

Railway Company (hereinafter called "the Company") for an Act for the following purposes (that is to say) :—

To empower the Company to make and maintain the railway and works hereinafter described, together with stations, sidings, shafts, lifts, tunnels, subways, approaches, junctions, works and conveniences connected therewith or incidental thereto (that is to say) :—

A deviation railway, wholly in the parish and metropolitan borough of Paddington, in the county of London, commencing by a junction with Railway No. 1 authorized by "The Baker Street and Waterloo Railway Act, 1900," at a point 3 furlongs 1·15 chains from the commencement of the same as shown on the deposited plans referred to in the said Act, and terminating at a point measured 16 yards, or thereabouts, in a south-easterly direction from the centre of Grand Junction-road opposite Devonport-street.

A Subway No. 1.—(For foot passengers) wholly in the said parish and metropolitan borough of Paddington, commencing at the northern end of the subway leading from Praed-street Station of the Metropolitan Railway to Paddington Station of the Great Western Railway, and terminating under the approach at Paddington Station to the arrival platforms at a point 2 chains, or thereabouts, measured in a north-westerly direction from the junction of the said approach with Praed-street.

A Subway No. 2.—(For foot passengers) wholly in the parish and metropolitan borough of Paddington, commencing by a junction with the intended Subway No. 1 hereinbefore described at a point 1 chain, or thereabouts, in a north-easterly direction from the commencement of the said intended subway as above described, and terminating at a point 8 yards, or thereabouts, measured in a south-easterly direction from the southern end of platform No. 8 at Paddington Station afore-said.

And in connection with the said deviation railway and subways to construct and maintain entrances, steps, lifts, shafts, passages, inclines and other approaches or conveniences connecting the said deviation railway and subways respectively with the surface of the pavements or carriageways adjoining the same or the platforms of stations.

To empower the Company to abandon so much of Railway No. 1 authorized by "The Baker Street and Waterloo Railway Act, 1900," as lies between the point where the intended deviation railway will commence as hereinbefore described and the termination of the said authorized Railway No. 1.

To authorize the Company to abandon the construction of Subway No. 1 for passengers authorized by "The Baker Street and Waterloo Railway Act, 1900."

To authorize the Company to cross, stop up and interfere with streets, highways, roads, footpaths and places, railways, sewers, electric apparatus or other works, and to appropriate and use for the purposes of the intended Act the subsoil and undersurface of any lands, and to make and maintain openings in the footpaths or surface of streets, highways, roads and places.

To authorize the Company to purchase by compulsion or agreement lands, houses and other property and easements therein and thereunder

for the purposes of the intended railway and subways hereinbefore described.

To authorize the Company to purchase by compulsion or agreement the lands or easements in or under the lands next hereinafter described, viz. :—

(i) Lands in the parish and metropolitan borough of Paddington, between the southern end of the Salvation Army Chapel situate in the Harrow-road and the Paddington Basin of the Grand Junction Canal, and bounded on the eastern side by Irongate Wharf, part in the occupation of His Majesty's Office of Works and part in that of William Mead and Company Limited.

(ii) Lands in the parish and metropolitan borough of Paddington, between South Wharf-road and the Paddington Basin of the Grand Junction Canal known as Nos. 15 and 16A, South Wharf-road.

To empower the Company to make use of the said lands for the construction and working of shafts, lifts and other appliances required for or in connection with the construction of the railway, subways and works by this Act authorized.

To empower the Company on the one hand and the Great Western Railway Company on the other hand to enter into and carry into effect agreements with respect to the construction, ownership, maintenance and joint use of any station, lifts, stairways, subways, passages or other works and conveniences upon, in, under or near to the lands belonging to the Great Western Railway Company at or near Paddington Station.

To authorize the Great Western Railway to contribute funds towards the purposes of any such agreements.

To authorize the Company to purchase and take by compulsion or agreement the properties known as Nos. 1 and 2, Harewood-place, in the parish and metropolitan borough of St. Marylebone, in the county of London, or easements under portions of those properties.

To authorize the Company, notwithstanding section 92 of "The Lands Clauses Consolidation Act, 1845," to purchase and take by compulsion or agreement any part of or any vaults, cellars, arches or other offices attached to or belonging to or any easements under any house, building or manufactory without being required or compelled to purchase the whole or any greater part of such house, building or manufactory, and to empower the Company to appropriate and use without payment therefor the subsoil under any street or road or any easement or right to the use of such subsoil, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories or properties.

To authorize and provide for the release of any part of any deposit fund referred to in the said Act of 1900 as applicable to the subway intended to be abandoned.

To extend and apply to the works proposed to be authorized and to the powers to be conferred by the Bill such of the provisions as may be deemed expedient of any of the Company's existing Acts.

To authorize the Company to deviate from the lines and levels of the intended deviation railway and subways.

To authorize and provide for the underpinning or otherwise securing or strengthening of any houses, buildings or works which may be rendered