



## CHAPTER cxlix.

An Act for conferring further Powers upon the South Eastern Railway Company in connexion with their own undertaking and those of other Companies and for other purposes. A.D. 1890.  
[4th August 1890.]

**W**HEREAS it is expedient that the South Eastern Railway Company (in this Act called "the Company") should be empowered to make the railways and railway widenings and to execute the other works in this Act described and also to acquire additional lands for the purposes of this Act and for extending their station siding and other accommodation and for other purposes connected with their undertaking:

And whereas it is expedient to authorise the Company to redeem by compulsion or agreement the rentcharges or fee farm rents in this Act specified:

And whereas it is expedient that the several periods now limited for the construction of certain works and for the purchase of certain lands in this Act specified be extended as hereinafter provided:

And whereas it is expedient that other provisions such as are in this Act contained be made:

And whereas plans and sections showing the lines and levels of the railways railway widenings and works by this Act authorised and the lands in or through which the same respectively are intended to be made and plans of the additional lands which the Company are by this Act empowered to acquire and books of reference to those respective plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands respectively have been deposited with the respective clerks of the peace for the counties of London Kent Surrey and Sussex and are hereinafter respectively referred to as the deposited plans sections and books of reference:

A.D. 1890. — And whereas the purposes of this Act cannot be effected without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows :—

Short title. 1. This Act may be cited as the South Eastern Railway Act 1890.

Incorporation of general Acts. 2. The undermentioned enactments are except where expressly varied by this Act incorporated with and form part of this Act :—

The Lands Clauses Acts.

The Railways Clauses Consolidation Act 1845.

Part I. (relating to the construction of a railway) and Part II. (relating to the extension of time) of the Railways Clauses Act 1863.

Interpretation. 3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated with this Act have the same respective meanings unless there be something in the subject or context repugnant to such construction.

The expression "labouring class" includes mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

The expressions "parish clerks" and "clerks of the several parishes" in sections 7 8 and 9 of the Railways-Clauses Consolidation Act 1845 shall with reference to the Company and as regards those parishes or places within the Metropolis as defined by the Metropolis Management Act 1855 in which by the Standing Orders of either House of Parliament plans sections and other documents are required to be deposited with the clerk of the vestry of the parish or with the clerk of the district board for the district in which the parish or place is included mean in the first case the vestry clerks of those parishes and in the second case the clerks of those district boards respectively.

The expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated with this Act shall for the purposes of this Act be read and have effect as if the debt or demand with



respect to which the expression is used were a simple contract debt and not a debt or demand created by statute. A.D. 1890.

4. Subject to the provisions of this Act the Company may make and maintain in the lines and within the limits of lateral deviation shewn on the deposited plans and according to the levels shewn on the deposited sections the railways and the railway widenings (in which expression in this Act are included the alteration and improvement of the railway and the laying down of additional lines of rails thereon) hereinafter severally described with all proper stations sidings approaches works and conveniences connected therewith respectively and they may execute the other works severally hereinafter described and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for the purposes aforesaid The several works by this section authorised are as follow (that is to say):—

Power to  
make rail-  
ways railway  
widenings  
and works.

In the county of London—

- (1) A railway 2 furlongs 2 chains and 25 links in length wholly in the parish of Saint Mary Magdalen Bermondsey commencing in the Company's Bricklayers' Arms Goods Depôt and terminating by a junction with the Company's Bricklayers' Arms Branch Railway at a point thereon 316 yards or thereabouts measured along the said branch railway in an easterly direction from the eastern side of the Upper Grange Road :

The widening of the several undermentioned portions of the Company's railway between their London Bridge and Cannon Street stations (that is to say):—

- (2) A widening (No. 1) 1 furlong 1·85 chains in length wholly in the parish of St. Saviour Southwark of so much of the Company's railway on the northern side thereof as lies between a point on the said railway situate 1 chain and 60 links or thereabouts from the western side of Stoney Street measured along the railway (down line) in the direction of Cannon Street Station and a point situate on the said railway 56 links or thereabouts from the western side of High Street Borough measured along the railway (down line) in the direction of London Bridge Station :
- (3) A widening (No. 2) 5·55 chains in length wholly in the parish of St. Saviour Southwark of so much of the Company's railway on the southern side thereof as lies between a point situate on the said railway 2 chains and 60 links or thereabouts from the western side of Stoney Street measured along the railway (up southern line) in the direction of Cannon Street Station and a

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point situate on the said railway 2 chains and 80 links or thereabouts from the western side of Stoney Street aforesaid measured along the railway (up southern line) in the direction of London Bridge Station :

- (4) A widening (No. 3) 1 furlong 6·28 chains in length in the parishes of St. Saviour Southwark and St. Olave Southwark of so much of the Company's railway on the southern side thereof as lies between a point on the said railway in the parish of St. Saviour Southwark situate 45 links or thereabouts from the eastern side of York Street measured along the railway (up line) in the direction of London Bridge Station and a point in the parish of St. Olave Southwark situate on the said railway 3 chains and 74 links or thereabouts from the eastern side of Joiner Street measured along the railway (up southern line) in the direction of London Bridge Station :
- (5) A widening (No. 4) 2 furlongs 0·85 chain in length in the parishes of St. Olave Southwark and St. John Horselydown of so much of the Company's railway on the northern side thereof as lies between a point on the said railway in the parish of St. Olave Southwark situate 1 chain and 58 links or thereabouts from the western side of Joiner Street measured along the railway (down line) in the direction of Cannon Street Station and a point on the said railway in the parish of St. John Horselydown situate 1 chain and 63 links or thereabouts from the eastern side of Bermondsey Street measured along the railway (down northern line) in the direction of the Company's New Cross Station.

