

In Parliament.—Session 1892.

South Eastern Railway.

(New Railway, Road Diversion, and Works in counties of Kent and London; Partial abandonment of Railway authorised by Cranbrook and Paddock Wood Railway Act, 1882; Stopping up and diversion of roads and footpath in counties of London and Kent; Compulsory Purchase of Lands for works and of additional Lands in counties of London and Kent; Confirmation of Purchase of certain Lands; Tolls; Power to take part only of certain Properties; Extension of Time for Completion of Works and Purchase of Lands; Extension of Time for Sale of superfluous Lands; Further Powers as to Superannuation Fund; Bonds by Company; Amendment of South Eastern Railway Act, 1868, with reference to Savings Bank; Power to Subscribe towards or guarantee Interest upon Capital of any Pier Undertaking in the county of Kent; Additional Capital by Cranbrook Company; Power to Company to Increase Subscription to Undertakings of Cranbrook Company and Folkestone, Sandgate, and Hythe Tramways Company; Application of Funds by Company and Cranbrook Company; Additional Capital; Consolidation of Preference Stock created under South Eastern Railway Act, 1881, with South Eastern Railway (Vested Companies') Stock and other Powers with reference to conversion of Stocks of the Company; Incorporation and Amendment of Acts and other purposes.)

**A** PPLICATION is intended to be made to Parliament in the next Session for leave to bring in a Bill for the following among other purposes (that is to say):—

To authorise the South Eastern Railway Company (hereinafter called "The Company") and the Cranbrook and Paddock Wood Railway Company (hereinafter called "The Cranbrook Company"), or either of them, to make and maintain the following Railway, Road Diversion, and Works, together with all proper approaches, sidings, works and conveniences connected therewith, namely—

In the county of Kent—

(1) A railway commencing in the parish of Cranbrook at a point nine miles five furlongs five chains from the commencement of the authorised Cranbrook and Paddock Wood Railway in the field numbered 1945 on the  $\frac{1}{2500}$  Ordnance map, and passing in a southerly direction through the parishes of Cranbrook and Hawkhurst, and terminating at Gill's Green in the parish of Hawkhurst in the field numbered 189 on the  $\frac{1}{2500}$  Ordnance map at a point on the west side of the Hawkhurst road 15 yards or thereabouts measured in a northerly direction along such road from the northernmost corner of the cottage in the occupation of Benjamin Johnson.

(2) A diversion of a portion of the road in the parish of Hawkhurst, leading from the Hawkhurst and Hartley main road, past Limes Grove to Hawkhurst, such diversion commencing in and out of the said road at a point 200 yards or thereabouts, measured in a westerly direction along the said road from its junction with the Hawkhurst and Hartley main road, and terminating in the road, numbered 551 on the  $\frac{1}{2500}$  Ordnance map, at a point 18 yards or thereabouts, measured in a north-easterly direction from the point of junction of the

said road with the road numbered 171 on the said Ordnance map.

To enable the Company to execute the following works, or some part or parts thereof, and to exercise all or some of the following powers (that is to say):—

In the county of London:—

(A) To stop up and discontinue for public traffic so much of Storcks-road, in the parish of Saint Mary Magdalene, Bermondsey, as lies between Drummond-road and Clement's-road.

(B) To stop up and discontinue Clan's-place, formerly Elizabeth-place, in the said parish of Saint Mary Magdalene, Bermondsey.

(C) To stop up and discontinue for public traffic so much of Keeton's-road, in the said parish of Saint Mary Magdalene, Bermondsey, as lies between Clement's-road and Storcks-road.

In the county of Kent—

(D) To divert so much of the public footpath adjoining the Company's goods yard at East Farleigh, in the parishes of Barming and Maidstone, as lies between the commencement of the said footpath at the point where it joins the high road leading from East Farleigh to Maidstone and a point on the said footpath about 66 yards or thereabouts from its commencement, measured along the said footpath in an easterly or south-easterly direction.

To extinguish all rights of way over the said roads or parts of roads and the said footpath severally proposed to be stopped up, diverted, or discontinued as aforesaid, and to vest the site and soil thereof respectively in the Company, or in such manner as the Bill may prescribe.

To authorise the abandonment of so much of the railway authorised by the Cranbrook and Paddock Wood Railway Act, 1882, as will be rendered unnecessary by reason of the construction of the intended railway.

To deviate laterally from the lines of the railway and works proposed to be authorised by the Bill to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, and stop up, whether temporarily or permanently, all such public carriage and other roads, highways, streets, courts, passages, footways, ways, pipes, sewers, rivers, streams, bridges, railways, tramways, and subways within the parishes aforesaid as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill, and to alter and interfere with telegraph, telephone, electric, pneumatic, and other wires, mains, tubes, and apparatus.

To enable the Company or the Cranbrook Company, as the case may be, to demand and recover tolls, rates, and charges for or in respect of the use of the intended railway and works, and to confer exemptions from the payment of tolls, rates and charges, and to confer, vary and extinguish all rights and privileges, and the Bill will or may provide that the said intended railway shall be deemed to be for all purposes an integral portion of the Undertaking of the Cranbrook Company.

To empower the Company and the Cranbrook Company, or either of them, to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings are included) in the parishes hereinbefore mentioned, for the