

at the Vestry-hall, Pancras-road; as regards the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, with the clerk for the District Board of Works for the St. Giles' district, at his office 199, High Holborn; as regards the parish of St. Anne, Soho, with the clerk to the District Board of Works for the Strand district, at his offices 5, Tavistock-street, Strand; as regards the parish of St. Martin-in-the-Fields, with the vestry clerk of that parish, at his office at the Vestry Hall, St. Martin's-place.

Printed copies of the Bill for the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1884.

*Lake, Beaumont, and Lake*, 10, New-square, Lincoln's-inn, Solicitors for the Bill;

*Martin and Leslie*, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1885.

• Crystal Palace (High Level) Beulah and Beckenham Railway.

(Incorporation of Company; Construction of Railways between Camberwell, Norwood, Beckenham, and the Crystal Palace; Compulsory Purchase of Lands; Power to take parts only of certain Property, Underpinning, &c.; Tolls, Rates, and Charges; Running Powers; Working and Traffic Agreements with the London Chatham and Dover Railway Company, and provisions affecting that Company; Payment of Interest or Dividend out of the Capital or other funds of the Company; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session (1885), for leave to bring in a Bill to effect 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 (in this notice called "the Company") to make and maintain the railways hereinafter mentioned, with all proper and convenient stations, approaches, works, and conveniences connected therewith, viz.:—

(1.) A Railway (No. 1) commencing in the parish of Camberwell, otherwise St. Giles, Camberwell, in the county of Surrey, by a junction with the second line of rails from the east side of the high level passenger station at the Crystal Palace of the Crystal Palace and South London Junction Branch of the London Chatham and Dover Railway, at a point distant 60 yards or thereabouts, measured in a northerly direction along the rails from the centre of the engine turntable at the southern end of the said high level passenger station, and terminating in the parish of Beckenham, in the county of Kent, by a junction with the London Chatham and Dover Railway from Beckenham to the Crystal Palace, at a point 200 yards or thereabouts, measured along the rails in a south-westerly direction, from the centre of the bridge carrying that railway over Elmers-end-road or Clay-lane.

The intended Railway (No. 1) will pass from, in, through, or into, or be situated within the parishes and places of Camberwell, otherwise St. Giles, Camberwell, Lambeth, otherwise St. Mary, Lambeth, Croydon and Battersea detached, all in the county of Surrey, and Beckenham, Lewisham, and Bromley, in the county of Kent:

(2.) A Railway (No. 2) commencing in the said parish of Camberwell, otherwise St. Giles, Camberwell, by a junction with the third line of rails from the east side of the high level passenger station at the Crystal Palace of the Crystal Palace and South London Junction Branch of the London Chatham and Dover Railway, at a point distant 60 yards or thereabouts, measured in a northerly direction along the rails from the centre of the engine turntable at the southern end of the said high level passenger station, and terminating in the parish of Croydon, by a junction with the intended Railway No. 1, at a point in the front garden of the house known as No. 6, Paddock-gardens, and situate between Westow-hill and Westow-street.

The intended Railway No. 2 will pass in, through, or into the parishes and places of Camberwell, otherwise St. Giles, Camberwell, Lambeth, otherwise St. Mary, Lambeth, and Croydon, all in the county of Surrey.

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, footpaths, bridges, wharves, quays, landing-places, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric wires and other apparatus, within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, or interfere with, for any of the purposes of the Bill.

To authorise the Company to purchase and take by compulsion or agreement, lands, houses, and hereditaments, for the purposes of the intended railways 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 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, 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 charges, upon or in respect of the intended railways and works connected therewith, and upon the portions of railway proposed to be run over and used as hereinafter mentioned, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to confer exemptions from the payment of tolls, rates, and charges.

To empower the Company and any company or persons for the time being working or using the railways of the Company, by agreement or