

Printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1884.

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Solicitors for the Bill.

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In Parliament.—Session 1885.

King's Cross, Charing Cross, and Waterloo Subway.

(Incorporation of Company; Construction of Subway from King's Cross, in the county of Middlesex, to Waterloo Railway Station, in the county of Surrey, with Approaches; Compulsory Purchase of Lands and Easements; Bye Laws; Exemptions from some of the Provisions of the Lands Clauses Consolidation Act, 1845; Underpinning; Sale, Lease, or other Disposition of Surplus Lands; Tolls; Lease of Undertaking or of Tolls, &c.; Working and other Agreements with aid contributions of money by Great Northern Railway Company, Midland Railway Company, Metropolitan Railway Company, and London and South Western Railway Company, or any one or more of those Companies; Incorporation of some of the Provisions of The Railways Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885, for leave to bring in a Bill (hereinafter called "the Bill"), and to pass an Act to incorporate a Company (hereinafter called "the Company"), with power to make and maintain the subway hereafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery, and conveniences connected therewith (that is to say):—

A subway, commencing in the parish of St. Mary, Lambeth, in the county of Surrey, at a point in the lands of the London and South Western Railway Company, distant 65 yards or thereabouts, measured in a straight line at right angles to York-road, and in a south-easterly direction from the point of junction of Vine-street with York-road, and terminating in the parish of Saint Pancras, in the county of Middlesex, at or near the north-western corner of Liverpool-street, at the point of junction of that street with the Euston-road.

Which intended subway, and the lands and houses to be taken for the purposes thereof, will be situate in, or be made or pass from, through, or into the parishes, townships, and places following, or some of them, that is to say:—Saint Mary, Lambeth, in the county of Surrey, Saint Martin-in-the-Fields, Westminster, Saint-Giles-in-the-Fields, Saint George, Bloomsbury, Saint George the Martyr, Saint Andrew, Holborn, otherwise Saint Andrew, Holborn above Bars, and Saint Pancras, all in the county of Middlesex.

The gauge to be adopted for the intended subway will be a 4 feet 8½ inches gauge, or such other gauge as the Board of Trade shall from time to time approve, and the motive power to be employed will be a stationary engine or stationary engines by which the traffic of the subway shall be worked by means of carriages propelled by cable, traction, or by such means other than steam locomotives, as the Board of Trade may from time to time approve.

The Bill will authorise the Company to exercise the powers, or some of the powers, following, viz.:—

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned, to such an extent as may be provided by the Bill.

To cross, stop up, alter, or divert, either permanently or temporarily, streets, footpaths, wharves, drains, sewers, subways, pipes, ways, and approaches, within the parishes and places aforesaid, or any of them.

To purchase by compulsion or by agreement, for the purposes of the intended works and other the purposes of the Bill, lands, buildings, and hereditaments and easements in, under, or over any lands, houses, and hereditaments, and if the Company shall so think fit, to acquire by compulsion easements only in, under, through, or over any lands, buildings, and hereditaments, without being required to purchase such lands, buildings, or hereditaments; and the Bill will vary or extinguish any rights or privileges connected with such lands, buildings, and hereditaments, or in, under, or over the same, or other public or private rights, which it may be necessary or expedient for the purposes of the Bill to vary or extinguish.

To make and maintain temporary shafts or openings from the surface of any land or street within the limits of deviation to be shown on the plans hereinafter mentioned, to any portions of the proposed works constructed under the surface thereof, and to appropriate and use the sub-soil and under-surface of any such land or street for the purposes of the proposed works, or for any other purpose, subject to such provisions and limitations as may be provided in the Bill.

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

To purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the Bill, notwithstanding the provisions of section 92 of "The Lands Clauses Consolidation Act, 1845."

To sell and convey, demise, and lease, or otherwise dispose of, any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill; and if thought necessary or desirable to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To levy tolls, rates and duties in respect of the intended subway and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to grant leases of the undertaking, tolls, rates, and duties, and all or any of the proposed works.

To authorise and empower the Company to make, vary, or rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended subway, and to enforce the observance of such bye-laws, rules, and regulations, and to impose and recover penalties for the breach or non-observance thereof.

To empower the Company on the one hand, and the Great Northern Railway Company, the Midland Railway Company, the Metropolitan