

objects of the intended Act, and to confer other rights and privileges.

And the intended Act will alter, amend, and enlarge or repeal, as far as may be necessary for the purposes thereof, the powers and provisions of the West Middlesex Waterworks Acts, 1806, 1810, 1813, 1852, 1850, 1866, and 1869, and any other Act or Acts relating to or affecting the Company.

Printed copies of the intended Act will, on or before the 21st day of December, 1893, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1893.

BAILEYS, SHAW, and GILLET, 5, Berners-street, London, Solicitors for the Bill.

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

In Parliament—Session 1894.

London Chatham and Dover Railway.

(Extension of Time for Completion of Widening Authorised by the London, Chatham, and Dover Railway Act, 1879; Power to Purchase Albion Wharf, Blackfriars; Power to Stop up certain Level Crossings; Provisions for Regulating Traction Engines Crossing Railways of the Company; Extension of Time for Sale of Superfluous Lands; Power to Amend, Vary, or Repeal Section 31 of the Act, 56 and 57 Vict., cap. 100; Amendment or Repeal of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London, Chatham, and Dover Railway Company (in this Notice called "the Company"), for an Act to effect the following purposes or some of them, that is to say:—

To extend the time limited by the London, Chatham, and Dover Railway Act, 1892, for the completion of the widenings of the Company's railway authorised by the London, Chatham, and Dover Railway Act, 1879.

To make bye-laws and other provisions for regulating the passage of traction engines upon and across the Company's railways.

To empower the Company to stop up and discontinue the following level crossings on the Company's railway, that is to say:—

- (1) An occupation level crossing, connecting properties Nos. 612 and 615 on the Ordnance map on the scale of 25 inches to a mile, and the book of reference thereto, in the parish of Beckenham and county of Kent.
- (2) An occupation level crossing, connecting properties Nos. 579 and 635 on the Ordnance map on the scale of 25 inches to a mile, and the book of reference thereto, in the parish of Bromley and county of Kent.
- (3) An occupation level crossing, connecting properties Nos. 598 and 652 on the Ordnance map on the scale of 25 inches to a mile, and the book of reference thereto, in the parish of Bromley and county of Kent.

To empower the Company to purchase, by agreement, the wharf at Blackfriars known as Albion Wharf, adjoining or near to the Company's Blackfriars station in Holland-street, Blackfriars, in the county of London.

To extend the time for the sale by the Company of all or any lands acquired or held by them, which are not, or eventually may not be, required for the purposes of their Undertaking, and to confer further powers on the Company in relation to such lands and the disposal thereof.

To amend, vary or if need be to repeal Section

No. 26460.

U

31 of the Local and Personal Act, 56 and 57 Vict., cap. 100.

To vary and extinguish all rights and privileges which would impede or interfere with the objects of the intended Act, and to confer, vary or extinguish other rights and privileges.

And, so far as necessary or expedient for the purposes of the intended Act, to alter, amend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say): 6 Will. IV., cap. 75, and all other Acts relating to or affecting the South Eastern Railway Company; 16 and 17 Vict., cap. 132; 22 and 23 Vict., cap. 54; 23 and 24 Vict., cap. 177; 32 and 33 Vict., cap. 116; and all other Acts relating to or affecting the Company.

On or before the 21st day of December next, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1893.

J. LEWIS MORGAN, Victoria Station, Solicitor to the London Chatham and Dover Railway Company.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1894.

Barry Railway.

(Railway in the Parish of Llantrissant; Railway and Works at Barry; Compulsory Purchase, Appropriation, and Use of Tidal Lands and Foreshore in the Parishes of Merthyr Dovan, Barry, Sully, and other Lands in the Parishes of Merthyr Dovan, Cadoxton-juxta-Barry, Saint Andrew's Major, and Saint Mary the Virgin, Cardiff; Purchase of Parts only of Houses, &c.; Additional Capital; Consolidation and Conversion of Debenture and Preference Stocks; Conversion or Division of Ordinary Stock; Charges for Discharging and other Services; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session by the Barry Railway Company (hereinafter called "the Company") for a Bill for the following purposes, or some of them, that is to say:—

To authorise the Company to make and maintain the Railways and works hereinafter described, with all proper stations, sidings, approaches, works and conveniences connected therewith, viz:—

- A Railway, No. 1, to be wholly in the parish of Llantrissant, in the County of Glamorgan, commencing by a junction with the Company's Main Line, at a point immediately opposite the post denoting 18 miles from Barry, and terminating on the land numbered 206 on the $\frac{1}{2500}$ Ordnance map of the said Parish of Llantrissant (reprinted 1890) at a point 3 chains, or thereabouts, measured in a southerly direction from the south-eastern corner of the Colliery Office of the Cymmer Colliery at Cymmer;
- A Railway, No. 2, to be wholly in the county of Glamorgan, commencing in the parish of Barry, in the said county, by a junction with the Barry Railway, near Barry Station, at a point $3\frac{1}{2}$ chains, or thereabouts, measured in a south-westerly direction from the southern end of the passenger platform at the said station, and terminating in the parish of Sully, in the said county, at a point 2 chains, or thereabouts, measured in a southerly direction from the junction of the roads known as Ivor-street and Plymouth-