

to terminate at or in Little St. Andrew-street and Tower-street at their junction with Upper St. Martin's-lane.

Street No. 2. A new street, with road and footways, wholly in the said parish of Saint Martin-in-the-Fields, to commence in or out of the streets called Long-acre and Cranbourn-street, at the junction therewith of St. Martin's-lane and New King-street, and to terminate at or in the street called the Strand, at a point midway, or nearly midway, between Villiers-street and Buckingham-street.

|| Street No. 3. A new street, with road and footways, wholly in the said parish of Saint Martin-in-the-Fields, to commence in or out of the south side of the street called the Strand, and to terminate at or in the street called York-terrace, between Villiers-street and Buckingham-street.

Together with a subway, or road for foot-passengers, under the said street called the Strand, wholly within the said parish of St. Martin-in-the-Fields, running north and south from the point of intended termination as above described of the intended street No. 2, to the point of intended commencement as above described of the intended street No. 3.

To deviate laterally from the lines of the intended railways, streets, subway, and works, to the extent shown upon the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, whether temporarily or permanently, and to appropriate and use the subsoil of all such turnpike-roads, parish roads, streets, and other highways, footways, bridges, railways, tramroads, aqueducts, springs of water, rivers, streams, canals, navigations, pipes, sewers, drains, and watercourses within the parishes, townships, and extra-parochial and other places before mentioned, or any of them, as it may be necessary or expedient to cross, divert, alter, or stop up, or the subsoil of which it may be necessary or expedient to appropriate and use for the purposes of the intended railways, streets, subway, and works, or any of them, or of the intended Bill, and also in connection with the intended new streets, or any of them, and as part of the works, and within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, to make and maintain junctions and communications with any existing streets which may be intersected or interfered with, or be contiguous to the line of the intended new streets, or any of them, and to alter the line or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the intended new streets, or any of them, and to stop up and appropriate any courts, yards, squares, passages, alleys, and places within the limits of lateral deviation shown on the plans hereinafter mentioned.

To purchase and take, by compulsion or agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways, streets, subway, and works, or of the intended Bill, and to acquire easements over, under, or through any such lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, houses, tenements, and hereditaments, and to authorize the leasing and re-sale of any of such lands, houses, tenements, and hereditaments.

To levy tolls, rates, or duties upon or for the use of the intended railways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties respectively, and to

confer, vary, or extinguish other rights and privileges.

To incorporate a Company (hereinafter called "The New Company") for the purposes, or some of the purposes, of the Bill.

To enable the new Company, and the Midland, the Hampstead Junction, the London and North-Western, the North London, the Great Western, the Metropolitan, the Charing-cross, the South-Eastern, and the London and South-Western Railway Companies (hereinafter called "The Nine Companies"), or any two or more of them jointly, or any one of them alone (so far as relates to the intended railways, and the works connected therewith), and the new Company and the Metropolitan Board of Works, or either of them (so far as relates to the intended streets and subway), to exercise and execute the powers and objects of the intended Bill, or some part or parts thereof, or to authorize the exercise thereof, partly by one or more of those Companies, and that board, and partly by any other or others of them.

To make effectual provision for the speedy, direct, and convenient interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of the nine Companies and the new Company, and for the employment of servants and agents at and upon each other's railways and stations, and for through-booking and mileage rates, and for ascertaining, by compulsory arbitration or otherwise, the terms and conditions on which such facilities shall be afforded, and the appropriation and division of the receipts from the traffic.

To enable the Company and the nine Companies, or any one or more of them, from time to time, to enter into agreements with respect to the construction, working, use, management, and maintenance, by any or either of the contracting companies, of the railways and works of the other or others of them, or any part or parts thereof respectively, and with reference to the regulation, management, and transmission of the traffic thereon, the supply of rolling stock and machinery, the employment of officers and servants, and the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and to authorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorize the nine Companies, or any of them, and (so far as regards the construction and maintenance of the new intended streets and subway, and the works connected therewith) the Metropolitan Board of Works, the District Board of Works for the district of Saint Giles, and the Vestry of the parish of Saint Martin-in-the-Fields, to take and hold shares in and subscribe towards the undertaking of the new Company, or any part thereof, and to guarantee to or for the new Company interest, dividend, annual, or other payments, and the principal of money borrowed by the new Company, and to appoint directors, or additional directors, of the new Company, and for the purposes of the intended Bill, to apply their funds and revenues, and (so far as relates to the nine Companies) to raise more money by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividend, or other special privileges, and by borrowing on mortgage or otherwise, and either as part of their respective general capitals and debts, or as separate and independent capitals and debts, and (so far as