

born, otherwise St. Andrew Holborn above Bars, St. Sepulchre, otherwise St. Sepulchre Without, Lincoln's inn, and the Liberty of Saffron-hill, Hatton-garden, Ely-rents and Ely-place, and the Liberty of Glasshouse-yard, all in the county of Middlesex; and St. Andrew Holborn, otherwise St. Andrew Holborn below Bars, St. Sepulchre, otherwise St. Sepulchre without Newgate, Christ Church, otherwise Christ Church, Newgate-street, St. Leonard, Foster-lane, St. Michael at Bladum, otherwise St. Michael-le-Querne, St. Vedast, alias Foster, otherwise St. Vedast, Foster-lane, St. Matthew Friday-street, St. Peter Westcheap, Allhallows, Broad-street, and St. Mary Magdalene, Milk-street, all in the city of London.

To make and maintain the said railway, wholly or partly, as an underground railway, and to pass through and under the following or some of the following, among other roads and streets, that is to say:—Uxbridge-road, Bayswater-road, Oxford-street, Duke street, Regent-street, New Oxford-street, High Holbon, Holborn, Holborn-hill, Holborn Viaduct, Victoria-street, Farringdon street, Skinner-street, the Old Bailey, Giltspur-street, Newgate-street, St. Martin's-le-Grand and Cheapside, or some of them.

To authorise the Company to purchase, by compulsion and agreement, lands, houses, and property required for the purposes of the intended railway and works, and to levy tolls, rates, and duties for the use of the intended railway and works, and to grant exemptions from the payment of tolls, rates and duties.

To authorise the Company, either temporarily or permanently, to cross, stop up, alter, or divert any roads, streets, alleys, courts, squares, highways or places, railways, sewers, drains, pipes, telegraphs, pneumatic tubes, or other works within or adjoining the aforesaid parishes or places, or any of them; and to appropriate for the purposes of the intended railway, or the stations or works thereof, the soil of such of them as may be stopped up or diverted, and also to appropriate and use the under surface of any streets or roads, squares, passages, or places under or along which the railway or any of the works thereof are intended to be made; and to break up and open streets and roads for the construction of the railway, whether in tunnel, covered way, or otherwise under the same, within the parishes and places before mentioned.

To authorise the Company to make and maintain shafts or openings from the surface of any road, street, or square, to any portion of the railway constructed under the surface of any road, street, or square, subject to such provisions or limitations as may be contained in the Bill; and to deviate from the lines or situation of the works within the limits of lateral deviation to be shown on the plans; and to deviate from the levels of any of the works described on the sections to be deposited as hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To authorise the Company to underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the works of the Company, and which houses and buildings may not be required for the purposes thereof.

To enable the Company to acquire and purchase, by compulsion and by agreement, for the purpose of the intended railway and works, easements, rights of using, and other rights, powers, and privileges, in, over, under, through, or affecting any lands, roads, streets, or other

places, and to require, and compel, and to authorise and empower the owners of or any persons having limited interest in such lands, roads, streets, or other places, to sell and grant to the Company such easements, rights of using, and other rights, powers, and privileges.

To alter, amend, or to repeal, for the purposes of the Bill, the 92nd section of the Lands Clauses Consolidation Act, 1845, and to empower the Company to purchase and take by compulsion or agreement, any vaults, cellars, arches, or other premises attached or belonging to any house or other building or manufactory or premises, without being required or compelled to purchase the whole of such house, building, or other manufactory or premises.

To empower the Company on the one hand, and the Corporation of the city of London, the Commissioners of Sewers of the city of London, the Metropolitan Board of Works, and any Vestry or District Board, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, and use of the proposed railway and works, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any such contracts agreements, and arrangements which now are, or which, prior to the passing of the Bill may be entered into.

To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament following, or some of them, that is to say:—Local and Personal Acts, 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 25 and 26 Vic., cap. 54; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 96, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347; 29 and 30 Vic., caps. 229, 282, 283, 316, 363, and any other Acts relating to or affecting the London, Chatham, and Dover Railway Company; 16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 18 and 19 Vic., cap. 102; 19 and 20 Vic., cap. 109; 20 and 21 Vic., cap. 125; 22 and 23 Vic., cap. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 163; 24 and 25 Vic., caps. 133 and 233; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; 27 and 28 Vic., caps. 260, 291, and 315; 28 Vic., cap. 117; 29 and 30 Vic., cap. 160; 30 Vic. cap. 85; 31 and 32 Vic., cap. 109, and any other Acts relating to or affecting the Metropolitan Railway Company, the Holborn Valley Improvement Act, 1864; the Whitechapel and Holborn Improvement Act, 1865; the Holborn Valley Improvement (Additional Works) Act, 1867; the London City Improvement Act, 1847; the Metropolitan Market Acts, 1857 and 1865; the Metropolitan Meat and Poultry Market (Western Approach) Act, 1862, and any other Acts relating to or affecting the Corporation of the city of London; the Acts 26 and 27 Vic., cap. 46, and the other Acts