In the county of Kent—

- (6) A railway 1 furlong 1·8 chains in length commencing in the parish of Saint Nicholas Rochester by a junction with the Rochester and Chatham Extension Railway authorised by the South Eastern Railway Act 1881 and terminating in the parish of Chatham at the eastern boundary of the premises known as the Victualling Yard :
- (7) The stopping up and discontinuance for public traffic of so much of William Street in the parish of Saint Nicholas Rochester as lies between a point (herein called (d)) on the said street 17 yards or thereabouts measured in a northerly direction from the centre of the northern face of the arch carrying the London Chatham and Dover Railway over the said street and the northerly end of William Street and the making and substitution in lieu thereof according to the plan signed in duplicate by the Right Honourable the Lord Kensington the chairman of the committee of the House of Lords to whom the Bill for



this Act was referred and deposited in the Parliament Office and in the Private Bill Office of the House of Commons of a new street or road and a drain commencing at the said point (d) in William Street and terminating at the River Medway at the end of William Street (b):

The Company shall also lay down and complete at their own expense to the reasonable satisfaction of the Corporation of the city of Rochester a 2-feet drain along the said road as diverted:

- (8) The stopping up and discontinuance for public use of so much of the footpath in the parish of Frindsbury leading from Frindsbury Hill to the Station Road as lies between a point on that footpath 25 yards or thereabouts measured along the said footpath from its junction with Frindsbury Hill and the termination of the said footpath at the Station Road aforesaid:

Provided that the Company shall at all times hereafter maintain and keep open for public use by carriages waggons carts horses and foot passengers the said Station Road with a proper footpath in connection therewith.

In the county of Surrey—

- (9) The stopping up and discontinuance for public traffic of a footpath situate in the parish of Dorking leading from London Road to Lincoln Road and intersecting the Boxhill estate:

Provided that the Company shall not stop up such last-mentioned footpath until they shall have provided a new substituted footpath which shall in the opinion of an officer of the Board of Trade be as convenient so far as may be reasonably practicable as the existing footpath:

- (10) The stopping up and discontinuance of the use of the public footpath leading from Morland Road to Blackhorse Lane in the parish of Croydon and of the occupation or accommodation road leading from Blackhorse Lane to a field described as part of Mid Field or Common Meadow in an instrument of altered apportionment of rentcharge in lieu of tithes upon lands in the parish of Croydon aforesaid confirmed by the Land Commissioners for England on the 18th December 1884 and numbered 3,302a on the plan of the said altered apportionment and now the property of the Company and the London Brighton and South Coast Railway Company.

5. Subject to the provisions of this Act the railways and railway widenings constructed under the authority of this Act shall for all purposes whatsoever including the levying of tolls fares rates and charges be deemed to be part of the South Eastern Railway.

Railways to form part of railways of Company.

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Inclination  
of certain  
road.

6. In altering for the purposes of this Act the road next hereinafter mentioned the Company may make the same of any inclination not steeper than the inclination hereinafter mentioned in connection therewith (that is to say) :—

Railway.	No. on Plan.	Parish.	Description of Road.	Inclination.
New railway in the county of London.	5	St. Mary Magdalen Bermondsey.	Public	1 in 28

Height and  
span of cer-  
tain bridge.

7. The Company may make the arches of the bridge for carrying the railway over the road next hereinafter mentioned of any height and span not less than the height and span hereinafter mentioned in connection therewith (that is to say) :—

Railway.	No. on Plan.	Parish of	Description of Road.	Height.	Span.
New railway at Rochester.	—	St. Nicholas Rochester.	Public road (proposed diversion of William Street).	15 feet	20 feet

Provisions for  
the protection  
of the London  
County  
Council.

8. With reference to the works authorised by this Act to be constructed within the county of London the following provisions for the protection of streets and of the London County Council (hereinafter called "the council") shall have effect :—

(1) Notwithstanding anything in this Act or on the deposited plans and sections any part of the bridge carrying Upper Grange Road over the railway of the Company and the approach to such bridge which shall be altered by the Company for the purposes of carrying the said road over the widened portion of the railway shall be constructed so as to give the same clear width as the clear width of the roadway on the existing bridge and the parapet shall be of the same height and character as the parapets of the existing bridge.

(2) Notwithstanding anything in this Act or on the deposited plans and sections where the bridges or works next hereinafter mentioned are constructed under the powers of this Act over any street or road there shall be left a clear headway throughout above the existing surface of the street or road and a clear span throughout measured on the square in each case not less than



the headways and spans hereinafter mentioned (that is to A.D. 1890. say) :—

Parish.	Name of Road.	Number on Deposited Plan.	Headway.	Span at right angles to Road.
St. Saviour Southwark.	WIDENING No. 1.			
	Stoney Street .	2	24·6	30·0
	Church Street or York Street.	20	23·0	40·0
	Green Dragon Court	28	23·6	25·0
	High Street - -	24	Underside of new bridge to be level with underside of existing bridge.	Same as span of existing bridge.
	WIDENING No. 2.			
	Stoney Street -	4	24·6	30·0
	WIDENING No. 3.			
	Green Dragon Court	3	23·6	25·0
	High Street -	11	Underside of new bridge to be level with underside of existing bridge.	Same as span of existing bridge.
St. Olave Southwark.	WIDENING No. 4.			
	Dean Street - -	17	18·0	27·2
	Weston Street -	21	18·0	25·3
	Bermondsey Street	44	18·0	35·4

Provided that the Company shall not under the powers of this Act reduce the span or headway of the existing bridge over Joiner Street numbered 5 on the deposited plans and in the deposited books of reference in the parish of Saint Olave Southwark.

