

owners"), to make and maintain wholly in the parishes of St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, in the county of Middlesex, the railways and works hereinafter described, or such of them or such part or parts thereof respectively as the Bill shall define with all needful stations, sidings, lifts (hydraulic or otherwise), approaches, works, machinery, appliances, and conveniences.

A railway (Railway No. 1) wholly in the said parish of St. Leonard, Shoreditch, commencing in a yard belonging or reputed to belong to the North London Railway Company, and in the occupation of Caroline Kite, and adjoining the north side of No. 30A, Harwar-street, and the east side of the viaduct of the North London Railway at a point on the south side of that yard about 12 feet east of the eastern face of the said viaduct, and terminating in the garden or back yard of the house No. 25, Long-street.

A railway (Railway No. 2) wholly in the said two parishes commencing in the said parish of St. Leonard, Shoreditch, by a junction with Railway No. 1 at the point where the centre line of that railway crosses No. 43, Long-street, and terminating in the said parish of St. Matthew, Bethnal Green, in the house numbered 102, Hackney-road.

2. To authorise and empower the owners to widen wholly in the said parish of St. Leonard, Shoreditch, Perry's-place on the north side for the whole length thereof.

3. To authorise and empower the owners to make and maintain in the said parish of St. Leonard, Shoreditch, a new street commencing at the southern end of St. John's-terrace, and terminating in Long-street at a point about 10 yards north of the junction with that street of Union-buildings.

4. To authorise and empower the owners to purchase compulsorily or by agreement lands (including in that expression where used in this Notice lands, houses, warehouses, buildings, and other hereditaments, corporeal or incorporeal) for the purposes of the said proposed railways and works, and for the providing space for the enlargement of the said market, and the erection of warehouses and buildings for the purposes of or in connection therewith respectively, and for the erection of dwellings for any persons of the labouring classes who may be removed from any lands acquired under the powers of the Bill, and particularly to authorise and empower the owners for the purposes aforesaid, or any of them, to purchase compulsorily or by agreement all or any of the following lands in the said parishes of St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, that is to say:—

Certain lands in the said parish of St. Leonard, Shoreditch, lying between the North London Railway, a stable occupied by Caroline Kite, No. 64, Nichol's-square, and 26, Harwar-street, and the north side of Harwar-street.

Certain lands in the said parish of St. Leonard, Shoreditch, bounded on the east by No. 21, Harwar-street, the west side of St. John's-terrace, the west side of Hackney-road, the west side of Axe-place, a disused burial ground of the said parish of St. Leonard, Shoreditch, and No. 27, Union-street; on the west by the viaduct of the North London Railway, and the east side of Long-street; on the south by Union-buildings, Union-street, the said disused burial ground, and the entry or passage into Axe-place from Hackney-road; and on the north by Harwar-street, the gardens or yards

of Nos. 19 and 21, Harwar-street, and No. 87, Hackney-road.

Certain lands in the said parish of St. Matthew, Bethnal Green, lying between the Hackney-road, Baroness-road, Columbia Market, and Columbia-road,

Certain lands in the said parish of St. Matthew, Bethnal Green, lying between Columbia-road, Gascoigne-place, Virginia-road, and Brick-lane.

5. To authorise the owners to stop up and extinguish all rights of way over the following or portions of the following streets, in the said parishes of St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, that is to say:—

Long-street, between Union-buildings and the North London Railway;

The road from Long-street, under the North London Railway, to Harwar-street;

The northern branch of Columbia-road, between Hackney-road and Crescent-place;

The three streets known each as Crescent-place, and

Perry's-place;

and to vest in the owners for the purposes of the Bill, the site and soil of so much of the said streets as may be so stopped up.

6. To vest in the owners the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845, and to authorise the owners in connection with, and for the purposes of all or any of the said railways and works, to make such alterations in the levels of the roads, streets, or ways communicating with the roads, streets, or ways intended to be diverted or altered under the powers of the Bill as may be necessary in executing the said intended works, and the Bill will also enable the owners to alter the width, level, and line of any road or street, and to deviate from the lines of the railways, roads, and other works hereinafter mentioned to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

7. To enable the owners to purchase so much of any house or other building or manufactory as may be required for the purposes of the Bill without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

8. To authorise and provide for the underpinning, or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways or other works, and which houses and buildings may not be required to be taken for the purposes thereof.

9. To authorise the levying of tolls, rates, and charges for the use of the said railways and works, or any of them, and to confer, vary, and extinguish exemptions from tolls, rates, and charges.

10. To authorise and empower the North London Railway Company to purchase or take on lease, and the owners to sell or lease, the said intended railways, or any of them, or any part thereof.

11. The Bill may enable the North London Railway Company, instead of the owners, to construct and maintain the said railways, or any of them, and to exercise such of the before-mentioned powers as are necessary for those purposes.

12. To authorise and empower the owners on the one hand, and the North London Railway