

not being a borough, with the clerk of the district council of such district, at his office; as relates to any parish having a parish council, with the clerk of such council, at his office, or if he has no office, at his residence, or if there be no clerk, with the chairman of such council, at his residence; as relates to any parish comprised in a rural district, and not having a parish council, with the clerk of the council of such district, at his office, or if he has no office, at his residence, or if there be no clerk, with the chairman of such council, at his residence; and as relates to extra parochial places, with the clerk to the nearest parish or district council, at his office, or if he has no office, at his residence.

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

Dated this 16th day of November, 1901.

BURCHELL, WILDE, and Co., 36, Victoria-street, Westminster, Solicitors for the intended Act.

J. D. TETLEY, 21, Great College Street, Westminster;	} Joint Parliamentary Agents.
BURCHELL, WILDE, and Co., 36, Victoria-street, Westminster;	

In Parliament.—Session 1902.

Edgware and Hampstead Railway.

(Incorporation of Company: Railway from Edgware by Hendon to Hampstead; Road Improvement at Hampstead and Diversion in Hendon; Compulsory Taking of Lands and Easements; Appropriation of Subsoil; Exemption from Section 92 of Lands Clauses Consolidation Act; Land for Generating Station; Tolls and Charges; Powers over and affecting Charing Cross Euston and Hampstead Railway; Running Powers; Compulsory Continuous Working; Transfer of that Company's Powers in certain Events; Repeal or Amendment of their Acts; Agreements with that Company as to Working; Supply of Energy, &c.; Powers to London and Middlesex County Councils, Metropolitan Borough Councils and District Councils for Construction and Working of Railways; Application of Provisions of Light Railways Act; Subscription to or Guarantee of Capital by County and other Councils; General and Incidental Powers; Amendment of Acts.)

NOTICE is hereby given that application will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain in the counties of Middlesex and London the railways hereinafter mentioned or some of them with all needful works stations approaches and conveniences connected therewith respectively (that is to say):—

A railway (No. 1) commencing in the parish of Edgware and county of Middlesex in the field numbered 307 on the Ordnance map scale $\frac{1}{25000}$ (second edition 1896) at a point on the eastern side of Hale-lane 15 chains or thereabouts northward of the entrance to the Edgware Station by the Railway Hotel and terminating in the parish of Hendon in the same county in the field numbered 1346 in that parish on the eastern side of the

Finchley-road at a point 17 chains or thereabouts northward of the junction thereof with North End-road.

A railway (No. 2) commencing in the said parish of Hendon by a junction with the intended Railway No. 1 at the termination thereof hereinbefore described and terminating at a point 2 chains or thereabouts southward of the termination of Railway No. 1 authorised by the Charing Cross Euston and Hampstead Railway Act 1893 under the road known as Holly Bush-hill opposite the southern corner of the premises of the North London Hospital.

A widening and improvement of the street or road known as Holly Bush-hill Frognaill-rise and Branch-hill in the parish and metropolitan borough of Hampstead commencing opposite the south-eastern corner of the premises of the North London Hospital and terminating at the point where Branch-hill joins Hampstead Heath.

A diversion of the road known as Hoop-lane in the parish of Hendon leading from the North End-road to Finchley-road the diversion to commence at a point in the said lane 10 chains or thereabouts from its junction with the North End-road and to terminate by a junction with the Finchley-road at a point 7 chains or thereabouts southward of the present junction of Hoop-lane with the Finchley-road.

To vest in the Company the usual powers granted to railway companies working by electric or mechanical traction for the construction and maintenance of railways and especially the powers granted by the 16th Section of the Railway Clauses Consolidation Act 1845 and to enable the Company to cross alter stop-up or divert whether temporarily or permanently roads footpaths railways tramways rivers streams sewers and other works and to alter or remove any telephonic electric or telegraphic wires posts tubes or apparatus gas and water pipes as may be necessary or convenient in constructing or maintaining the said intended railways and works and to divert or stop-up and appropriate the soil of any streets or public roads and footpaths within the limits of deviation marked on the deposited plan and to extinguish all rights of way over the same and to authorise deviations laterally and vertically from the lines and levels of the works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined in the intended Act.

To authorise the appropriation and use of the subsoil and undersurface of any street or road and of lands under which the railway will be made without the Company purchasing the lands.

To authorise the acquisition and taking of an easement or right of constructing the intended Railway No. 2 under a part of Hampstead Heath which is reputed to be common land.

The area of the said Heath which will be situate within the limits of deviation will be not exceeding 8 acres and the area beneath which powers will be required for making the railway and works will be not exceeding 4 acres.

To empower the Company to purchase and take the lands hereinafter described viz.:—

Lands in the parish and urban district of Hendon bounded on the east by the Midland Railway and the Hendon sidings on the north-east and north by the road known as Colin Deep-lane on the south by the footpath which passes under the Midland Railway 6 chains or thereabouts southward