(3) All bridges widenings and works constructed as aforesaid shall be of the same construction and character as the existing bridge which they extend (except that the widening over Bermondsey Street shall be a girder bridge) and they shall be made and maintained so as to prevent so far as is practicable the dripping of water therefrom on any part of any street or road footway area or forecourt and so as to deaden so far as is practicable the sound of engines carriages and traffic passing over them.

(4) The Company shall not execute or commence the erection of any such bridge or works as aforesaid until they shall have

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given to the council twenty-one days notice in writing of their intention to commence the same by leaving such notice at the office of the council with plans elevations sections and other necessary particulars of the construction of the said bridge and works and until the council shall have signified their approval of the same unless the council fail to signify such approval or their disapproval or other directions within twenty-one days after service of the said notice and delivery of the said plans elevations sections and other particulars as aforesaid and the Company shall comply with and conform to all reasonable directions and regulations of the council in the execution and subsequent maintenance of every such bridge and the works connected therewith and shall save harmless the council against all and every expense to be occasioned thereby and all such works shall be done to the reasonable satisfaction of the engineer or other officer of the council and all reasonable costs charges and expenses which the council may be put to by reason of the works of the Company whether in the execution of the works the preparation or examination of plans or designs superintendence or otherwise shall be paid to the council by the Company on demand.

Any difference which may arise between the Company and the council as to the reasonableness of any such direction or regulation or any requirement of the said engineer or other officer or as to the amount of such reasonable costs charges and expenses under this subsection shall be determined by an arbitrator to be appointed by the Board of Trade at the request of either party.

(5) The inclination of Upper Grange Road when altered shall not be steeper in any part than 1 in 28.

(6) The Company shall not affix or exhibit or permit to be affixed or exhibited upon any part of the works authorised by this Act within view of any public street any placards or advertisements except such as shall have been approved in writing by the clerk or other officer of the council and if any such placards or advertisements be affixed or exhibited the council and their authorised officers may remove the same but this provision shall not prevent the Company from exhibiting on the exterior of any station placards giving information to the public as to the traffic of the Company.

For the protection of the St. Saviour's District Board of Works.

9. Except where inconsistent with the enactments in this Act contained for the protection of the London County Council the following provisions for the protection of the Board of Works for the St. Saviour's District (in this section called "the St. Saviour's



Board ") shall have effect with respect to such part of the widenings and works as are to be constructed and made and such of the powers of the Company as are to be exercised within the said district (that is to say) :—

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(1) The Company shall not commence the construction of any of the before-mentioned widenings nor shall they break up or disturb any road street or place under the control or jurisdiction of the St. Saviour's Board until they shall have given twenty-one days' notice in writing of their intention to commence the same specifying the nature of the work to be done and the street intended to be broken up and disturbed to the surveyor of the St. Saviour's Board and left for him at his office plans elevations sections and other necessary particulars of the construction of such widenings.

(2) The Company shall repay to the St. Saviour's Board the cost of any extra lamps including the expense of lighting and maintaining the same which may in the opinion of the St. Saviour's Board be reasonably necessary for lighting any road or street crossed by such widenings after the completion thereof and the Company shall save harmless the said district against all and every expense to be occasioned thereby and such work shall be done to the reasonable satisfaction of the surveyor of the St. Saviour's Board at the costs charges and expenses in all respects of the Company.

(3) In constructing the widening (No. 1) by this Act authorised the width of the said widening where the same crosses Stoney Street shall not exceed 15 feet measured at right angles to the line of railway.

(4) If any dispute or difference of opinion shall arise between the Company and the St. Saviour's Board touching the reasonableness of any of the requirements of any surveyor acting for the St. Saviour's Board such dispute or difference of opinion shall be referred to the arbitration of an engineer to be appointed by the Board of Trade in manner provided by the Railway Companies' Arbitration Act 1859.

10. The following provisions for the protection of the Board of Works for the St. Olave District (in this section called "the St. Olave Board ") shall have effect with respect to such of the railway widenings and works as are to be constructed and made and such of the powers of the Company as are to be exercised within the said district unless otherwise agreed on in writing between the Company and the St. Olave Board (that is to say) :—

For the protection of St. Olave District Board of Works.

(1) Before the Company remove alter or stop up the existing flight of steps leading from Tooley Street to the termini of the



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several railways at London Bridge they shall erect to the reasonable satisfaction of the St. Olave Board a substituted flight of steps as near to the site of the present flight of steps as possible and shall open the same for public use and such substituted flight of steps shall be kept at all times properly maintained cleansed and lighted at the expense of the Company to the reasonable satisfaction of the St. Olave Board.

