

pany, and to take and hold shares, debentures, and debenture stock in such capital and undertaking respectively, and to guarantee dividend or interest on shares or stock in the Crowhurst Company.

To authorise the Company or the Managing Committee, or either of them, to subscribe or contribute towards and to guarantee interest upon the whole or part of the capital of the Tenterden Railway Company, whether by shares or debentures, and to take and hold shares, debentures and debenture stock in the said Tenterden Railway Company.

To vary and extinguish all existing rights and privileges which would in any manner impede or interfere with the objects of the Bill, and to confer other rights and privileges.

To amend, vary, enlarge, and extend, and if need be repeal all or some of the powers and provisions of (in addition to the Acts hereinbefore specified and named) the several local and personal Acts following, namely:—The Act 6 Will. IV, cap. 75, and all other Acts relating to the Company, the Cranbrook and Paddock Wood Railway Act, 1877, and all other Acts relating to the Cranbrook and Paddock Wood Railway Company, the Bexley Heath Railway Act, 1883, and all other Acts relating to the Bexley Heath Railway Company, the Act 16 and 17 Vict., cap. 132, and all other Acts relating to the London Chatham and Dover Railway Company, the South Eastern and London, Chatham and Dover Railway Companies Act, 1899, and all other Acts relating to the South Eastern and Chatham Railway Companies Managing Committee, the Crowhurst, Sidley, and Bexhill Railway Act, 1897, and all other Acts relating to the Crowhurst Company, the Chipstead Valley Railway Act, 1893, and all other Acts relating to the Chipstead Company, the Epsom Downs Extension Railway Act, 1892, and all other Acts relating to the Epsom Company, and the Tenterden Railway Act, 1899.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1899.

Dated this 16th day of November, 1899.

J. W. WATKIN, 9 and 10, Railway-approach, London-bridge, S.E., Solicitor for the Bill.

R. W. COOPER and SONS, 5, Victoria-street, London, S.W., Parliamentary Agents.

In Parliament—Session 1900.

Buckingham, Towcester, and Metropolitan Junction Railway.

(Incorporation of Company; Power to Construct Railways in Counties of Buckingham and Northampton; Compulsory Purchase of Lands; Tolls; Agreements with and other Provisions affecting other Railway Companies; Running Powers over other Railways; Payment of Interest out of Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for effecting the purposes, or some of the purposes, following (that is to say):—

To incorporate a Company, and to enable the Company to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings,

yards, and other works and conveniences connected therewith (that is to say):—

A railway, No. 1, commencing in the parish of East Claydon, otherwise East-cum-Botolph Claydon, in the county of Buckingham, by a junction with the Metropolitan Railway at or near the point at which an occupation road for the Monkomb Farm crosses the said Metropolitan Railway on the level, and terminating in the parish of Radclive, otherwise Radclive-cum-Chackmore, in the county of Buckingham, on the south bank of the river Ouse, at a point about 180 yards measured in a northerly direction from the centre of the bridge carrying the London and North Western Railway over the river Ouse near Radclive.

A Railway, No. 2, commencing by a junction with the intended Railway No. 1, at or near its termination, as above described, and terminating in the parish of Towcester, in the county of Northampton, on the north side of the road leading from Towcester to Brackley and Buckingham, in an allotment field, No. 305, in the said parish of Towcester, on the 25-inch scale Ordnance Map.

A Railway, No. 3 (wholly in the said parish of Radclive, otherwise Radclive-cum-Chackmore), commencing by a junction with the intended Railway No. 1, at or near its termination as above described, and terminating by a junction with the Banbury and Buckingham Branch of the London and North Western Railway at a point about 583 yards, measured in a northerly direction along that branch railway, from the bridge carrying the public road from Buckingham to Tingewick over the said railway.

A Railway, No. 4, commencing by a junction with the intended Railway No. 2, at or near its termination as above described, and terminating in the parish of Easton Neston, in the county of Northampton, by a junction with the Stratford-upon-Avon, Towcester, and Midland Junction Railway at a point 30 chains or thereabouts from the booking office of the Towcester Station, measured in a northerly direction along the Northampton and Banbury Junction Railway to the point where the Stratford-upon-Avon, Towcester, and Midland Junction Railway joins, and thence along the said Stratford-upon-Avon, Towcester, and Midland Junction Railway.

A Railway, No. 5 (wholly in the said parish of Towcester), commencing by a junction with the intended Railway No. 2 at or near its termination as above described, and terminating by a junction with the Northampton and Banbury Junction Railway at a point about 17 chains, measured in a south westerly direction along that railway, from the booking office at Towcester station.

A Railway, No. 6 (wholly in the parish of Towcester, in the county of Northampton) commencing with a junction with the intended Railway No. 2 at or near its termination as above described, and terminating by a junction with the Northampton and Banbury Junction Railway, 16 chains or thereabouts from the bridge carrying the said railway over the River Tove, measuring in a westerly direction along the said railway.

The intended railways will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—East Claydon (otherwise East-cum-Botolph Claydon), Middle Claydon, Steeple Claydon, Padbury, Len-