

can be made out), and of the actual or provisional directors, treasurers, secretary, or other officers (if any).

And such documents shall be verified by the signature of some authorized officer of the company or proposed company (if any), and by some responsible party promoting the Bill.

49. No deposit shall be deemed valid if made on a Sunday, Good Friday, or Christmas Day, or before eight o'clock in the forenoon or after eight o'clock in the afternoon of any day.

FORMS IN WHICH PLANS, BOOKS OF REFERENCE, SECTIONS, AND CROSS-SECTIONS SHALL BE PREPARED.

Plans.

50. Every plan required to be deposited shall be drawn to a scale of not less than four inches to a mile, and shall describe the lands intended to be taken, and shall describe the line or situation of the whole of the work (no alternative line or work being in any case permitted), and the lands in or through which it is to be made, maintained, varied, extended, or enlarged, or through which every communication to or from the work shall be made; and, where it is the intention of the parties to apply for powers to make any lateral deviation from the line of the proposed work, the limits of such deviation shall be defined upon the plan, and the lands included within such limits shall be marked thereon.

51. In all cases where it is proposed to make, vary, extend, or enlarge any cut, canal, reservoir, aqueduct, or navigation, the plan shall describe the brooks and streams to be directly diverted into such intended cut, canal, reservoir, aqueduct, or navigation, or into any variation, extension, or enlargement thereof respectively, for supplying the same with water.

52. In all cases where it is proposed to make, vary, extend, or enlarge any railway, the plan shall exhibit thereon the distances in miles and furlongs from one of the termini, and a memorandum of the radius of every curve not exceeding one mile in length shall be noted on the plan in furlongs and chains, and, where tunnelling as a substitute for open cutting is intended, such tunnelling shall be marked by a dotted line on the plan.

53. If it be intended to divert, widen, or narrow any public carriage-road, navigable river, canal, or railway, the course of such diversion and the extent of such widening or narrowing shall be marked on the plan.

Book of Reference.

54. The book of reference to every such plan shall contain the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all lands or houses in the line of the proposed work, or within the limits of deviation as defined upon the plan, and shall describe such land and houses respectively. (See Appendix marked B.)

Sections.

55. The section shall be drawn on the same horizontal scale as the plan, and to a vertical scale of not less than one inch to every one hundred feet, and shall show the surface of the ground marked upon the plan, the intended level of the proposed work, the height of every embankment and the depth of every cutting, and a datum horizontal line, which shall be the same throughout the whole length of the work or any branch thereof respectively, and shall be referred to some fixed point (stated in writing on the section) near some portion of such work, and, in case of a canal, cut, navigation, public carriage-road, or railway, near either of the termini.

56. In cases of Bills for improving the navigation of any river, there shall be a section which shall specify the levels of both banks of such river; and where any alteration is intended to be made therein it shall describe the same by inches and feet, or decimal parts of a foot.

57. In every section of a railway the line of the railway marked thereon shall correspond with the upper surface of the rails.

58. Distance on the datum line shall be marked in miles and furlongs to correspond with those on the plan; a vertical measure from the datum line to the line of the railway shall be marked in feet and inches, or decimal parts of a foot, at each change of the gradient or inclination, and the proportion or rate of inclination between each such change shall also be marked.

59. Wherever the line of the railway is intended to cross any public carriage-road, navigable river, canal, or railway, the height of the railway over or depth under the surface thereof, and the height and span of every arch of all bridges and viaducts by which the railway will be carried over the same, shall be marked in figures at every crossing thereof, and, where the railway will be carried across any such public carriage-road or railway on the level thereof, such crossing shall be so described on the section, and it shall also be stated if such level will be unaltered.

60. If any alteration be intended in the water-level of any canal, or in the level or rate of inclination of any public carriage-road or railway which will be crossed by the line of railway, then the same shall be stated on the section, and each alteration shall be numbered, and cross sections in reference to the said numbers, on a horizontal scale of not less than one inch to every 330 feet, and on a vertical scale of not less than one inch to every forty feet, shall be added, which shall show the present surface of such canal, road, or railway, and the intended surface thereof when altered, and the greatest of the present and intended rates of inclination of such road or railway shall also be marked in figures thereon; and, where any public carriage-road is crossed on the level, a cross section of such road shall also be added, and all such cross sections shall extend for 200 yards on each side of the centre line of the railway.

61. Wherever the extreme height of any embankment or extreme depth of any cutting shall exceed five feet, the extreme height over or depth under the surface of the ground shall be marked in figures upon the section; and if any bridge or viaduct of more than three arches shall intervene in any embankment, or if any tunnels shall intervene in any cutting, the extreme height or depth shall be marked in figures on each of the parts into which such embankment or cutting shall be divided by such bridge, viaduct, or tunnel.

62. Where tunnelling as a substitute for open cutting, or viaduct as a substitute for solid embankment, is intended, the same shall be marked on the section.

ESTIMATES AND DECLARATION IN CERTAIN CASES.

63. An estimate of the expense of the undertaking shall be made and signed by the person making the same.

64. When the work is to be made wholly or in part by means of funds or out of money to be raised from funds belonging to any society or company, or under the control of directors, trustees, or commissioners, as the case may be, of any existing public work, such parties being the promoters or part promoters of the Bill, a declaration stating these facts, and setting forth the nature of such control, and the nature and amount of such revenue, funds,