- (2) Before the Company alter or remove the existing urinal adjoining the Green Man public house in Tooley Street they shall construct to the reasonable satisfaction of the St. Olave Board and as near to the site of the present urinal as practicable a substituted urinal and open the same for public use without charge and such substituted urinal shall be kept at all times properly controlled supplied with water cleansed and lighted at the expense of the Company to the reasonable satisfaction of the St. Olave Board.
- (3) The said bridges and works by this Act authorised shall be so constructed as to afford a free passage for foot passengers during the construction thereof along the streets and thoroughfares over which the said works are to be executed and in such manner as to cause as little obstruction as the construction of the works will allow to the transit of the carriages and passengers along the said streets and thoroughfares or any of them during such construction.
- (4) For the purpose of preventing accidents during the progress of the works to be done under this Act the Company shall well and sufficiently guard and protect such works with lights fences and watchmen where necessary and by such other means as the St. Olave Board may require.
- (5) The Company shall at their own expense and under the direction of the St. Olave Board provide and fix such number of gas or other lamps with all proper fittings and apparatus for lighting such bridge extensions with gas light and shall at their own expense keep the same lighted as well by day as by night and upon default thereof the St. Olave Board may provide and fix such lamps and keep the same lighted as aforesaid and from time to time may recover the full cost thereof from the Company in the same manner as penalties are recoverable under the Metropolis Management Act 1855.
- (6) The Company shall not commence any of the works by this Act authorised over through affecting or disturbing any of the public streets or places in the said district until they shall have given fourteen clear days' notice in writing to the surveyor for the time being of the St. Olave Board of their intention to



commence the same and the said works shall at all times be carried on and conducted so far as they affect the traffic of the public streets or places with all reasonable dispatch and to the reasonable satisfaction of the said surveyor.

- (7) The Company shall not break up or disturb any public street or place under the control or direction of the St. Olave Board or the pavement thereof unless at least fourteen days' previous notice in writing of their intention so to do specifying the public street place or pavement intended to be broken up or disturbed be given to the surveyor of the St. Olave Board or left for him at his office and when the Company break up or disturb any such street place or pavement they shall as soon as the works affected are completed restore the same under the superintendence and to the reasonable satisfaction of the St. Olave Board and shall keep the same in a proper and efficient state of repair for six months thereafter.
- (8) The Company shall on demand pay to the St. Olave Board all the costs charges and expenses which they may reasonably incur by reason of the Company's works including the cost of superintendence of any works affecting any public road or sewer during the construction of any of the bridges and widenings and the same may be recovered in a summary way in any court of competent jurisdiction.
- (9) If any difference arise between the St. Olave Board and the Company touching this section or anything to be done thereunder or the reasonableness of any of the requirements of the St. Olave Board or of their surveyor such difference shall be determined in manner provided by the Railway Companies' Arbitration Act 1859 by an engineer who shall be a member of the Institution of Civil Engineers to be appointed by the Board of Trade (unless otherwise agreed on) on the application of either party and for the purposes of any arbitration under the said Act the St. Olave Board shall be deemed to be a railway company.

11. For the protection of the churchwardens overseers of the poor and inhabitants of Saint Saviour trustees of the Borough Market acting in the execution of the Acts relating to the Borough Market (in this Act called "the market trustees") the following provisions shall have effect :—

For the protection of the trustees of the Borough Market.

- (1) With respect to any lands of the market trustees which by this Act the Company are authorised to enter upon and use for the purposes of the works by this Act authorised other than the lands necessary for the columns piers and abutments of the

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widenings Nos. 1 2 and 3 by this Act authorised the Company shall not purchase and take the same but the Company may purchase and take and the market trustees may and shall sell and grant to the Company an easement or right of using the same for the purposes of the works by this Act authorised.

- (2) The works by this Act authorised and described as widening No. 1 except as hereinafter provided by sub-section 3 of this section shall unless otherwise agreed where the same shall be made on lands belonging to the market trustees be made and for ever after maintained as a colonnade with iron or steel pillars and the said colonnade shall be made in conformity with and as part of and with the same headway as the existing colonnade of the Company constructed under section 34 of the Charing Cross Railway (City Terminus) Act 1861.
- (3) The Company shall construct the additions to or widenings of the existing brick piers or abutments so as to leave openings or "jack arches" of not less than six feet span and twelve feet in height.
- (4) The market trustees shall have the right of purchasing from the Company on terms failing agreement to be settled by arbitration under the Lands Clauses Acts so much of the property numbered on the deposited plans 5 in the parish of St. Saviour as shall not be required for the purposes of the widening No. 3 the right to be exercised (if at all) within one year after the completion of the widening and the Company shall grant to the market trustees for market purposes an easement or right of using the remainder of the property No. 5 as shall not be occupied by the works of the Company.
- (5) The Company shall compensate the market trustees for any additional cost they may reasonably and properly incur in lighting any part of their market place rendered necessary by reason of the execution of the works by this Act authorised.
- (6) Notwithstanding anything in this Act contained it shall not be lawful for the Company to execute any of the works by this Act authorised over the market place between the hours of 10 p.m. on Monday night and 10 a.m. on Tuesday morning and 10 p.m. on Wednesday night and 10 a.m. on Thursday morning and 10 p.m. on Friday night and 10 a.m. on Saturday morning in each week and all works to be executed by the Company under the provisions of this Act on over or affecting any portion of the market place shall be so executed as not in any manner to interfere with the free and uninterrupted user of the market place or any of the gangways or passages therein.



(7) Any difference which may arise between the market trustees and the Company under this section shall be settled by arbitration in manner provided by the Railways Clauses Consolidation Act 1845. A.D. 1890.

12. The Company shall not execute or commence the erection of the bridge across the proposed deviation of William Street aforesaid or commence to make the drain mentioned in section 4 sub-section 7 until they shall have given to the corporation of the city of Rochester twenty-one days' notice in writing of their intention to commence the same respectively with plans elevations and sections and until the corporation shall have signified their approval of the same respectively unless the corporation fail to signify such approval or their disapproval or other directions within twenty-one days after service of the said notice and delivery of the said plans elevations and sections as aforesaid and the Company shall comply with and conform to all reasonable directions and regulations of the corporation in the execution thereof and subsequent maintenance of the said bridge and shall save harmless the corporation against all and every expense to be occasioned thereby and all such works shall be done under the superintendence and to the reasonable satisfaction of the engineer or other officer or officers of the corporation at the costs charges and expenses in all respects of the Company and all reasonable costs charges and expenses which the corporation may be put to in connection with the provisions for their protection hereinbefore contained shall be paid to the corporation by the Company on demand and in case of default may be recovered by the corporation as any ordinary simple contract debt of the like amount and the said bridge shall be watertight and so constructed as to deaden so far as practicable the sound of engines carriages and traffic passing over the same. For the protection of the corporation of Rochester.

