

deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1864.

Burchells, 5, Broad Sanctuary, Westminster.
Faithfull, Son, and Coode, 53, Parliament Street, Westminster.

In Parliament.—Session 1865.

Hornsey and Kingsland Junction Railway.

(Incorporation of Company for making Railway from Edgware, Highgate, and London Railway to North London Railway—Powers over undertakings of other Companies, and to other Companies.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:

1. A railway commencing by a junction with the authorised line of the Edgware, Highgate, and London Railway, in the parish of Hornsey, otherwise St. Mary, Hornsey, in the county of Middlesex, in or near a field numbered 115 on the deposited plans referred to in "The Edgware, Highgate, and London Railway Act, 1862," passing thence through or into the following parishes and places, or some of them, that is to say:—The parish of Hornsey, otherwise St. Mary, Hornsey; the parish of Stoke Newington; and the parish of St. Mary, Islington, all in the County of Middlesex, and terminating in the said parish of Saint Mary, Islington, by a junction with the North London Railway eight chains or thereabouts to the west of the bridge which carries a road called or known as King Henry's Walk (Balls Pond) over the said North London Railway.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

To enable the Company to form junctions and communications where necessary with the rails of the Edgware, Highgate, and London and North London Railways, and otherwise to interfere with those railways and the lands and works thereof, and to regulate such junctions and the use thereof, to deviate from the line of railway to any extent within the limits of deviation shown upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works, and particularly to cross under the New River, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Edgware, Highgate, and London Railway Company, the Watford and Edgware Junction Railway Company, the Great Northern Railway Company, the North London Railway Company, and the London and North Western Railway Company, or any or either of those Companies, to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and, if necessary, out of the capital to be raised by them respectively under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of

the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said Edgware, Highgate, and London, the Watford and Edgware Junction, Great Northern, North London, and London and North Western Railway Companies, or any or either of those companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company and all companies and persons lawfully using the railway of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say):

The Edgware, Highgate, and London Railway, including the extension of that railway to the Alexandra Park;

The Watford and Edgware Junction Railway;

So much of the Watford and Rickmansworth Railway as lies between the authorised junctions therewith of the Watford and Edgware Junction Railway and the junctions of the Watford and Rickmansworth Railway with the London and North-Western Railway at or near the Watford Station thereof, together with so much of the London and North-Western Railway as lies between the point of junction therewith of the Watford and Rickmansworth Railway and the stations of the London and North-Western Railway at Watford, together with the said station.

To require the Companies or persons owning or working the said railways or undertakings respectively to receive, book through, forward, accommodate, and deliver on and from the same; and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and if need be to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation