

been or may be agreed upon, or as may be fixed and determined under the provisions of the intended Act, the Croydon Tramways Company and the Norwood District Tramways Company, and to incorporate the shareholders of the two Companies into one Company, under the name of the Croydon and Norwood Tramways Company (or such other name as may be given by the intended Act), and to vest in the Company so constituted (hereinafter called the United Company) the undertakings of the said two Companies, and all their respective lands, buildings, plant, property, estate and effects, rights, powers, and privileges, whether now vested in the said two Companies respectively, or to be conferred upon, or acquired by them, or either of them, in the next Session of Parliament, or in which they have, or may have any interest whatsoever, or over which they are, or may be enabled to exercise any power or control, and whether with reference to the purchase of lands and buildings, the construction and maintenance of tramways and other works, the acquisition, maintenance, and working of omnibuses or other carriages, the conveyance, transmission, forwarding, and delivery of traffic, the demanding and recovering of tolls, rates, or charges, or otherwise.

To provide for the exercise and fulfilment by the United Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all or some of the rights, powers, privileges, liabilities, and obligations of the said two Companies respectively.

To provide for the exercise and fulfilment by the United Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, liabilities, and obligations conferred by "The Croydon Tramways Act, 1878," "The Croydon Street Tramways (Extensions) Order, 1880," and "The Norwood District Tramways Act, 1882," upon the said two Companies respectively, including their powers for the construction of tramways and other works, the conveyance of traffic thereon, and the demanding and recovering of tolls, rates, and charges in respect thereof, and to provide for the transfer to, or acquisition by, the United Company of all the property, estate, and effects of the said two Companies under the said Acts and Order, or either of them, upon such terms as may have been or may be agreed upon, or as may be fixed or determined by or under the provisions of the intended Act.

To define and regulate the capital of the United Company, and to provide for the substitution of shares or stock of the United Company for the shares or stock of the two Companies respectively, and for the substitution of mortgages of the United Company for the mortgages or bonds or other debts of the two Companies respectively, or to make other provision with respect to the share capital and the mortgages, bonds, or debenture stock or other debts of the United Company and of the two Companies, and to empower the United Company to create, grant, and issue shares, stock, and mortgages accordingly.

To dissolve or provide for the dissolution of the two Companies or either of them, and for the winding up of their affairs.

To prescribe the tolls, rates, and charges which may be demanded and recovered by the United Company in respect of any tramways to be transferred or vested in them by or under the provisions of the intended Act, and to alter and vary all or some of the tolls, rates, and charges

now demandable and recoverable by the two Companies or either of them.

To confirm or provide for the confirmation of any agreement heretofore made, or hereafter to be made, between, by, or on behalf of the two Companies, in contemplation or anticipation of, or in any way relating to the intended amalgamation, vesting, and transfer, and to authorise agreements between them in reference thereto.

To empower the United Company to make, form, lay down, maintain and work the several tramways and other works hereinafter described, or some of them, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say) :—

Tramway No. 1. Commencing in Brighton-road by a junction with and at the point of termination of the existing Tramway No. 2 authorised by the Croydon Tramways Act, 1878, passing thence along Brighton-road in a south-westerly direction, also Godstone-road, and terminating in Godstone-road at a point 0·8 chain north-west from the centre of the bridge carrying the London Brighton and South Coast railway over that road near the Caterham Junction Station.

Tramway No. 1 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In Brighton-road—

Between the point of commencement of that tramway and a point 10 chains from such commencement.

Between points respectively 3·3 chains and 7·3 chains south-west from a point opposite the centre of the water trough in front of the Windsor Castle public-house.

Between points respectively 3·5 chains north-east and 2·5 chains south-west of the junction of Riddlesdown-road with that road.

Between points respectively 10·4 chains and 14·4 chains north-east of the junction of Godstone-road with that road.

In Godstone-road—

Between points respectively 10 chains and 16 chains south-west of the junction of Brighton-road with that road.

Between points respectively 1·4 chains and 5·4 chains measured from the point of termination of the intended Tramway No. 1.

Tramway No. 2. Commencing in George-street, by a junction with the existing Tramway No. 2 authorised by the Croydon Street Tramways Extensions Order, 1880, at a point 0·5 chain east of the point of junction of Wellesley-road with George-street, passing thence into and along Wellesley-road, across the bridge known as the Brick-bridge, over the London Brighton and South Coast Railway, and terminating in Whitehorse-road, at a point 1·2 chains north from the centre of that bridge.

Tramway No. 2 will be laid as a single line, except between the following points, where it will be laid as a double line :—

In Wellesley-road—

Between points respectively 1 chain from the junction of Wellesley-road with George-street, and 0·8 chain south of the junction of Lansdowne-road with Wellesley-road.

Between points 0·1 chain north of the junction of Sydenham-road with Wellesley-road, and 2·2 chains south of the centre of Brick-bridge aforesaid.

Tramway No. 2a (single line). Commencing in the Wellesley-road by a junction with the intended Tramway No. 2, at a point 0·7 chain north of the junction of Wellesley-road with George-street, and terminating in George-street by a junction with the existing Tramway No. 2,