Any difference which may arise as to the construction of the provisions hereinbefore contained for the protection of the corporation or as to the obligations of the Company thereunder shall be referred to arbitration under the provisions of the Railway Companies Arbitration Act 1859 and for that purpose the corporation shall be deemed to be a railway company within the meaning of that Act.

13. Where any of the intended works to be done under or by virtue of this Act shall or may pass over under or by the side of or so as to interfere with any sewer drain watercourse defence or work under the jurisdiction or control of the London County Council (hereinafter referred to as "the council") or of any district board or vestry constituted under the Metropolis Management Act 1855 or any Act or Acts amending the same or extending the For protection of sewers in the metropolis.



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Purchase of  
additional  
lands.

14. Subject to the provisions of this Act the Company in addition to the other lands which they are by this Act authorised



to acquire may from time to time enter upon take use and appropriate for the purpose of enlarging and extending their stations and siding accommodation and for roads and approaches and for other purposes of and connected with their undertaking the lands houses and buildings hereinafter described or referred to delineated on the deposited plans and described in the deposited books of reference relating thereto namely :—

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In the county of London—

(1) In the parish of Saint Saviour Southwark—

- (a) Lands and houses bounded on the north by the Charing Cross Railway on the south by Union Street on the east by Ewer Street and on the west by Gravel Lane.
- (b) Lands and houses bounded on the north by the Charing Cross Railway on the south by Union Street on the east by Pump Court and on the west by Ewer Street.
- (c) Land and houses being the houses Nos. 62 and 64 Great Guildford Street and premises in the rear thereof abutting upon the Grove and also land and buildings adjoining thereto in the occupation of Frederick Leatt Stacey.
- (d) Land situate south of and adjoining the Charing Cross Railway bounded on the west by Union Court and Worcester Street on the east by the "Two Brewers" public-house in Red Cross Street and on the south by the factory in the occupation of Messrs. George Siggs & Co.

(2) In the parish of Saint Mary Magdalen Bermondsey—

- (e) Land forming the south-western portion of the tannery in the occupation of Messrs. Oastler Palmer and Company bounded on the north-east by other portion of the said tannery and on the other sides by the Company's Bricklayers' Arms Goods Depôt or parts thereof.

In the county of Surrey—

(3) In the parish of Croydon—

- (f) Land and houses situate on the eastern side of the Company's Addiscombe Road Station and being Nos. 115 117 119 121 123 and 125 Lower Addiscombe Road with the nursery garden in the rear thereof in the occupation of Mr. Rix.
- (g) Land and houses situate on the western side of the Company's Addiscombe Road Station and being Nos. 101 103 105 107 109 111 and 113 Lower Addiscombe Road.

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(4) In the parish of Coulsdon—

(h) Land situate near the Company's railway and in the angle formed by the junction of the high road leading from London to Brighton and Coulsdon Lane and being part of the enclosure numbered 196 on the  $\frac{1}{2500}$  Ordnance map of that parish.

In the county of Kent—

(5) In the parish of Frindsbury—

(i) Lands recently in the occupation of the late Mrs. Savage situate over and on both sides of the railway tunnel at the London end of the Strood Station and abutting on Frindsbury Hill with the dwelling-house and premises thereon known as Goddington House.

(6) In the parish of Dartford—

(j) Lands and houses being Nos. 98A 100 102 and 104 Overy Street and land 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 Darent at Messrs Seager's Foundry.

(7) In the parish of Saint Nicholas Rochester—

(k) Lands abutting on the River Medway and known as Bath Hard Wharf and in the occupation of Messrs. Cochrane and Son and their tenants—

(8) In the parish of Horsmonden—

(l) Lands belonging or reputed to belong to the Rev. Hugh Forbes Smith-Marriot forming parts of the enclosures numbered respectively 998 1011 1073 1074 1075 1076 and 1082 on the  $\frac{1}{2500}$  Ordnance map of that parish.

In the county of Sussex—

(9) In the parish of Holy Trinity Hastings—

(m) Lands adjoining and on the northern side of the Company's railway and bounded on the north by Braybrooke Road on the east by the road leading to the new bridge on the west by land leased to Messrs. Taylor Brothers and on the south by the Company's railway.

Company empowered or may be required to underpin or otherwise strengthen houses near railway.

**15.** And whereas in order to avoid in the execution and maintenance of any works authorised by this Act injury to the houses and buildings within one hundred feet of the railway it may be necessary to underpin or otherwise strengthen the same Therefore the Company at their own costs and charges may and if required by the owners and lessees of any such house or building shall subject as hereinafter



provided underpin or otherwise strengthen the same and the following provisions shall have effect (that is to say) :— A.D. 1890.

- (1) At least ten days' notice shall unless in case of emergency be given to the owners lessees and occupiers or by the owners and lessees of the house or building so intended or so required to be underpinned or otherwise strengthened :
- (2) Each such notice if given by the Company shall be served in manner prescribed by section 19 of the Lands Clauses Consolidation Act 1845 and if given by the owners and lessees of the premises to be underpinned or strengthened shall be sent to the principal office of the Company :
- (3) If any owner lessee or occupier of any such house or building or the Company as the case may require shall within seven days after the giving of such notice give a counter-notice in writing that he or they as the case may be disputes the necessity of such underpinning or strengthening the question of the necessity shall be referred to an engineer to be agreed upon or in case of difference to an engineer to be appointed at the instance of either party by the Board of Trade :
- (4) Such referee shall forthwith upon the application of either party proceed to inspect such house or building and determine the matter referred to him and in the event of his deciding that such underpinning or strengthening is necessary he may and if so required by such owner lessee or occupier shall prescribe the mode in which the same shall be executed and the Company may and shall proceed forthwith so to underpin or strengthen the said house or building :
- (5) The cost of the reference shall be in the discretion of the referee :
- (6) The Company shall be liable to compensate the owners lessees and occupiers of every such house or building for any inconvenience loss or damage which may result to them by reason of the exercise of the powers granted by this enactment :
- (7) If in any case in which any house or building shall have been underpinned or strengthened on the requisition of the Company such underpinning or strengthening shall prove inadequate for the support or protection of the house or building against further injury arising from the execution or use of the works of the Company then and in every such case unless such underpinning or strengthening shall have been done in pursuance of and in the mode prescribed by the referee the Company shall make compensation to the owners lessees and occupiers of such house or building for such injury provided the claim for compensation in respect thereof be made by such



A.D. 1890.

owners within twelve months and by such lessees or occupiers within six months from the discovery thereof:

(8) Nothing in this enactment contained nor any dealing with any property in pursuance of this enactment shall relieve the Company from the liability to compensate under the sixty-eighth section of the Lands Clauses Consolidation Act 1845 or under any other Act:

(9) Every case of compensation to be ascertained under this enactment shall be ascertained according to the provisions of the Lands Clauses Acts:

(10) Nothing in this section shall repeal or affect the application of the ninety-second section of the Lands Clauses Consolidation Act 1845.

Street not to be stopped up till new street opened.

**16.** The street by this Act authorised to be stopped up shall not be stopped up unless and until the new street or diversion of street by this Act authorised to be substituted therefor shall be completed to the satisfaction of two justices and opened to the public.

As to vesting of site and soil of portions of foot-path &c. stopped up.

**17.** Subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway the site and soil of the street and portions of footpaths altered stopped up and discontinued under the authority of this Act and the fee simple and inheritance thereof shall (except where by this Act otherwise provided) if the Company are or if and when they become the owners of the lands on both sides thereof be wholly and absolutely vested in the Company and they may appropriate the same to the purposes of their undertaking.

Extinguishment of rights of way.

**18.** All rights of way over or along the street and footpaths or portions thereof which shall under the provisions of this Act be altered or stopped up and all rights of way over any of the lands which shall under the compulsory powers of this Act be purchased or acquired shall be and the same are hereby extinguished.

Power to owners to grant easements to Company.

**19.** Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege not being an easement of water required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants easements rights and privileges as aforesaid respectively.

Owners may be required to sell a part

**20.** Whereas in the exercise of the powers of this Act it may happen that a portion only of the land buildings or manufactory in



the parish of Saint Mary Magdalen Bermondsey belonging or reputed to belong to William Palmer and numbered 1 on the deposited plans of additional lands (e) for that parish may be sufficient for the purposes of the same and that such portion may be severed from the remainder of the said property without material detriment thereto. Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owner of and other persons interested in the said land buildings or manufactory (hereinafter in this section referred to as "the property") and whereof a part only is required for the purposes of this Act may if such portion can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of the property without material detriment thereto be required to sell and convey to the Company the portion only of the property so required without the Company being obliged or compelled to purchase the whole or any greater portion thereof the Company paying for the portion required by them and making compensation for any damage sustained by the owner thereof and other parties interested therein or that may arise to the remainder of the property in consequence of a portion thereof being taken.

A.D. 1890.  
only of  
certain pre-  
mises.

21. The powers hereinbefore contained for the compulsory purchase of lands under the powers of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Period for  
compulsory  
purchase of  
lands.

22. If the railways railway widenings and works authorised by this Act are not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the said railways railway widenings and works shall cease except as to so much thereof respectively as is then completed.

Period for  
completion  
of railways  
&c.

23. If the Company fail within the period limited by this Act to complete the railways by this Act authorised they shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railways respectively are completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty amounts to five per cent. on the estimated cost of the works and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act or by the Solicitor to the Treasury and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854 and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to

Penalty  
imposed  
unless the  
railways  
opened  
within the  
time limited.



A.D. 1890. — be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank specified in such warrant or order and shall not be paid thereout except as hereinafter provided but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such lines respectively by unforeseen accident or circumstances beyond their control provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application  
of penalty.

24. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the "London Gazette" shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railways or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit and if no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Court thinks fit to order on the application of the Solicitor to the Treasury and shall be carried to and form part of the Consolidated Fund of the United Kingdom or in the discretion of the Court if the Company is insolvent and has been ordered to be wound up or a receiver has been appointed shall wholly or in part be paid or transferred to such receiver or to the liquidator or liquidators of the Company or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Lands for  
extra-  
ordinary  
purposes.

25. The Company may take by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 any quantity of land not exceeding one acre but nothing in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused by them upon any land taken under the powers of this section.



**26.** The respective periods now limited for the compulsory purchase of lands required for and for the completion of the jetty described in and authorised by the Lydd Railway (Extensions) Act 1882 are hereby extended as regards the purchase of lands until the expiration of a period of two years and as regards the completion of the said jetty until the expiration of a period of three years respectively from the twenty-fourth day of July 1890. A.D. 1890.  
—  
Extending times for purchase of lands for and completion of Lydd Jetty.

