

same extent, to run over and use the railways of the Company or some part or parts thereof.

To enable the Company and the five Companies, or any or either of them, to enter into and carry into effect agreements for, or with respect to the working, use, management, and maintenance of the intended railways and works, or any part thereof, or of the railways and works of the five Companies, or any or either of them, and with respect to the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on such railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into between the Company and the said five Companies, or any or either of them, in reference to the matters aforesaid, or any of them.

To require the five Companies, or some or one of them, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them and at the stations, warehouses, and booking-offices thereof all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as failing agreement shall be settled by arbitration, or in such manner as may be provided by the intended Act.

To authorise the Company to raise their capital by instalments, and to borrow by instalments in respect of such capital, and to provide that such instalments of capital shall for all or some of the purposes of the Companies Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Act, 1845, be deemed to be the capital of the Company, and so far as may be necessary to amend those Acts.

To alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act, that is to say:—7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; the Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; the Felixstowe Railway and Pier Act, 1875, and any other Act or Acts relating to the Felixstowe Railway and Dock Company.

And notice is hereby also given, that plans and sections of the intended railways and works, showing the lines and levels of the intended railways and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans, and an Ordnance map showing the general course and direction of the intended railways, together with a copy of this Notice as published in the London Gazette, will on or before the 30th day of November, 1885, be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office in Ipswich, and with the

Clerk of the Peace for the county of Cambridge, at his office at Cambridge, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works are intended to be made, or within which any of the said lands and property intended to be taken are situated, with a copy of this Notice, will be deposited for public inspection as regards parishes with the parish clerk of each parish at his place of abode, and as regards any extra-parochial or other place with the parish clerk of the adjoining parish at his place of abode.

And notice is also hereby given, that on or before the 21st day of December, 1885, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1885.

*J. M. Mitchell*, 110, Cannon-street, London, E.C., Solicitor for the Bill.

*Sherwood and Co.*, 7, Great George-street Westminster, Parliamentary Agents.

#### In Parliament—Session 1886.

##### Wimbledon and West Metropolitan Junction Railway.

(Compelling the Construction of part of the Kingston and London Railway; Tolls, Rates, and Duties; Extension of Time for Construction of Railways; Running Powers and Facilities; Power to Subscribe towards and become Joint Owners of Part of the Kingston and London Railway; Capital; Payment of Interest during Construction; Agreements; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Wimbledon and West Metropolitan Junction Railway Company (hereinafter called "the Company") for a Bill (hereinafter called the Bill") for all or some of the following purposes, that is to say:—

To compel the London and South-Western Railway Company and the Metropolitan District Railway Company (hereinafter called "the two Companies"), or either of them, to construct so much of the railway (hereinafter called "the Kingston Railway"), authorized by the Kingston and London Railway Act, 1881, as amended by the London and South-Western and Metropolitan District Railway Companies (Kingston and London Railway) Act, 1882 (hereinafter called "the Kingston Act of 1882"), as is situate between the point where Railway No. 2, authorized by the Wimbledon and West Metropolitan Junction Railway Act, 1882 (hereinafter called "the Act of 1882"), is authorized to form a junction therewith, and the termination thereof, at the Putney Bridge and Fulham Station, within the time limited by the Acts of Parliament authorizing the Kingston Railway, or within such extended time as Parliament or the Bill may prescribe, and to extend and enlarge the penalties prescribed by the Kingston Act, 1882, for failure so to construct such railway during such period, and upon such terms and conditions as Parliament or the Bill may prescribe.

To extend the period limited by the Act of 1882 for the completion of the railways and works by that Act authorized.

To authorize the Company, and any Company or persons for the time being, working or using the railways of the Company, or any part thereof (either by agreement or otherwise), to run over