

On or before the 30th day of November, 1882, plans and sections showing the lines and levels of the said intended railways and works together with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, 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 county of Essex, at his office at Chelmsford, and with the Clerk of the Peace for the Liberty of Havering-atte-Bower, at his office at Romford, and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish from, in, through, or into which the said railways and works will be made or pass, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some adjoining parish, at his residence.

Printed copies of the 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 17th day of November, 1882.

*Walter Webb and Co.*, 23, Queen Victoria-street, London, E.C., Solicitors.

*William Bell*, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1883.

South Eastern and Channel Tunnel Railways.  
(Powers to the South-Eastern Railway Company to make and maintain railways in Kent and to the Submarine Continental Railway Company, Limited, to make and maintain a tunnel railway and other works under the Straits of Dover; Special powers of deviation; Compulsory purchase of lands; Appropriation of soil and bed of the Straits of Dover; Power to South-Eastern Railway Company to continue, extend, &c., certain works under the English Channel and on foreshore; Special powers relating to levying of tolls and alteration of existing tolls; Special powers for regulating by Order in Council construction and use of tunnel railways and works; Powers to make Agreements; Power to Submarine Continental Railway Company, Limited, to execute works under the Straits of Dover; Provisions for control, protection, &c., of tunnel and railways and bye-laws relating thereto; Additional capital; Application of moneys and subscription by South-Eastern Railway Company to tunnel undertaking; Provisions for separate undertaking and capital; Amendment, &c., of Section 14 of South-Eastern Railway Act, 1874, and sanctioning expenditure of moneys; Appointment by South-Eastern Railway Company of person to vote, &c., at meetings of Submarine Continental Railway Company, Limited; Incorporation, repeal, and amendment of Acts, Memorandum, and Articles of Association, and other purposes.)

**A**PPPLICATION is intended to be made to Parliament in the next Session by the South-Eastern Railway Company (hereinafter in this Notice called the "Railway Company") and the Submarine Continental Railway Company Limited (hereinafter in this Notice called the "Tunnel Company"), or by one of those Companies, for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To empower the Railway Company to make and maintain the railways hereinafter described or some or one of them or some part or parts thereof, together with all proper stations, sidings,

bridges, roads, approaches, tunnels, lifts, works and conveniences connected therewith (that is to say):—

**A** Railway (No. 1) commencing beneath the bed of the sea in the Straits of Dover at a point 405 yards, or thereabouts, south of the centre of the South Eastern Railway at the eastern face of Shakespeare Tunnel, near Dover (by a junction with the intended railway in the intended tunnel hereinafter described), running thence into and through the parish of Hougham, in the county of Kent, and terminating in that parish in the said county, at a point 52 yards or thereabouts northward of Elms-road, otherwise Elms-lane, at a point 260 yards or thereabouts, measured along the said Elms-road, otherwise Elms-lane, from the junction of the southern side thereof with the northern side of the main or high road from Dover to Folkestone.

**A** Railway (No. 2) wholly in the county of Kent and parish of Hougham, commencing by a junction with the said intended Railway (No. 1), at the termination thereof as hereinbefore described, and terminating by a junction with the South Eastern Railway, at a point 308 yards or thereabouts from the eastern face of Shakespeare Tunnel, measuring along the said railway in the direction of Dover.

**A** Railway (No. 3) wholly in the county of Kent, commencing in the said parish of Hougham, by a junction with the said intended Railway (No. 1) at the termination thereof as hereinbefore described, passing thence into and through the parishes of Buckland and Charlton, or one of them, and terminating in the said parish of Buckland by a junction with the London Chatham and Dover Railway, at a point 110 yards or thereabouts, from the southern side of the Union-road, measuring along the said railway in the direction of Priory station.

To empower the Tunnel Company to make and maintain the tunnel railway and works hereinafter described, and all proper works and conveniences connected therewith, necessary therefor, or incidental thereto, and any soundings, borings, shafts, driftways and other works subsidiary thereto, or by way of experiment (that is to say):—

**A** tunnel and a railway therein, commencing respectively beneath the bed of the sea in the Straits of Dover at a point 405 yards or thereabouts south of the centre of the South Eastern Railway, at the eastern face of Shakespeare Tunnel, near Dover (which intended railway will form a junction with the intended Railway No. 1, at the point of commencement thereof as hereinbefore described), thence continuing underneath the bed of the sea in the Straits of Dover in a direction first easterly and then south-easterly, and terminating at a point beneath the bed of the sea 51 degrees, 4 minutes, 41 seconds north latitude, and 1 degree, 22 minutes, 49 seconds east longitude from Greenwich.

To empower the Railway Company and the Tunnel Company respectively to purchase and take, by compulsion or agreement, and to enter upon and appropriate for the purposes of the intended railways and tunnel, or any or either of them, and to hold lands and soil beneath the Straits of Dover and the bed of the English Channel or sea.

To enable the Railway Company and the Tunnel Company, or either of them, to deviate