**27.** The respective periods limited by the South Eastern Railway Act 1887 for the compulsory purchase of lands required for and for the completion of the Cranbrook and Paddock Wood Railway are hereby respectively extended as regards the purchase of lands until the expiration of a period of two years from the twelfth day of July 1890 and as regards the completion of the said railway until the expiration of a period of three years from the twelfth day of July 1892. Extending times for purchase of lands for and completion of Cranbrook and Paddock Wood Railway.

**28.** The period now limited for the completion of the pier and works at Port Victoria authorised by the South Eastern Railway Act 1883 is hereby extended until the expiration of a period of three years from the thirty-first day of May 1891. Extending time for completion of pier and works at Fort Victoria.

**29.** The periods limited for the compulsory purchase of lands required for the purposes of the Cheriton Arch Station to Folkestone Harbour Railway described in section 5 sub-section (1) and of the harbour and other works described in section 7 of the South Eastern Railway (Various Powers) Act 1885 are hereby extended until the expiration of the periods of one year and two years respectively from the thirty-first day of July 1890. Extending times for purchase of lands for works authorised by Act of 1885.

**30.** The period now limited for the compulsory purchase of the lands mentioned in and authorised to be taken by section 14 sub-section 2 paragraph (c) of the South Eastern Railway (Various Powers) Act 1885 is hereby extended until the expiration of a period of one year from the thirty-first day of July 1890. Extending time for purchase of certain lands under South Eastern Railway (Various Powers) Act 1885.

**31.** Notwithstanding anything to the contrary in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Company with which that Act is incorporated the periods for and within which the Company may hold sell and dispose of any superfluous lands connected with their railway are hereby extended for the periods following (that is to say) As regards such of the lands as are situate near to or adjoining any railway or station of the Company for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of five years from the passing of this Act. Extending time for sale of certain superfluous lands of Company.

A.D. 1890.

Restrictions  
on displacing  
persons of  
labouring  
class.

**32.** (1.) The Company shall not under the powers of this Act or under the powers of any former Act extended by this Act purchase or acquire in any parish within the Metropolis as defined by the Metropolis Management Act 1855 twenty or more houses or beyond the Metropolis in any other city borough or other urban sanitary district or any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the fifteenth day of December next before the passing of this Act or of the respective former Act by which such purchase or acquisition was originally authorised as the case may be were or have since been occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until the Company—

(a.) Shall have obtained the approval in the case of the Metropolis of the Secretary of State for the Home Department or in any other case of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the respective fifteenth days of December aforesaid or for such number of persons as the said Secretary of State or the Local Government Board (as the case may be) shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of suitable vacant accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(b.) Shall have given security to the satisfaction of the said Secretary of State or the Local Government Board (as the case may be) for the carrying out of the scheme.

(2.) The approval of the said Secretary of State or the Local Government Board (as the case may be) to any scheme under this section may be given either absolutely or conditionally and after the said Secretary of State or the Local Government Board (as the case may be) have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced:



Provided that the said Secretary of State or the Local Government Board (as the case may be) may dispense with the last-mentioned requirement subject to such conditions (if any) as they may see fit. A.D. 1890.

(4) Any provisions of any scheme under this section or any conditions subject to which the said Secretary of State or the Local Government Board (as the case may be) may have approved of any scheme under this section or of any modifications of any such scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of mandamus to be obtained by the said Secretary of State or the Local Government Board (as the case may be) out of the High Court.

(5) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the said Secretary of State or the Local Government Board (as the case may be) by action in the High Court and shall be carried to and form part of the Consolidated Fund of the United Kingdom:

Provided that the court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have powers to acquire and may purchase such further lands as they may require. And for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be and are hereby incorporated with this Act and shall apply to the purchase of lands outside the Metropolis by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7) The Company may on any lands belonging to them or purchased or acquired under this section or any provisional order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply to the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they

A.D. 1890. may be authorised to raise or apply for the general purposes of their undertaking:

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the passing of this Act be appropriated for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment:

Provided also that the said Secretary of State or the Local Government Board (as the case may be) may at any time dispense with all or any of the requirements of this sub-section subject to such conditions (if any) as they may see fit.

(8) All buildings erected or provided by the Company within the Metropolis for the purpose of any scheme under this section shall be subject to the provisions of the Metropolitan Building Act 1855 and the Metropolis Management Act 1855 and any Act or Acts amending the same respectively.

(9) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(10) The said Secretary of State or the Local Government Board (as the case may be) may direct any enquiries to be held which they may deem necessary in relation to any scheme under this section and may appoint or employ inspectors for the purposes of any such enquiry and the inspectors so appointed or employed shall for the purposes of any such enquiry have all such powers as the inspectors of the Local Government Board have for the purposes of enquiries directed by the Local Government Board under the Public Health Act 1875.

(11) The Company shall pay to the said Secretary of State any expenses incurred by him in relation to any enquiries under this section including the expenses of any witnesses summoned by the inspector and a reasonable sum to be fixed by the said Secretary of State for the services of such inspector.

(12) The Company shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any Provisional Order in pursuance of this section and any expenses incurred by that Board in relation to any enquiries under



this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector. A.D. 1890.

