

Kent, and to terminate in St. Margaret's Bank, Rochester, at or near a public-house called the Victualling Office Public House, in the occupation of William James Giles.

2. A Railway (No. 2) to commence by a junction with Railway No. 1 at its termination, to pass through or into the following parishes and places, or some of them; that is to say: St. Margaret, Rochester, Chatham Intra, Chatham Extra, and the town and parish of Chatham, and to terminate in Chatham aforesaid, on the northern side of Dark-lane, at a point about 2 chains and 70 links from the south-eastern end of the said lane.
3. A Railway (No. 3) to commence by a junction with Railway No. 1 at its termination, to pass thence through or into the parishes and places following or some of them, that is to say: Chatham Intra, Chatham Extra, Saint Margaret, Rochester, Saint Nicholas, Rochester, and Chatham, and to terminate in the said parish of Saint Nicholas, Rochester, by a junction with the London Chatham and Dover Railway at or near a point about 8 chains and 20 links measuring in the direction of Strood, along the centre of the said London Chatham and Dover Railway from the northern side of High-street, in the parish of Saint Nicholas, Rochester.
4. A Railway (No. 4) to commence by a junction with the existing New Tunbridge Line of the Company, at or near a point $27\frac{1}{2}$ chains, measured along the said line, in the direction of Tunbridge, from the southern face of the Sevenoaks Tunnel, in the parish of Sevenoaks, to pass thence through or into the several parishes, townships, and places following, or some of them (that is to say)—Sevenoaks, Tunbridge, Leigh, Seal, Shipbourne, Hadlow, West Peckham, East Peckham, and Nettlested, all in the said county of Kent, and to terminate in the said parish of Nettlested by a junction with the Paddock Wood and Maidstone Line of the Company, at a point about 3 chains and 65 links on the Waterringbury Station side of the mile post indicating the distance of 50 miles from London.

2. To empower the Company, for the purposes of their Hythe and Sandgate Extension Railway, to divert—

1. The footpath and bridleway in the parish of Newington, in the county of Kent, numbered 5 on the plans deposited in respect of the Railway (No. 4) referred to in the South Eastern Railway (Extension to Cranbrook, Hythe, &c.) Act, 1864, between a point in the said footpath and bridleway 6 chains or thereabouts from its junction with the public road numbered 2 on the said plans, and a point on the said footpath or bridleway 31 chains or thereabouts measured along the said footpath or bridleway from the said point of junction.
2. The footpath and bridleway in the parish of Cheriton, in the county of Kent, numbered 6 on the plans deposited in respect of the said Railway (No. 4), between the point where the said footpath and bridleway enters the northern side of the field No. 5 on the said last-mentioned plans, and the point where it enters the public highway numbered 19A on those plans.

To stop up and discontinue as highways, and to extinguish all rights of way over, and to vest in the Company, so much and such parts of the

said respective footpaths and bridleways as lie between the said respective points, and will not be required in making the said diversions; and to provide for the repair of the altered footpaths and bridleways by the same persons and by the same means as the remaining portions of the said footpaths and bridleways are repaired.

3. To empower the Company to acquire by compulsion or agreement, and hold lands, houses, and other property for the purposes of the intended railways and works, to deviate from the lines of railway both laterally and vertically, to such an extent as may be defined in the Bill; to cross, alter, and stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in executing or maintaining the said intended railways and works; to levy tolls, rates, or charges for, or in respect of, the said intended railways and works, and to grant exemptions from payment of such tolls, rates, or charges, and to exercise other rights and privileges.

4. To extend the time granted for constructing so much of the railway authorised by "The South Eastern Railway Act, 1871," as was not by "The South Eastern Railway Act, 1872," authorised and required to be abandoned.

5. To authorise the Company on the one hand, and the London, Chatham, and Dover Railway Company on the other hand, to agree as to the joint use and maintenance of any portions of their respective existing lines of railway, stations, and works at and near Chatham aforesaid.

6. To enable the Company on the one hand, and the Secretary of State for War, the Lords Commissioners of the Admiralty, and any other Government Department on the other, to enter into agreements, and to contract as to the laying down of tramways in connection with the proposed Railways (1, 2, and 3), upon any of the quays and premises of Chatham Dockyard, and to empower the Company to lay down and maintain such tramways accordingly.

7. To enable the Company on the one hand, and the Metropolitan Railway Company on the other, to contract and agree as to the affording accommodation to the Company at any station of the Metropolitan Railway Company, and the use thereof by the Company, and as to the consequent alteration and enlargement thereof, and as to the construction of any new station or stations for the joint use and occupation of the two Companies, and to enable the Company to contribute towards the cost of such alterations and new stations, and of maintaining any such joint station.

8. To enable the Company and the London, Chatham, and Dover Railway Company jointly, or the Company alone, to enter into agreements with the Government of France, the Northern of France Railway Company, the town authorities of Boulogne, and any Company or persons who may have a concession or concessions granted to them by the said Government, for or with reference to the execution of works for the improvement or enlargement of Boulogne Harbour, or the construction of a new harbour at Boulogne, and as to a contribution by the said two Companies, or, as the case may be, by the Company towards the cost of such works, or the guarantee of interest on the whole or some part of the outlay.

9. To enable the Company and the London, Chatham, and Dover Railway Company jointly, or the Company alone to enter into agreements with the Dover Harbour Board for, or with