

parochial place, with the parish clerk of some adjoining parish, at his residence.

Printed copies of the intended Bill will, on or before the 22nd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1860.

R. P. and H. Philipson, Solicitors, New-castle-on-Tyne.

Greenwich and Woolwich Railway.

(Incorporation of Company for making Railways from Greenwich to Woolwich; Working arrangements with the South-Eastern Railway Company, and contribution by that Company to undertaking; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company hereinafter called "the Company," for making and maintaining the following railways, or some of them, and all necessary stations, conveniences, and works connected therewith (that is to say):—

1. A railway commencing by a junction with the London and Greenwich branch of the South-Eastern Railway at a point in the parish of Greenwich, on the south side of the said branch railway, about 275 yards eastward of the point where the same crosses by a bridge over Deptford Creek; passing from, through, or into the several parishes and extra-parochial places following, or some of them (that is to say): St. Nicholas, Deptford, otherwise Deptford Strond, St. Paul, Deptford, and Greenwich aforesaid, and terminating in the said parish of Greenwich in a plot of ground situate opposite the south end of Edward-street, East Greenwich, belonging to Mrs. M. H. Wheeler, and occupied by Henry Crook, and adjoining (on the north side thereof), a cottage occupied by the said Henry Crook.

2. A railway commencing by a junction with the said branch railway at a point in the said parish of Greenwich, on the north side of the said branch railway about 120 yards eastward of the point where the same crosses by a bridge over Deptford Creek; passing from, through, or into the several parishes and extra-parochial places following, or some of them (that is to say): Greenwich, St. Nicholas, Deptford, otherwise Deptford Strond, and St. Paul's, Deptford, and terminating in the plot of ground hereinbefore described as the termination of the said firstly hereinbefore-mentioned intended railway.

3. A railway commencing in the said parish of Greenwich at the point hereinbefore described as the termination of the said firstly and secondly hereinbefore-mentioned intended railways; passing through the several parishes and extra-parochial places following, or some of them (that is to say): Greenwich, Woolwich, and Charlton, and terminating in the said parish of Charlton by a junction with the North Kent Railway of the South-Eastern Railway Company, at a point near the Charlton station of the said North Kent Railway, and about 100 yards westward of the bridge by which the public carriage road known as Church-lane is carried over the said North Kent Railway; all which hereinbefore described intended railways and works will be situate in the county of Kent. And in the said intended Act powers will be taken for effecting the following purposes, or some of them (that is to say): To stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, railways, canals, rivers, watercourses, and bridges, within the said parishes, so far as the same may be necessary or convenient

for the construction of the said railways and works, and to purchase and take, by compulsion, or by agreement, such lands, houses, and hereditaments, as may be necessary or convenient for the purposes of the said railways and works, and to vary or extinguish any rights or privileges connected with such lands which might impede the carrying into effect the said undertaking; to levy tolls, rates, and duties, in respect of the said intended railways and works; to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; to enable the Company, for all or any of the purposes of the said intended Act, to raise capital either by borrowing on mortgage or bond, or by the creation of shares or stock, with or without preference or priority, in payment of interest or dividend, and if deemed expedient, to divide such shares or stock into classes, and to authorize shareholders, who think fit so to do, to divide their shares, and to guarantee interest or dividend upon any part of such shares out of the interest or dividend payable on the remainder thereof; to enable the South-Eastern Railway Company, out of their corporate or other funds, to take shares in, and to subscribe for, or towards the making or maintaining, working and using, the said proposed railways and works, and to raise money either as a separate fund from the general capital of the Company, or as a part of such general capital, for the purposes of the proposed railways and works, by borrowing and by the creation of new shares in the Company, with or without any preference or priority in payment of interest or dividend, or special privileges, either perpetual or terminal, for such several purposes, or some of them; to enable the Company and the said South-Eastern Railway Company to make and enter into agreements and arrangements for the use and working of the said intended railways and works, or any or either of them, by the said South-Eastern Railway Company, and for the management, interchange, and regulation of the traffic of the said intended railways and works, and the collection and apportionment of the tolls and duties to raise therefrom.

And it is intended, so far as may be necessary for effecting the aforesaid purposes, to repeal and amend the provisions of some of the several Acts following, that is to say; the several Acts relating to the South-Eastern Railway Company:—6th William 4th, cap. 75; 1st Vic., cap. 93; 2nd Vic., cap. 42; 2nd and 3rd Vic., cap. 79; 3rd Vic., cap. 46; 5th Vic., sess. 2, cap. 3; 6th and 7th Vic., caps. 51, 52, and 62; 7th Vic., cap. 25; 7th and 8th Vic., caps. 69 and 91; 8th and 9th Vic., caps. 167, 186, 197, and 200; 9th Vic., caps. 55, 56, and 64; 9th and 10th Vic., caps. 305 and 399; 10th and 11th Vic., caps. 104 and 230; 13th and 14th Vic., cap. 31; 15th and 16th Vic., cap. 103; 16th and 17th Vic., caps. 116, 121, 130, and 156; 18th and 19th Vic., caps. 16; and 20th and 21st Vic., cap. 155, and any other Act or Acts relating to or affecting the said South Eastern Railway Company. The several Acts relating to the London and Greenwich Railway Company:—3rd and 4th William 4th, cap. 46; 7th William 4th and 1st Vic., caps. 50 and 120; 1st and 2nd Vic., cap. 4; 2nd and 3rd Vic., caps. 19 and 127; 3rd and 4th Vic., cap. 128; 5th and 6th Vic., cap. 102; 8th and 9th Vic., cap. 80. The several Acts relating to the Deptford pier Junction:—6th and 7th William 4th, cap. 63, and 2nd and 3rd Vic., 76.

Also to incorporate in the said intended Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and