

purposes of the said intended railway and works, and to empower the Company for the purpose of extending their stations, sidings, warehouses, and wharves, depôts and other accommodation for mineral goods and cattle traffic, and for other purposes connected with their Undertaking, in addition to the lands hereinbefore referred to, to acquire by compulsion or agreement, and to hold for the purposes aforesaid, or any of them, the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say):—

**In the County of Kent—**

(1) Land in the parish of Maidstone, 1 rood or thereabouts in extent, belonging or reputed to belong to Frederic Lawrence, adjacent to the East Farleigh Station on the Company's railway on the northern side thereof and adjoining on the north side the public footpath leading from East Farleigh to Maidstone.

(2) Lands in the parish of Thanington, situate on both sides of the Elham Valley Railway, and forming parts of the enclosures numbered respectively 97, 99, and 100 on the  $\frac{1}{2500}$  Ordnance map of that parish.

**In the County of London—**

(3) Land in the parish of Saint Saviour, Southwark, situate between the Company's railway and Southwark-street, and belonging to and in the occupation of Messrs. Measures Brothers.

(4) Lands in the parish of Saint Mary Magdalene, Bermondsey, belonging or reputed to belong to Messrs. Peek, Frean, and Company and others, and lying between the South Eastern Railway and Clement's-road and Drummond-road.

To sanction and confirm the acquisition by the Company of the lands next hereinafter severally described, acquired by agreement by them or on their behalf, for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, or for other purposes connected with their undertaking, and to enable them to hold and use the same for the general purposes of the Company, viz:—

**In the county of Kent—**

(1) Land and houses at Tunbridge Wells, being the houses and premises numbered 1, 2, 3, 4, 6, 7, 8, 9, 10, and 11, Poona-road, 30, 31, and 32, Tunnel-road, and 65, 67, and 69, Stanley-road.

(2) Lands situate in the parish and township of Folkestone, adjoining or near to the down side of the Company's Folkestone Junction Station, and containing one acre one rood and two perches, or thereabouts.

(3) Land situate in the parish and township of Folkestone adjoining the east side of the Company's Folkestone Harbour Branch Railway and containing 1 acre 1 rood and 13 perches.

(4) Lands and houses situate in the parish of Dartford, being Nos. 98a, 100, 102, and 104 Overy-street, and lands in the rear thereof, bounded on the north by the Company's railway, on the west by the River Darent, and on the south and east by the ditch running into the said river at or near Messrs. Seager's foundry.

(5) Lands in the parish of Saint Nicholas, Rochester, abutting on the River Medway, and known as Bath Hard Wharf, formerly in the occupation of Messrs. Cochrane and Son, and their lessees.

**In the county of London—**

(6) Lands situate in the parish of Lewisham, being houses and premises numbered 8, 9, 10, 11, 12 and 13, Collins-street, Blackheath.

To extend the several periods now limited respectively for the compulsory purchase of the lands required for and for the completion of the works severally hereinafter mentioned (that is to say):—

(1) The railway in the parish and township of Folkestone in the county of Kent, described in sub-section 1 of section 5 of the South Eastern Railway (Various Powers) Act, 1885, and therein called the Cheriton Arch Station to Folkestone Harbour Railway.

(2) The harbour extension and other works in the said parish and township described in section 7 of the South Eastern Railway (Various Powers) Act, 1885.

(3) The jetty in the parish of Lydd in the county of Kent, described in and authorised by section 4 of the Lydd Railway (Extensions) Act, 1882.

To extend the respective periods now limited for the compulsory purchase of the lands severally hereinafter mentioned, namely:—

(1) Lands required for the construction of the railway described in and authorised by the South Eastern Railway Act, 1887.

(2) Lands required for the construction of the deviation railway, known as the Loose Valley Deviation Railway, described in and authorised by the South Eastern Railway Act, 1889 (section 4, sub-section 1).

(3) Lands required for the widening of the Charing-cross Railway, in the parish of St. Mary, Lambeth, in the county of London, described in and authorised by the South Eastern Railway Act, 1889 (section 4, sub-section 2).

(4) Lands required for the construction of the railway described in and authorised by the Lydd Railway Act, 1883, as varied by the Lydd Railway Act, 1885.

To extend the respective periods now limited for the compulsory purchase of the additional lands severally hereinafter mentioned, namely:—

**In the county of Kent—**

(1) Lands situate in the parish and township of Folkestone described in section 14, sub-section (c) of the South Eastern Railway (Various Powers) Act, 1885.

(2) Lands in the parish of St. James, Isle of Grain, being the bed soil and foreshore of the river Medway, described in the South Eastern Railway Act 1889 (section 60, sub-section 3b).

(3) Lands in the parish of Saint Mary the Virgin, Dover, described in section 62 of the South Eastern Railway Act, 1889.

To extend the time now limited for the stopping up of the footpaths in the parish of Holy Trinity, Hastings, in the county of Sussex, described in section 14, sub-section (A), of the South Eastern Railway Act, 1884, and for making the new or substituted footpath thereby authorised.

To extend the time now limited 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 the said lands, to enable the Company to sell or otherwise dispose of the lands which have been acquired by