

St. George, Hanover-square; and the bed and shore of the river Thames, in the city and liberties of Westminster and county of Middlesex.

A dock or basin, and all necessary locks, sluices, culverts, weirs, and other works and conveniences connected therewith, near to the mouth and on the east side of the Kensington Canal, in the parish of St. Luke, Chelsea, and county of Middlesex.

And it is also proposed by the said intended Act to authorise the conversion and appropriation of all or any part of the Kensington Canal, and of all or any of the branches, cuts, railways, tramways, lands, hereditaments, and other works connected therewith, for the purposes of the said intended railway and works, or some of them, and the stopping up and discontinuance of the use of all or any part of the said canal, or of the branches or other works thereof, and to vary or extinguish all or any existing powers, rights, and privileges in any manner connected with the said canal or the lands, grounds, hereditaments, works, and conveniences thereto belonging, whether conferred by the Acts hereinafter referred to relating to the said canal, or by any other Act or Acts of Parliament, or otherwise howsoever.

And the intended Act will also confer on the Company the following powers, or some of them, that is to say—

To cross, stop up, alter, or divert, whether temporarily or permanently, any turnpike or other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships, and extra-parochial or other places before mentioned, or any of them, which it may be necessary to cross, stop up, alter, or divert in executing the purposes of the intended Act, or some of them.

To purchase by compulsion, or otherwise, lands, houses, buildings, and hereditaments, for the purposes of the said intended Act, and to vary or extinguish all existing rights and privileges connected with such lands, houses, buildings, and hereditaments, which would in any way interfere with the construction, maintenance, or use of the said intended railway or works, or other the purposes of the intended Act.

To levy tolls, rates, or duties upon or for the use of such intended railway and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties respectively.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections describing the line or situation and levels of the said intended railway and works, and the lands proposed to be taken or appropriated for the purpose of the intended Act, together with a book of reference to such plans, and a published map, showing the general course of the said intended railway, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, the Sessions House, in Clerkenwell, and the Clerk of the Peace for the city and liberties of Westminster, at his office, the Sessions House, Clerkenwell, and that on or before the 30th day of November instant copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railway and works are proposed to pass or be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerks of such parishes at their respective residences, and so far as relates to any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

And it is proposed by the said intended Act to

authorise parties having limited interests, or being under any disability or incapacity, to sell or convey lands, in consideration of an annual rent charge or by way of exchange.

And it is proposed by the said intended Act to enable the Company, and any other Company which may apply to Parliament in the next session for an Act for making any railway which, or any part of which, is or may be identical with, or similar in its course, to any part of the said intended railway hereinbefore described, to enter into and carry into effect, agreements for the joint construction or joint use of so much of such railway as is or may be common to the projects of such Companies.

And it is also proposed by the intended Act to empower the London and North-Western Railway Company, the Great Western Railway Company, the West London Railway Company, and the Victoria Station and Pimlico Railway Company, or any or either of such Companies, to subscribe and contribute funds towards the construction and maintenance of the said intended railway and works, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments, in respect of the moneys expended in the construction thereof as may be agreed upon between such Companies respectively, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, and if they shall think fit to raise additional monies for that purpose by the creation of new shares in their respective undertakings, with or without preference or priority, or other rights or privilege, or by mortgage or bond.

And also to empower the intended Company on the one hand, and the London and North Western, Great Western, West London, and Victoria Station and Pimlico Railway Companies, or any or either of them, on the other hand, to enter into and carry into effect any agreements and arrangements, with respect to the working, use, management, and maintenance of the said intended railway, or any part or parts thereof, and the works connected therewith respectively, and to the payment and contribution by and between the Companies parties to any such agreement or arrangement, or any or either of them, towards the costs, charges, and expences, of such working, use, management, and maintenance, and with respect to the regulation and management of the traffic on the said intended railway, and to the tolls or sums of money to be paid by the Companies, parties to any such agreement or arrangement, or any or either of them, for the use of the said intended railway and works, or any part or parts thereof, or for the appointment of the tolls and fares received on the said intended railway and works, or any part or parts thereof, or the payment of fixed sums in lieu thereof, and to enable the Companies parties to any such agreement or arrangement to appoint a joint committee for carrying into effect any such agreements or arrangements, and to exercise by means of such joint committee, or otherwise, such of the rights, powers, and privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now or hereafter vested in or belonging to such Companies, or any or either of them, and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such agreements or arrangements; and it is proposed by the intended Act to empower the West London Railway Company to lease in perpetuity, or for a term of years, or to sell and transfer the Kensington Canal, and all branch canals, cuts, railways, tramways, lands,