

Company to acquire, use, and work other telegraphs, and patents, or licences, for telegraphs, and to grant licences, and to transfer to their licences all or any powers by the said existing or intended Act, or otherwise vested in or exercised or enjoyed by them, with respect to their telegraphs and patents, or any telegraphs or patents acquired, or which may be acquired by them, and to extend the application of the recited Act, and intended Act to England, Wales, Scotland, Ireland, the Channel Islands; and places beyond sea.

Printed copies of the Bill for effecting the objects specified, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1862.

Dated 22nd day of November, 1862.

*Hy. Chas. Elliott,*  
*A. W. D. Leather,*  
Solicitors for the Bill.

Highgate, Kingsland, Tottenham, and City Junction Railways.

(Incorporation of Company for the Construction of Railways from Highgate to Kingsland, and thence to Tottenham; Working Arrangements with Powers to Subscribe by the North London, London and North-Western, Great Northern, Tottenham and Hampstead Junction Railway Companies; Amendment of Acts relating to those Companies, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company, hereinafter called "the Company," for making and maintaining the railways, or some of them, hereinafter mentioned, with all necessary and convenient stations, sidings, works, conveniences, and approaches connected therewith.

1stly. A railway (No. 1) commencing in a plot of ground commonly called Elm Lodge, situate at the corner of St. John's-road, at the junction thereof with the Holloway-road, in the parish of St. Mary, Islington, in the county of Middlesex, in the occupation of, and belonging to, George Herbert Ladbury, and terminating on the existing North London Railway by a junction with the North London Railway in the parish of Saint Mary, Islington, in the county of Middlesex, at or near to the bridge carrying King Henry's Walk, Ball's Pond-road, over the said North London Railway.

2ndly. A railway (No. 2) commencing by a junction with Railway No. 1, at a point in a plot of land in the occupation of Henry Rydon, in the parish of St. Mary, Islington, adjoining to and on the north side of the entrance gate in the Newington Green-road which leads to Dell's Farm, and terminating by a junction with the authorised line of the Tottenham and Hampstead Junction Railway at a point on the west side of the turnpike-road known as Tottenham High-road, one chain or thereabouts from the bridge which carries the said turnpike-road over the stream near Highbridge House; and such railway and works will be made, or pass from, through, or into the several parishes, townships, hamlets, extra-parochial and other places following (that is to say), St. Mary, Islington; St. Mary, Hornsey; St. Mary, Stoke Newington; West Hackney, St. John, Hackney; Upper Clapton, Lower Clapton; Stamford Hill; and All Hallows, Tottenham, all in the county of Middlesex.

3rdly. A railway (No. 3) commencing by a junction with the intended Railway No. 2, at a point ten yards or thereabouts from the south-western

corner of the ground belonging to, and immediately behind, and forming part of, the estate known as Albion Lodge, Hanger-lane, and terminating in a field in the occupation of John Brooks, situate at the back of the Ship Inn, High-street, Tottenham, and immediately adjoining thereto on the westerly side thereof, and which said railway and works will be made, or pass from, through, or into the parish of All Hallows, Tottenham, in the said county of Middlesex.

And in the proposed Act it is intended to apply for powers to effect the following purposes, or some of them (that is to say):

To stop up, cross, divert, or alter, whether temporarily or permanently, all such turnpike-roads, parish-roads, streets, and other highways, streams, pipes, sewers, canals, sluices, rivers, watercourses, bridges, railways, and tramroads within the parishes, townships, hamlets, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railways and works, or any of them, or of the said intended Bill.

To purchase and take, by compulsion or agreement, lands, tenements, houses, easements over lands and hereditaments for the purposes of such railways and works and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with such lands, tenements, houses, easements, and hereditaments so purchased or taken, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payments of such tolls, rates, and duties.

To empower the North London Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, the Tottenham and Hampstead Junction Railway Company, and which Companies are hereinafter referred to as "the four Companies," and the Company to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using, by any or either of the contracting Companies, of the railways and works of the other or others of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engine-stock and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls, and other income and profits arising therefrom, and the employment of officers and servants, and also to empower the four Companies, or any or either of them, to appoint Directors in the Company, and to take and hold shares in and subscribe towards the intended undertaking of the Company, or any part thereof, and to guarantee to the Company such interest, dividend, annual or other payments as may be agreed upon between them, and to raise further capital for those purposes, by the creation of new shares or stock in their undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and to borrow further moneys for all or any of those purposes.

And to compel the four Companies, or one or more of them, to book through from all stations and places on their respective systems of railways, and to forward with due diligence passengers, goods, minerals, animals, and other traffic to and over the undertaking of the Company, and to afford all necessary facilities for enabling the Company to book through from all stations and places on their railways, and to forward with due diligence such traffic as aforesaid to and over the