

pany, leading from the New Croydon Station to a disused station in Katherine-street, formerly known as Central Croydon Station, at a point at or near where the bridge carrying the foot-path leading from Park-lane to Addiscombe crosses the said branch railway.

5. Railway No. 5, wholly in the parish of St. Mary, Lambeth, in the county of Surrey, commencing by a junction with the West End and Crystal Palace Railway, belonging to the Brighton Company, at a point at or near the south-eastern extremity of the viaduct carrying that railway over Pilgrim Hill, Lower Norwood and 70 yards or thereabouts from the centre of Pilgrim Hill, where that viaduct crosses Pilgrim Hill, measured in a south-easterly direction along that viaduct, and terminating by a junction with Railway No. 2, at a point on the east side of Elder-road aforesaid, 56 yards or thereabouts measured in a southerly direction along that road from a point on the east side of that road, opposite the south-east corner of Park Tavern in that road.

6. Railway No. 6, wholly in the parish of St. Mary, Lambeth, in the county of Surrey, commencing by a junction with the West End and Crystal Palace Railway, belonging to the Brighton Company, at a point 158 yards or thereabouts, measured in a westerly direction along that railway from the centre of the bridge conveying that railway over Salter's Hill, and terminating by a junction with the intended Railways Nos. 1 and 2, at the termination and commencement thereof respectively.

Which said intended railways and works will be made or pass from, through, or into the several parishes, and other places following, or some of them, that is to say: St. Giles, Camberwell; St. Mary, Lambeth; and Croydon, all in the county of Surrey.

7. A new street wholly situate in the borough and parish of Croydon, in the county of Surrey, commencing at the junction of North End, George-street, and High-street, and terminating at the junction of Surrey-street with Church-street.

To authorise the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections, to be deposited as hereinafter mentioned.

To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, foot-paths, navigations, rivers, bridges, wharves, quays, landing places, subways, pneumatic tubes, streams, water-courses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric apparatus within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with for any of the purposes of the Bill.

To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments for the purposes of the intended railways, street, and works, and of the Bill, and notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take by compulsion or agreement a part or parts only of any house, building, manufactory, or premises without being required or compelled to purchase

the whole of such house, building, manufactory, or premises, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To authorise and provide for the underpinning, or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by the exercise of the powers of the Bill, and which houses or buildings may not be required to be taken for the purposes thereof.

To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways and works connected therewith, or any part or parts thereof respectively, and upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the Company to stop up, divert, or discontinue as public highways, and to extinguish all rights of way over and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of the following roads and streets, that is to say:—

The road known as Dagmar-road, near the South Metropolitan Cemetery at Lower Norwood, in the parish of St. Mary, Lambeth, from the northern end of that road to the junction thereof with the road known as Hamilton-grove; the street or lane known as Bell-hill, in the borough and parish of Croydon, for the whole length thereof; the street forming a continuation of Church-street, and known as Crown-hill, in the borough and parish of Croydon, for the whole length thereof.

To empower the Company, and any Company or persons for the time being working or using the railways of the Company or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways of the Brighton Company and the Chatham Company, or some of them, or some part or parts thereof respectively, together with all stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery works, and conveniences of or connected with the said railways, or some of them.

To empower the Brighton Company and the Chatham Company, or either of them, and any Company or persons for the time being working or using the railways of those Companies, or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, wagons and trucks, and their officers and servants, for the purpose of traffic of every description, the intended railways or any part or parts thereof, together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with the said railways, or the