices thereof all traffic of whatsoever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon or be provided and defined by the intended Act.

To enable the Company, notwithstanding anything to the contrary contained in the Companies' Clauses Consolidation Act, 1845, to pay out of the capital or funds of the Company, interest or dividends on any shares or stocks of the Company during the construction of the said intended railways or works or any of them.

To vary or extinguish all rights and privileges which would, in any manner, impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

The intended Act will incorporate, amend or alter, or re-enact, with such variations as may be thought expedient, all or some of the provisions of the Companies' Clauses Consolidation Act, 1845; the Companies' Clauses Acts, 1863 and 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, and any other Acts amending the same, and will alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them so far as may be necessary for the purposes of the intended Act (that is to say): the Act 5 and 6 Will. IV, cap. 107, relating to the Great Western Railway Company; the Act 7 and 8 Vic., cap. 18, relating to the Midland Railway Company; the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Act, 1873; the East and West Junction Railway Act, 1864; and the Act 12 and 13 Vic., cap. 81, relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and all other Acts relating to the several companies hereinbefore mentioned or referred to, and their several undertakings.

And notice is hereby also given that maps, plans, and sections showing the lines and levels of the proposed railways and works, and the lands and property which may be taken compulsorily under the powers of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the "London Gazette," will, on or before the 30th day of November,

1893, be deposited for public inspection with the Clerk of the Peace for the County of Warwick, at his office at Leamington, and with the Clerk of the Peace for the County of Worcester, at his office at Worcester.

And that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said works are intended to be made, or will be situate, together with a copy of this notice, as published in the "London Gazette," will be deposited for public inspection in the case of each such parish, with the Parish Clerk thereof at his residence, and in the case of any such extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

And Notice is hereby further given, that on or before the 21st day of December, 1893, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1893.

FORSYTH and BETTINSON, Union Chambers,
63, Temple Row, Birmingham,
Solicitors for the intended Act.

TETLEY and HOSKINS, 41 and 42, Parliament Street, Westminster, S.W.,
Parliamentary Agents.

In Parliament.—Session 1894.

Truro and Newquay Junction Railway.

(New Railways from Truro to Newlyn; Agreements with Cornwall Minerals, Great Western, North Cornwall, and London and South-Western Railway Companies; Running Powers over parts of Cornwall Minerals and Great Western Railways; Amendment of Acts.)

A PPLICATION will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain, in the County of Cornwall, the railways hereinafter mentioned, or parts thereof, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say:—

A Railway No. 1, commencing in the parish of Saint Mary, in the City of Truro, by a junction with the Cornwall Railway of the Great Western Railway, at a point four chains or thereabouts, measured in a south-westerly direction along the railway, from the bridge which carries the said Cornwall Railway over the road near the north-western end of Pydar-street, and terminating in the parish of Kenwyn, in the said City of Truro, at or near the northernmost hedge of the field numbered 2,506 (two thousand five hundred and six) on the 1-2500 (or 25-inch) scale Ordnance map, at a point two chains or thereabouts, measured in a westerly direction, from the north-east corner of the said field.

A Railway No. 2, commencing by a junction with the said intended Railway No. 1, at the termination thereof, as hereinbefore described, and terminating in the parish of Newlyn East, by a junction with the East Wheal Rose extension of the Cornwall Minerals Railway, at a point fourteen chains or thereabouts, measured in a south-westerly direction from the bridge carrying the road from Zelah to Newlyn East Church over the said Cornwall Minerals Railway, at Fiddler's Green.

A Railway No. 3, commencing in the said