

and with such alterations or modifications as the intended Act may authorize or prescribe, all or some of the provisions of the Ballot Act, 1872, Part IV. of the Municipal Corporations Act, 1882, the Municipal Elections (Corrupt and Illegal Practices) Act, 1884, and the Elections (Hours of Polling) Act, 1885, and to alter, vary, or extinguish any existing rights or privileges which would interfere with the purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, or repeal all or some of the provisions of the Acts following, or some of them, that is to say: an Act of the eleventh year of the reign of King George the First, cap. 18, entitled "An Act for Regulating Elections within the City of London, and for preserving the peace, good order, and government of the said city," the local Act 12 and 13 Victoria, chapter XCIV., the City of London Municipal Elections Amendment Act, 1867, and any other Act regulating, affecting, or relating to Municipal Elections in the city of London.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1886.

Dated this 17th day of November, 1886.

*G. Prior Goldney*, Remembrancer, Guildhall.

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

In Parliament.—Session 1887.

Bexley Heath Railway.

(Railway to Blackheath; Compulsory Purchase of Land; Tolls; Additional Capital; Payment of Interest out of Capital; Abandonment of portion of authorized Railway; Power to run into and use Blackheath Station; Working and other Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Bexley Heath Railway Company (hereinafter called "the Company"), for leave to bring in a Bill to authorize the Company to execute the works, exercise the powers, and effect the objects following, or some of them, that is to say:—

To make and maintain the railway next hereinafter described, with all proper stations, approaches, sidings, works, and conveniences connected therewith, viz.:—

A railway commencing in the parish of Eltham, in the county of Kent, by a junction with Railway No. 1, authorized by the Bexley Heath Railway Act, 1883, at a point 1 mile and 20 chains or thereabouts from the commencement of the said Railway No. 1, as marked and measured on the plans thereof deposited in November, 1882, with the Clerk of the Peace for the county of Kent, at his office at Maidstone; thence passing from, in, through, or into, the parishes of Eltham, Kidbrooke, and Charlton in the same county, and terminating in the said parish of Charlton, by a junction with the North Kent Railway of the South-Eastern Railway Company, at a point 14 chains or thereabouts, measured along the North Kent Railway in the direction of Woolwich, from the eastern end of the down platform of the Blackheath Station on that railway.

To deviate laterally from the line, and also vertically from the levels of the intended railway, shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be prescribed by the Bill.

To cross, stop up, open, alter, or divert, temporarily or permanently, all such roads, highways, bridges, tramways, streams, watercourses, sewers, drains, culverts, gas, water, and other pipes, tubes, and telegraph and telephone apparatus as it may be necessary to interfere with for any of the purposes of the Bill.

To purchase and take by compulsion or agreement lands, houses, and other property, and to acquire easements in or over lands for the purposes of the intended railway and works, and to authorize the purchase of any vaults, cellars, arches, or offices, or parts thereof attached or belonging to any house, building, manufactory, or premises, or any subsoil or property under the same, or such part only of any house, building, manufactory, or premises as may be required for the purposes of the Bill, without being compelled to purchase the whole thereof, notwithstanding the provisions of the 92nd section of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges in any manner connected with the lands and property so purchased or taken.

To underpin or otherwise secure any houses or buildings which may be rendered insecure, or likely to become insecure by reason of the construction or working of the intended railway, and which houses or buildings the Company do not require for the purposes of their undertaking.

To levy tolls, rates, and charges, upon or in respect of the intended railway and works, and also upon or in respect of the portion of railway and station to be used by the Company and others as hereinafter mentioned, and to confer exemptions from the payment of tolls, rates and charges.

To apply any capital or funds raised or authorized to be raised by the Company to the purposes of the Bill, and to raise additional capital for such purposes, and also for the general purposes of their undertaking by new shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time interest or dividends on any shares or stock of the Company.

To authorize and require the abandonment of so much of Railway No. 1 authorized by the Bexley Heath Railway Act, 1883, as was intended to be situated between the commencement thereof in the parish of Lee, and a point in the parish of Eltham, 1 mile and 20 chains or thereabouts from such commencement where the intended new or substituted railway before described is intended to commence.

The Bill will extend to the intended railway the provisions of section 52 of the Bexley Heath Railway Act, 1883, with respect to working and traffic agreements between the Company and the South Eastern Railway Company, and authorize those Companies to make further agreements relating to the construction, working, use, management, and maintenance of the authorized and intended railways of the Company and the expense thereof, and sanction or confirm any such agreement which, prior to the passing of the Bill, may be made between the Company and the South Eastern Railway Company.

The Bill will authorize the Company, and any company or persons lawfully working or using the railways of the Company or any part thereof by agreement or otherwise, from time to time to