

other payment, and if necessary or expedient to provide for the appointment of a joint committee or committees for all or any of the purposes of the Bill; and further to confer upon the contracting Companies all such powers as may be necessary or expedient for carrying out the aforesaid purposes and the objects of the Bill, and to sanction and confirm any agreements made or to be made before the passing of the Bill between the Company and the said Companies, or any one or more of them, with reference to the said intended railways and works, or touching any of the matters before mentioned, or to any of the objects and purposes of the Bill.

To enable the Public Works Loan Commissioners, or the Board of Public Works, Ireland, or the Commissioners of Her Majesty's Treasury, to advance money to the Company or to grant guarantees on money to be raised for the purposes of the said intended railways and works and of the Bill, on such terms and conditions, and on payment of such interest as may be agreed upon.

The Bill will vary or extinguish all existing rights and privileges which might in any way interfere with the accomplishment of any of its objects, and it will confer other rights and privileges.

To incorporate in the Bill all or some of the provisions of the following Acts (with such modifications with respect to alterations of lines and levels of the works, the assessment of compensation in respect of property injuriously affected, or taken or interfered with for the purposes of the Bill and otherwise as may be deemed necessary) that is to say:—"The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1863," "The Railways Acts (Ireland), 1851, 1860, and 1864."

The Bill will amend, vary, or repeal all or some of the powers and provisions of the following Acts (local and personal) relating to the following Companies, as well as all other Acts relating to those Companies, or any of them, or that may in any way interfere with its objects, that is to say: the Act 9 and 10 Vict., cap. 204, relating to the London and North Western Railway Company; "The Great Northern Railway (Ireland) Act, 1877," and "The Great Northern Railway (Ireland) Transfer Act, 1877," relating to the Great Northern Railway Company (Ireland); the Act 7 and 8 Vict., cap. 100, and the Act 8 and 9 Vict., cap. 124, relating to the Great Southern and Western Railway Company; the Act 8 and 9 Vict., cap. 119, relating to the Midland Great Western Railway of Ireland Company; the Act 3 and 4 Will. IV, cap. 115, relating to the City of Dublin Steam Packet Company; the Act 1 and 2 Will. IV, cap. 69, relating to the Dublin and Kingstown Railway Company; and "The Waterford Wexford Wicklow and Dublin Railway Act, 1846," relating to the Company.

Duplicate plans and sections describing the lines, situations, and levels of the said intended railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and an ordnance map with the lines of the said railways delineated thereon, and a copy of this notice as

published in the Dublin Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of the City of Dublin, at his office in Green-street, in the city of Dublin, and with the Clerk of the Peace of the County of Dublin, at his office in Kildare-street, in the said city; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the said parishes in or through which the said intended railways and works will be made, and a copy of this notice as published in the Dublin Gazette, will be deposited as follows, that is to say: so much as relates to the said parish of St. Mark's, with the clerk of the South Dublin Poor Law Union, at his office at the South Dublin Poor Law Union Workhouse, at James-street, in the said city; and so much as relates to the parish of St. Thomas, with the clerk of the North Dublin Poor Law Union, at his office at the North Dublin Poor Law Union Workhouse, at North Brunswick-street, in the said city.

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, 1883.

George Keogh, 50, Westland-row, Dublin,
Solicitor.

Holmes, Anton, and *Greig*, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Croydon Direct Railway.

(Incorporation of Company; Powers to construct Railway from London Chatham and Dover Railway at Dulwich to Croydon and New Road in Croydon; Dedication to, and repair by public, of New Road, and power to Borough of Croydon to Subscribe towards Cost of Making and Maintaining same; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of, Agreements with, and Provisions affecting London Chatham and Dover Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railway, road, and other works hereinafter mentioned, which will be situate in the county of Surrey, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, channels, sewers, drains, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway, commencing in the parish of Camberwell, otherwise Saint Giles, Camberwell, by a junction with the main line of the London Chatham and Dover Railway Company (hereinafter called "the Chatham Company") at or near the south-eastern end of the passenger platforms at their Dulwich station, terminating in the parish of Croydon, in the field numbered 1797 on the $\frac{2500}{1000}$ Ordnance Map, at a point about 12 chains north-westward from the western end of the fence between the enclosures numbered respectively 1764 and 1765 on the same map.

The intended railway will be made or pass