

In Parliament.—Session 1913.

### METROPOLITAN RAILWAY.

(Transfer to and Vesting in the Metropolitan Railway Company of Undertaking of Great Northern and City Railway Company; Payment and Distribution of Purchase Money or other consideration; Winding up and Dissolution of Great Northern and City Railway Company and Confirmation of Agreement or arrangement; Construction of New Railways and other Works and Powers to Company with Reference thereto; Working of Railways by Electricity; Acquisition of Land and Easements and Use of Subsoil; Additional Lands; Power to take Parts only of Property, Exemption from section 92 of Lands Clauses Consolidation Act 1845; Extinguishing Rights of Way; Interference with Roads, Railways, Tramways and other Works; Underpinning, Deviation and Repair of New Roads; Power to Hold Lease and Dispose of Superfluous Lands; Power to Company and London and South-Western Railway Company to Raise Additional Capital; Application of Funds by Company and London and South-Western Railway Company; Payment of Interest out of Capital during Construction; Tolls, Rates and Charges; Working and Other Agreements; Supply of Electric Current to other Companies; Running Powers to Company over Great Western Railway; Incorporation Repeal or Amendment of Acts and other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of 1913 by the Metropolitan Railway Company (hereinafter called "the Company"), for leave to introduce a Bill for an Act for effecting all or some of the following purposes (that is to say):—

1. To transfer to and vest in or provide for the transfer and vesting in the Company by amalgamation or otherwise of the undertaking, railways, works, lands, buildings, plant, rolling stock, machinery, stores, property, assets and effects of the Great Northern and City Railway Company (hereinafter called "the City Company") and all powers, rights and privileges of or belonging to or enjoyed by the City Company of what nature or kind soever and whether with reference to their own undertaking or the undertakings of any other Company at such time or times and upon and subject to such terms and conditions as may have been or may be agreed upon between the Company and the City Company or as may be prescribed or authorized or provided for by the Bill, or prescribed by Parliament, and to provide for the Winding up and dissolution of the City Company, and so far as may be necessary for the fulfilment and discharge by the Company or the City Company of all or some of the contracts, agreements or arrangements entered into or liabilities incurred by the City Company or affected by the provisions of the intended Bill, and to confirm or give effect to any agreement which has been or may be come to between the Company and the City Company in relation to the proposed transfer.

2. To provide for the payment or issue to and acceptance by the shareholders, stockholders, debenture stockholders, bondholders, mortgagees and creditors of the City Company,

or any of them, of shares, stocks or securities of the Company, or such sums of money or other consideration for the proposed transfer as may be agreed upon or be authorized or prescribed or provided for by the Bill in exchange for or in respect of the shares, stocks or securities held by or moneys owing to them respectively, and to authorize and require the holders of the several shares, stocks and securities of the City Company, including trustees holding such shares, stocks or securities to accept such shares, stocks or securities of the Company or sums of money or other consideration accordingly, and the Bill will or may provide for the extinguishment of all mortgages, bonds, debentures and debenture stock of the City Company.

3. To make all necessary provisions with reference to the carrying on of the undertaking of the City Company until the vesting and transfer thereof is completed and with reference to the retention by the City Company out of the net revenue of the undertaking of the sums required for the payment of interest and dividend and to authorize the Company to make up any deficiency in the revenue of the City Company for such purposes and to such extent as has been or may be agreed between the two companies or as the intended Bill may prescribe.

4. To make provision with respect to remuneration or compensation to the directors of the City Company and with respect to the officers and servants of the City Company and (if thought fit) for compensating any such officers and servants whose services may not be required by the Company and to amend, so far as may be necessary or expedient, section 49 of the Railways Clauses Act, 1863.

5. To empower the Company to make and maintain the railways and works hereinafter described, or some of them, or some part or parts thereof, together with all necessary or convenient stations, sidings, platforms, shafts, lifts, escalators, stagings, stairways, subways, inclines, approaches, roads, buildings, machinery, passages, tunnels, covered ways, entrances, steps, appliances, apparatus, works, and other accommodation or conveniences connected therewith (that is to say):—

A railway (No. 1) wholly situated in the parish and metropolitan borough of Hammersmith, in the administrative county of London, commencing by a junction with the Hammersmith and City Railway of the Company and the Great Western Railway Company at a point 39 yards or thereabouts south-west of the centre of the bridge carrying the said Hammersmith and City Railway over Latimer-road and terminating by a junction with Railway No. 3 authorized by the Great Western Railway (New Railways) Act, 1905, at a point 203 yards or thereabouts from the centre of Wood-lane measured in a westerly direction along the centre line of the said authorized railway as shown on the plan deposited in respect of that railway.

A railway (No. 2) situated partly in the parish and metropolitan borough of Finsbury and partly in the parish of the city of London, commencing by a junction with the existing Railway of the City Company at a point 117 yards, or thereabouts measured along that railway in a northerly direction from the north