

the same, and to make provision and impose penalties for enforcing such by-laws or regulations.

To empower the Company, on the one hand, and the London, Chatham, and Dover Railway Company on the other hand, to enter into and carry into effect contracts, arrangements, or agreements, for or with respect to the construction, maintenance, and working of railway sidings in connection with the market and the railways and works of the said Railway Company.

The Bill will exempt the intended market, market-houses, buildings, and approaches from the provisions of "The Metropolitan Building Act, 1855," "The Metropolis Local Management Act, 1855," and of any Act or Acts amending those Acts respectively, and also from the provisions of any other Act, charter, grant, or custom which may interfere with any of the objects and purposes of the Bill, and amend, alter, or repeal all such Acts, charters, or grants accordingly, and exclude or extinguish all existing rights and privileges which would or might impede or interfere with such objects and purposes or any of them.

To incorporate with the Bill, either wholly or in part, all or some of the following Acts:—The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Markets and Fairs Clauses Acts, 1847; the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; and other General Acts, with such alterations and modifications as may be deemed necessary.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions, or some of them, of the following Acts, local and personal, that is to say:—16 and 17 Vic., cap. 132; 22 and 23 Vic., cap. 54; 23 and 24 Vic., cap. 177; 28 and 29 Vic., cap. 268; 30 and 31 Vic., cap. 209; 32 and 33 Vic., cap. 116; 34 and 35 Vic., cap. 131; 36 and 37 Vic., cap. 14; 37 and 38 Vic., caps. 52 and 114; 38 and 39 Vic., cap. 139; and all other Acts relating to or affecting the London, Chatham, and Dover Railway Company; and all other Acts which may relate to or be in any way affected by the objects and purposes of the Bill, or any of them.

The powers and provisions of the Bill will either be conferred upon or be made applicable to the Company as at present constituted, or, if found necessary or desirable, the Company will be dissolved, and the shareholders therein re-incorporated, either with or without other persons or bodies, under the provisions of the Bill, and in such event the powers and provisions of the Bill, as well as the other or some of the other powers for carrying out the objects and purposes of their incorporation as defined by their Memorandum and Articles of Association will be conferred upon the new Company, and the said Memorandum and Articles will be annulled or altered.

The Bill will vary and extinguish all rights and privileges connected with the lands, houses, and property proposed to be purchased under the powers of the Bill, or which would in any manner impede or interfere with the carrying into complete and full effect any of the objects and purposes of the Bill, and will confer upon the Company all rights, powers, privileges and authorities which are or may become necessary for carrying those objects and purposes into complete and full effect, will alter tolls, rates, and charges, and confer exemptions from payment of tolls, rates, and charges, and will confer, vary, and extinguish other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November, 1882, plans of the lands, houses and other property to be acquired for the purposes of the Bill, with a Book

of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses, and other property, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the City of London, at his Office at the Sessions House, in the Old Bailey, and with the Clerk of the Peace for the County of Middlesex, at his Office at the Sessions House, Clerkenwell-green, with the Parish Clerk of the Parish of St. Andrew-by-the-Wardrobe, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1882.

*Burchells*, 5, The Sanctuary, Westminster,  
Solicitors for the Bill.

*John Charles Ball*, 16, Parliament-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1883.

Swindon, Marlborough and Andover Railway. (Construction of New Railway and Pier and Hotel; Compulsory purchase of Lands; Power to stop up Footpath in parish of Chiseldon; Additional Capital; Tolls; Separate undertaking; Power to provide Steamboats; Payment of Interest out of Capital during construction of Works; Working and other Agreements with Swindon and Cheltenham Extension Railway Company or other companies, bodies, or persons; Purchase or Lease of or Amalgamation with the Swindon and Cheltenham Extension Railway Company or other companies, bodies, or persons; Purchase or Lease to the latter Company or others of the Company's Undertaking; Change of Name of Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Swindon, Marlborough, and Andover Railway Company (hereinafter referred to as "the Company") for an Act (hereinafter called "the intended Act") for the following purposes or some of them, that is to say:

To authorise the Company to construct the railway, pier, and works hereinafter described, or some of them, or some part or parts thereof, with all needful stations, approaches, and conveniences connected therewith respectively, that is to say:

1. A railway wholly in the county of Southampton, and parishes of Fawley and Exbury, commencing in the parish of Fawley by a junction with Railway (No. 1), authorised by "The Swindon, Marlborough and Andover Railway Act, 1882" (hereinafter called "the Act of 1882"), at or near a point marked and measured 11 miles 5 furlongs 9 chains from the commencement of that railway on the plans of that railway deposited with reference to that Act with the Clerk of the Peace for the county of Southampton, and terminating in the parish of Fawley, in the same county, at a point 274 yards or thereabouts measuring in a north-easterly direction from the north face of the Lepe Bridge, and 33 yards or thereabouts measuring in an easterly direction from the east bank of the Dark water.
2. A pier or jetty wholly situate within the parish of Fawley and county of Southampton, and on the bed, banks, and shore of the Solent, commencing at the termination of Railway (No. 1) authorised by the Act of