

Devonshire-place, and the Whitechapel road, and to transfer to and vest in the Company, for the purposes of constructing their Whitechapel Terminal Station and the approaches thereto, the powers now vested in the Metropolitan and District Joint Committee, under the Metropolitan and District Railways (City Lines and Extensions) Acts, 1879 and 1882, respectively, with regard to the construction of so much of the Railway No. 4 authorised by the Metropolitan and District Railways (City Lines Extensions) Act, 1879, as lies between a point opposite Davenant Charity School in the Whitechapel-road, and the termination thereof at the East London Company's Main Line of Railway.

9. To explain, and if necessary to amend, Sections 5 and 6 of the Metropolitan Railway Act, 1881, or to remove doubts which have been raised in regard to the provisions of the said section in respect of the part (mentioned in the fifth section of the said Act of 1881, and also in the tenth section of the Metropolitan Railway Act, 1882) of the Railway No. 1 authorised by the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, and in respect to the right of the Company to become joint owners thereof, with equal powers of working over the same, along with the Metropolitan Railway Company and to make such further provision (if any) as may be necessary in regard thereto.

10. To vest in the Company, or in the Metropolitan and District Companies jointly, so much of the new railway now in course of construction in Whitechapel-road, authorised by "The East London Railway Act, 1882," and "The East London Railway Act, 1883," as lies between the junction of that railway with the said Railway No. 4, authorised by "The Metropolitan and District Railways (City Lines and Extensions) Act, 1879," and the intended terminal station of the Company at Whitechapel, authorised by the Company's Act of 1883, and to make provisions for refunding to the East London Railway Company the cost of such part of the said railway so to be vested as aforesaid.

11. To empower the Company, and all companies or persons lawfully working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, and officers and servants, and for the purposes of traffic of all kinds, upon mileage rates, or upon such terms and conditions and on payment of such tolls and rates as may be agreed upon or settled by the Railway Commissioners, or prescribed by the intended Act, the new railway now being constructed by the East London Railway Company in Whitechapel-road as aforesaid.

12. To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them, or under their control; and, if they shall think fit, to raise additional moneys for such purposes, and for the general purposes of their undertaking, by the creation of new shares or stock, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct.

13. To pay interest or dividends on the moneys raised under the powers of the several Acts relating to the Company, or to the Company jointly with the Metropolitan Railway Company or the London and South-Western Railway Company, during the construction of the railways and works authorised by those Acts respectively, subject to such terms and conditions, and for such period as may be defined by the intended Act.

14. To alter, amend, and enlarge, and if necessary to repeal, the 23rd, 24th, and 25th sections of the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, respecting the lands required for the construction of the Cannon-street Station.

15. To amend the provisions of Section 16 of the Metropolitan District Railway Act, 1870, with respect to the liability for compensation for personal injury, and to extend and apply the same throughout the railway system of the Company.

16. To amend some of the provisions of the 46th section of the Metropolitan District Railway Act, 1864, in so far as they interfere with or impede the working arrangements of the Company.

17. To alter, amend, and enlarge the provisions of the London and South-Western and Metropolitan District Railway Companies (Kingston and London) Act, 1882, respecting the creation of shares and stock by the Company; and to confer upon the Company all such and the like powers in regard thereto as are by that Act conferred upon the London and South-Western Railway Company; and to provide further means for raising the capital for the purposes of the Undertaking.

18. To empower the Company or the directors of the Company, to establish funds for the benefit of the salaried officers and other servants of the Company, for the payment of allowances on account of accidents happening to such officers or servants in the discharge of their duty; also for a superannuation fund, and funds for allowances to such officers and servants during sickness, or to their widows and orphans, and to provide such funds, or any of them, partly by means of contributions of annual or other sums by such officers and servants, and partly by contributions by the Company, or by some other means, and according to such classes as may be provided by the intended Act; and to authorise the appointment of a managing committee, and the making from time to time of all necessary rules and regulations as to the contributions to be made to such funds respectively, the benefits to be derived therefrom, the management, investment, and disposition thereof, or otherwise in relation thereto.

19. To alter, vary, and extinguish all existing rights and privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken which would in any manner impede or interfere with the conversion and use thereof, or with the purposes of the intended Act, or which would be inconsistent with the same; and to confer, vary, or extinguish other rights and privileges.

20. The Bill will, for the purposes aforesaid, so far as may be necessary, incorporate the Companies Clauses Acts, 1845, 1863; and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Railways Clauses Acts, 1845 and 1863; and will vary, amend, extend, and enlarge, and if need be repeal, the powers and provisions, or some of them, of the following Acts, local and personal (that is to say):—The Metropolitan Railway Company's Acts passed in each and every of the years 1854 to 1857, 1859 to 1875, and 1877 to 1883, all inclusive, and all other Acts relating to or affecting the Metropolitan Railway Company; the 5 and 6 Will. IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway Company; the 24 and 25 Vict., cap. 164, and any other Acts relating to the Hammersmith and City Railway Company; 27 and 28 Vict., cap. 322, and all other Acts relating to or affecting the Company; the 28 and 29 Vict., cap. 51, and all