**33.** Any houses on any of the lands shown on the deposited plans occupied or which may have been occupied by persons of the labouring class as interpreted in section 3 of this Act within five years before the passing of this Act which shall have been acquired by or on behalf of the Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the Secretary of State or the Local Government Board (as the case may be) under the powers of any previous Act relating to the Company shall for the purpose of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition. Provided that if the Secretary of State or the Local Government Board (as the case may be) is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the opinion of the Secretary of State or the Local Government Board (as the case may be) they might have been sufficient to accommodate.

As to houses already acquired by the Company in and beyond the Metropolis.

**34.** The purchase by agreement by or on behalf of the Company of the lands next hereinafter described and now held by them or on their behalf is hereby sanctioned and confirmed and such lands respectively are hereby vested in the Company and they may hold and use the same for extraordinary purposes as defined in the Railways Clauses Consolidation Act 1845 and for the general purposes of the Company but nothing in that Act or in this Act shall exempt the Company from any action indictment or other proceeding for nuisance in the event of any nuisance being caused by them upon any such lands. The said lands are as follow:—

Confirming purchase of certain lands.

In the county of Surrey—

- (a) Land in the parish of Dorking lately forming part of the Boxhill estate bounded on the north in part by Lincoln Road and in other part by other portions of the said Boxhill estate on the south in part by a footpath leading from London Road to Lincoln Road aforesaid and in other part by the Company's railway on the east in part by property of the London Brighton and South Coast Railway Company and in other part by Pipp Brook and on the west in part by London Road and in other part by other portions of the said Boxhill estate.

A.D. 1890.

(b) Land and houses in the parish of Caterham situate in Stafford Road and known respectively as the Garlands and the Priory.

In the county of Kent—

(c) Lands in the parish of Hougham situate over and on both sides of the Shakespeare Tunnel and forming the enclosures Nos. 40 and 282 on the  $\frac{1}{2500}$  Ordnance Map for that parish.

(d) Lands and house at Tunbridge Wells in the parish of Tonbridge situate on the south side of the Upper Grosvenor Road and known as Melrose.

(e) Land situate at Tunbridge Wells in the parish of Tonbridge on the easternmost side of Vale Avenue now or late in the occupation of A. D. Thomson Esquire.

Increasing authorised subscription to capital of Elham Company.

**35.** Section 92 (power to subscribe towards capital of Elham Company) of the South Eastern Railway Act 1889 is hereby amended and the said section shall after the passing of this Act be read and have effect as if the sum therein mentioned were fifty thousand pounds instead of the sum of twenty-five thousand pounds in such section mentioned.

Power to subscribe towards capital of Bexley Company.

**36.** The Company may with the authority of three-fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose from time to time subscribe any sum which they think fit not exceeding in the whole the sum of one hundred and fifty thousand pounds towards the capital of the Bexley Heath Railway Company and the Company may take and hold shares in the capital of the Bexley Heath Railway Company in respect of such subscription Provided that the Company shall not sell dispose of or transfer any of the shares in the Bexley Heath Railway Company for which they may subscribe.

Power to increase subscription to and guarantee interest on capital of Folkestone Tramways Company.

**37.** The Company may with the authority of three-fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose from time to time in addition to any sum which they are already authorised to subscribe towards the undertaking subscribe any sum which they think fit not exceeding in the whole the sum of ten thousand pounds towards the capital of the Folkestone Sandgate and Hythe Tramways Company (in this section called “the tramway company”) and the Company may take and hold shares in the capital of the tramway company in respect of such subscription Provided that the Company shall not sell dispose of or transfer



any of the shares in the tramway company for which they may subscribe And the Company may with the like authority and in addition to any powers already conferred upon them in that behalf from time to time guarantee the payment of interest or dividends or other annual payments on any shares stock or loan of the tramway company not exceeding in the whole twenty thousand pounds.

A.D. 1890.

**38.** The Company are hereby authorised to redeem commute or acquire either by compulsion or agreement subject to the conditions hereinafter expressed the rentcharges or fee farm rents hereinafter specified (that is to say):—

Compulsory commutation by the Company of certain rent-charges.

(1) A rentcharge or fee farm rent payable by the Company to the Corporation of the city of London and issuing out of certain lands in the parish of All Hallows the Great in the city of London formerly called the Steel Yard Estate and now the site of the Cannon Street Station.

(2) A rentcharge or annuity amounting to the sum of £40 per annum payable by the Company to the trustees of the Stow-in-the-Wold Parochial Charities and issuing out of the Glean or Gleane Alley Tooley Street in the parish of St. Olave Southwark in the county of London formerly county of Surrey.

The purchase money or compensation to be paid to the owner or owners of the said rentcharges fee farm rent and annuity for the redemption commutation or acquisition thereof shall be determined by agreement and failing agreement by arbitration in the manner provided by the Lands Clauses Acts and for the purposes thereof the said redemption commutation or acquisition shall be deemed to be a taking of lands or an interest in land within the meaning of the said Acts.

**39.** The Company may apply to any of the purposes of this Act to which capital is properly applicable including any subscription by this Act authorised to the undertaking of any other Company any monies which they respectively have raised or which they have power to raise by shares stock debenture stock or mortgage by virtue of any Acts relating to the Company or such companies respectively and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Power to apply corporate funds to purposes of Act.

**40.** Nothing in this Act contained shall exempt the Company or their railways from the provisions of any general Act relating to railways or the better or more impartial audit of the accounts of railway companies now in force or which may hereafter pass during

Provision as to general Railway Acts.

[Ch. cxlix.] *South Eastern Railway Act, 1890.* [53 & 54 VICT.]

A.D. 1890. — this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the authorised maximum rates of fares and charges or of the rates for small parcels.

Costs of Act. **41.** All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company.

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