

and for granting further powers to the said company; and to enable the said Charing Cross Bridge Company to sell, and to enable any company, corporation, or other person or persons to purchase all that the Charing Cross Bridge and the several piers, abutments, wharfs, approaches, and hereditaments appertaining thereto, and all other the property, rights, powers, privileges, estate, and premises now belonging to and vested in or hereafter to belong to or to be vested in the said Charing Cross Bridge Company, or such parts and proportions thereof, and such and so many thereof, as may be mutually agreed upon between the said last-named company, and the company, corporation, or other person or persons so purchasing: and also to enable the said Charing Cross Bridge Company to convey and vest the same, and especially the power to take and levy tolls, rates, and duties to and in such company, corporation, or other person or persons; and to enable such company, corporation, or other person or persons to hold, use, exercise, and enjoy the same; and also to dissolve and disincorporate the said Charing Cross Bridge Company, and to wind up the affairs thereof.

Dated this sixth day of November, 1846.

*John Curtis,*

80, Basinghall Street, Solicitor for the Bill.

Sovereign Life Assurance Company.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing session for an Act to confer on the Sovereign Life Assurance Company certain privileges of a corporate body, or to incorporate the said Sovereign Life Assurance Company, and to enable the said company to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in the name of the said company, or in the name of certain members or co-partners, or officer, or officers, of the said company, to alter and amend the contract of co-partnership or deed of settlement, and the rules and regulations, laws and bye-laws of the said company, and so far as necessary to confirm the same, and to confer on the said company and the directors thereof other powers, rights, and privileges.

Dated this seventh day of November, 1846.

*Davies, Son, and Campbell,*

Solicitors for the Company,

21, Warwick Street, Regent Street.

South-Eastern Railway, (Mid Kent and Direct Tunbridge Line.)—Proposed Railway from the North Kent Line of the South-Eastern Railway at Lewisham to Tunbridge, with Branches to Dartford, Sevenoaks, Maidstone, and Paddockwood.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for an Act, under which it is proposed to amend and enlarge some of the powers and provisions of the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and the first, the second, the

second and third, the third, the fifth, the sixth and seventh, the seventh, the seventh and eighth, the eighth and ninth, the ninth, and the ninth and tenth years of the reign of Her present Majesty, and to alter the tolls and charges thereby authorized to be taken.

And it is proposed by such intended Act to authorize the construction and maintenance by the South-Eastern Railway Company of the railway, branch railways, and diverging lines, hereinafter mentioned, with all proper works and conveniences connected therewith, that is to say, a railway commencing from and out of the railway from the Greenwich Railway to Woolwich and Gravesend, (which was authorized to be made by an Act passed in the last session of Parliament,) in the parish of Lewisham, in the county of Kent, in a pasture-field now or lately occupied by Thomas Wallis, which field adjoins the north side of the turnpike-road from New Cross to Lewisham, and lies between the same and the river Ravensbourne, and terminating in the parish of Tunbridge, in the county of Kent, by a junction with the South-Eastern Branch Railway from Tunbridge to Tunbridge Wells, near the bridge over an occupation road called Kitchingham's Lane, leading to Relp's Farm; which said proposed railway and works are intended to pass or be made from, in, through or into the several parishes, townships, townlands, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Paul Deptford, Saint Nicholas Deptford, Greenwich, Saint Alphage Greenwich, Lewisham, Eltham, Lee, Southend, Mottingham, Bexley, Hurst, Halfway Street, Sidcup, Chislehurst, Footscray, North Cray, Saint Paul's Cray, Saint Mary Cray, Orpington, Hoekenden, Wilmington, Dartford, Sutton-at-Hone, Swanley, Maplescombe, Ruxley, Crockenhill, Farningham, Saint Margarets, Eynsford, Horton Kirby, Pinden, Deanbottom, Lullingstone, Lullingstone, Chelsfield, Kingsdown, Halstead, Ash, Stanstead, Shoreham, Filton, Sepham, Otford, Chevening, Heverham, Kemsing, Seal, Sevenoaks, Riverhead, Chart, Woodlands, Ightham, Old Borough, Borough Green, Wrotham Town, Ivy Hatch, Yaldham, Crouch, Platt, Basted, Wimlet otherwise Wilmot Hill, Nepicar, Plaxtol, Dunks Green, Roughway, Hale, Winfield, Wrotham, Shipborne, West Peckham, East Peckham, Hadlow, Yalding, Tunbridge, Capel, and Tudeley, or some of them, in the county of Kent; together with a line diverging from the before-mentioned intended main line, in the parish of Tunbridge aforesaid, in a pasture-field, now or late in the occupation of John Milles, being part of Walters' Farm, passing through the parish of Tunbridge aforesaid, and terminating by a junction with the South-Eastern Railway at the Tunbridge Station, in the same parish; and together with another line diverging from the said intended main line in the parish of Tunbridge aforesaid, in a pasture-field near the river Medway, now or late in the occupation of Thomas Roser, passing through the said parish of Tunbridge, and terminating by a junction with the South-Eastern Railway near Walter's Farm House, in the same parish.

Also a branch railway, diverging from and out of