

In Parliament.—Session 1903.

METROPOLITAN DISTRICT RAILWAY.

(Various Powers.)

(Construction of Railway in County of Middlesex; Deviation of Railway authorized by Metropolitan District Railway Act, 1897, in Kensington; Construction of Railways in City and County of London; Construction of Station and Sidings under Trinity Square by Metropolitan District, Metropolitan, and London, Tilbury, and Southend Railway Companies; Breaking up of Streets, &c.; Powers of Deviation; Underpinning; Laying of Cables, &c., in Kensington and Chelsea; Abandonment of Portion of Railway authorized by Metropolitan District Railway Act, 1897, and of Mains, Cables, and Wires authorized by Metropolitan District Railway Acts, 1900 and 1902; Deviation of Portion of London and South-Western Railway; Laying of Cables and Mains along Portion of that Railway; Compulsory Purchase of Lands; Additional Lands in Counties of Middlesex and London and City of London; Acquisition of Common Lands; Construction of Generating Station in Harrow-on-the-Hill; Acquisition of Parts only of Property, Buildings, Subsoil, &c.; Powers of Sale and Lease of Lands of the Company; Alteration of Tolls, Rates, and Charges; Amendment and Repeal of Acts in relation thereto; Transfer of Power to Construct Railway No. 2 to Great Northern Piccadilly and Brompton Railway Company; Joint Construction and Ownership of Railways Nos. 3 and 4 with Metropolitan Railway Company or London Tilbury and Southend Railway Company; Agreements with and Transfer of Undertaking of Hounslow and Metropolitan Railway Company to the Company, and Financial Arrangements; Working of Ealing and South Harrow, Acton Junction, and Hounslow and Metropolitan Railways by Electricity; Agreements with Great Northern Piccadilly and Brompton Railway Company, Metropolitan Railway Company, London Tilbury and Southend Railway Company, Hounslow and Metropolitan Railway Company, Underground Electric Railways Company of London Limited, London United Tramways (1901) Limited, Whitechapel and Bow Railway Company; Alteration or Repeal of Agreements with all or some of those Companies; Supply of Electric Current from Metropolitan District Railway Company's Generating Station to other Companies; Amending Section 36 of Metropolitan and District Railways Companies (City Lines and Extensions) Act, 1879, and Agreements with Crown, Office of Woods, and Metropolitan Railway Company; Power to London Tilbury and Southend Railway Company to purchase holding of Company in Whitechapel and Bow Railway Company; Power to Company to Dispose of Rolling Stock; Re-arrangement, Consolidation, and Conversion of Rent Charge Stocks of Company, and Consequential Powers; Application of Company's Existing Capital, and Power to them to raise New Capital; Payment of Interest out of Capital during Construction; Alteration or Repeal of Thames Embankment Act, 1862, and the Thames Embankment (North and South) Act, 1868; Incorporation, Amendment, and Repeal of Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903 by the Metropolitan District Railway Company (hereinafter called

"the Company") for an Act (hereinafter called "the intended Act") for the following or some of the following among other purposes (that is to say):—

To authorize the Company to make and maintain the railways and works hereinafter described, or some part or parts thereof, with all proper sidings, stations, platforms, shafts, lifts, stairs, tunnels, subways, roads, approaches, junctions, signals, wires, cables, transformer stations, and plant, apparatus, depôts, machinery, works and conveniences connected therewith or incidental thereto (that is to say):—

Railway No. 1.—Commencing in the parish and urban district of Acton, in the county of Middlesex, by a junction with the Company's Ealing Extension Railway at a point 2 chains or thereabouts measured along that railway in an easterly direction from the eastern ends of the platforms on the Company's Chiswick Park and Acton Green Station and terminating in the parish and metropolitan borough of Hammersmith, in the county of London, by a junction with the Company's existing railway at a point 3 chains or thereabouts measured in an easterly direction from the eastern abutment of the bridge carrying the said existing railway over Galena-road.

The said Railway No. 1 will be situated in the parish and urban district of Acton, and the parish and urban district of Chiswick, in the county of Middlesex, and in the parish and metropolitan borough of Hammersmith, in the county of London.

Railway No. 2.—(Being a deviation of a portion of the railway authorized by the Metropolitan District Railway Act, 1897, hereinafter referred to as "the Act of 1897") wholly in the parish of St. Mary Abbots, Kensington, in the metropolitan borough of Kensington, in the county of London, commencing by a junction with the said authorized railway at a point underneath the rails of the Company's existing railway 1·5 chains or thereabouts, measured in a westerly direction from the western end of the platforms of the Company's Gloucester-road Station, and terminating under the Company's existing railway under the western end of the platforms of the Company's Earl's Court Station.

Railway No. 3.—Commencing in the parish of Allhallows, Barking, in the city of London, by a junction with the inner or northernmost line of the City Lines and Extensions Railway of the Company and the Metropolitan Railway Company at a point at or near the western end of the platforms at Mark-lane Station on such City Lines and Extensions Railway, and terminating in the parish of St. Botolph Without, Aldgate, in the city of London, by a junction with the said inner or northernmost line of the said City Lines and Extensions Railway at a point one chain or thereabouts measured in a north-easterly direction from the north-eastern end of the platform of the Tower Station (now disused) on the said City Lines and Extensions Railway.

Railway No. 4.—Commencing in the parish of Allhallows, Barking, in the city of London, by a junction with the outer or southernmost line of the said City Lines and Extensions Railway at a point at or near the western end of the platforms at Mark-lane Station aforesaid and terminating in the parish of St. Botolph Without, Aldgate, in the city of London, by a junction with the said outer or southernmost line of the said City Lines and Extensions Railway at a point one chain or thereabouts measured in a