

deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1893.

Dated this 16th day of November, 1893.

R. W. COOPER and SONS, 7, Victoria-street, S.W., Parliamentary Agents.

In Parliament.—Session 1894.

London, Brighton and South Coast Railway.

(New Lines, &c.)

(New Railways between Croydon and Earlswood; Stopping Footpaths at Merton and Mitcham in Surrey, and Denton in Sussex; Power to purchase Parts only of Houses, &c.; Additional Capital; Altering Agreements with South Eastern Railway Company; Powers to Company and London and South Western Railway Company to purchase Additional Lands at Portsmouth; Arrangements between those two Companies as to Lands at Epsom forming part of their Joint Epsom and Leatherhead Railway; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London, Brighton, and South Coast Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable the Company to exercise the following powers, and to make and maintain the railways and works hereinafter described, or part thereof, with all needful stations, sidings, approaches, works and conveniences connected therewith respectively, that is to say:—

A Railway, No. 1, commencing in the parish of Reigate, in the county of Surrey, by a junction with the main line of the Company's railway from London to Brighton, near and to the northward of Earlswood Station, at or near the point where St. John's-road is carried over the said railway, and terminating in the parish of Coulsdon, in the same county, in a field numbered 193 on the 25-inch Ordnance Map, on the western side of the said railway, and at a point alongside that railway ten chains, or thereabouts, northward of the bridge carrying the said railway over the road from Smitham Bottom to Coulsdon near Coulsdon Station.

A Railway, No. 2, commencing by a junction with the intended Railway No. 1 at its termination in the said parish of Coulsdon, hereinbefore described, and terminating in the parish of Croydon by a junction with the Company's railway at the southern end of their South Croydon Station.

The said intended railways will be made or pass from, through, or into the following parishes or places, or some of them, viz.:—

Reigate, Gatton, Merstham, Chipstead, Coulsdon, Sanderstead, and Croydon, in the county of Surrey.

To empower the Company to stop so much of the footpaths hereafter described as crosses the Company's railway on the level, viz.:—

I. Footpath in the parish of Merton and county of Surrey, crossing the Wimbledon and Croydon Branch Railway of the Company, at a point 14 chains, or thereabouts, south-eastward of the point where the said railway crosses High-street, Merton.

II. The footpath leading from Wandle Villa to Rock-terrace Level Crossing (crossing the said Wimbledon and Croydon Branch Railway) in the parish of Mitcham, in the said county of Surrey, at a point about 47 chains to the north-westward of Mitcham Station on the said railway.

And to extinguish all rights of way over the said portions of footpaths so far as they are within the boundaries of the Company's property, and to vest the same in the Company.

To authorize and provide for stopping up parts of certain footpaths in the parishes of Denton and South Heighton, in the county of Sussex, or one of them, viz.:—

I. Footpath leading from the road between Newhaven and South Heighton (where it crosses the boundary between South Heighton and Denton parishes), to the Newhaven Branch Railway of the Company, at the point thereon marked C on the plans deposited in relation to the London, Brighton, and South Coast Railway (Various Powers) Act, 1892 (about 25 chains northward of the Newhaven Town Station).

II. Footpath in the said parish of Denton, between the said point C on the Newhaven Branch Railway and the New Road, recently constructed by the Company under the said London, Brighton, and South Coast Railway (Various Powers) Act, 1892.

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways and works, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to cross and interfere with public streets and roads, to deviate from the lines of the intended railways and works to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To authorize the purchase of lands, houses, and other property compulsorily or by agreement. To enable the Company to purchase part only of any house, building, or manufactory, which they may require for the purposes of the Bill, without any liability to be compelled to purchase the whole, or any greater part thereof.

To empower the Company to levy tolls and charges in respect of the intended railways and works, and to exercise other powers and privileges.

To authorize the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend, or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any of such means; and also to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

To provide for extinguishing all rights of way over, and to empower the Company to stop up and appropriate the sites of, so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the intended works, or as are shown on the deposited plans as intended to be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill.

The Bill will, or may, provide that every diverted, substituted, or altered road or footpath shall be maintained and repaired by the same body or persons as are now liable to repair and maintain the roads or footpaths for which they are substituted, or which are otherwise altered.

The Bill may provide for rescinding, altering, extending or varying any agreements between