

undertaking in the Milford Haven Dock and Railway Company; to authorise the Company to apply any capital or funds now or hereafter belonging to them for all or any of the purposes of the Milford Haven Dock and Railway Company, and in respect of such contribution or subscription to appoint a director or directors of such Company.

To empower the Company on the one hand, and the Milford Haven Dock and Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with reference to the working, use, management, and maintenance by the said Companies of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the said Companies, or either of them, the supply and maintenance of rolling-stock, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the said Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreement or agreements which may have been or may be made touching any of the matters aforesaid.

To alter, amend, vary, or repeal some or any of the provisions of the Central Wales and Carmarthen Junction Railway Acts, 1873 and 1883 respectively, or either of them, and any other Act relating to or affecting the Company and the Milford Haven Dock and Railway Act, 1860, and any other Act relating to or affecting the Milford Haven Dock and Railway Company.

Printed copies of the intended Act for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 21st December next.

Dated this 15th day of November, 1883.

S. F. and H. Noyes, 1, The Sanctuary,
Westminster, Solicitors.
Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

London Chatham and Dover Railway (Further Powers).

(Construction of Additional Railways; Additional Lands in the Counties of Kent and Surrey; Widening of Bridge over Queen Victoria-street; Widening of Company's Line; Extension of Time for Compulsory Purchase of Lands and Completion of Works authorised by London, Chatham, and Dover Railway (Further Powers) Act, 1881; London, Chatham, and Dover Railway (Maïstone and Faversham Junction) Act, 1881; Extension of Time for Completion of Works authorised by the London, Chatham, and Dover Railway Act, 1879; Extension of Time for Sale of Superfluous Lands; Tolls, &c.; Powers to Subscribe towards an Hotel at Shorncliffe; Running Powers over London, Brighton, and South Coast Railway between Tulse Hill and Croydon, and Use of Stations; Running Powers over Portion of Railway No. 4 authorised by the London, Brighton, and South Coast Railway (New Lines) Act, 1862; Additional Capital; Amendment of Acts; and other purposes).

NOTICE is hereby given that application is intended to be made to Parliament in the

ensuing session for an Act for all or some of the following among other purposes:

To authorise the London, Chatham, and Dover Railway Company (hereinafter called "the Company") to make and maintain the railways and other works hereinafter described, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith respectively (that is to say):—

(1.) A railway (No. 1) commencing in the parish of Ewell, in the county of Kent, by a junction with the main line of the London, Chatham, and Dover Railway, at a point 162 yards, or thereabouts, measured in a north-westerly direction along that railway from the centre of the bridge, which carries the public road from the village of Ewell to Ewell Minnis over the said railway, and terminating in a field in the parish and borough of Folkestone, numbered 207 on the Ordnance map of that parish of the scale of $\frac{1}{25000}$ at a point at the intersection of two lines, the one being 400 yards or thereabouts in length, measured in a westerly direction from a point on the western side of the road called or known as Earl's-avenue, such last-mentioned point being distant 100 yards or thereabouts, measured in a southerly direction from the junction of that road with the Shorncliffe-road, and the other line being 100 yards or thereabouts, measured in a southerly direction from a point on the south side of the Shorncliffe-road, such last-mentioned point being 400 yards or thereabouts, measured in a westerly direction along the Shorncliffe-road from the junction of that road with the Earl's-avenue.

(2.) A railway (No. 2) commencing in the parish of River by a junction with the said intended railway (No. 1), at a point 532 yards, or thereabouts, measured in a southerly direction along the centre line of that intended railway, as shown on the plans thereof deposited as hereinafter mentioned, from the commencement of that intended railway above described, and terminating in the parish of Ewell by a junction with the main line of the London, Chatham, and Dover Railway, at a point 15 yards or thereabouts, measured in a north-westerly direction, along that railway from the northern end of the up platform of Kearsney station.

The said intended railways will pass from, in, through, or into, or be situate within the parishes or places of Ewell, River, Alkham, Poulton, Hawkinge, Capel-le-Ferne, Folkestone (the borough of Folkestone), or some of them, all in the county of Kent.

(3.) To widen so much of the Railway No. 3 (West End Section) authorised by the London, Chatham, and Dover Railway (Metropolitan Extensions) Act, 1860, as lies between a point 150 yards or thereabouts west of the bridge carrying it over Shepherd's-lane, Brixton, and a point 80 yards or thereabouts east of the bridge carrying it over Manor Rise, Brixton, all in the parish of Lambeth or Saint Mary, Lambeth, in the county of Surrey.

To enable the Company to purchase by compulsion or agreement lands, houses, and buildings, for the purposes of the intended railways and works.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may