

The Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way impede or interfere with its objects, and will confer other rights and privileges, and will incorporate, with or without alteration, all or some of the provisions of the Gas Works Clauses Acts, 1847 and 1871, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as amended by the Lands Clauses (Umpire) Act, 1883, and the Companies Clauses Act, 1845, 1863, and 1869, and, so far as may be necessary, will alter, amend, or repeal other provisions than those hereinbefore specified of the Walton-on-Thames and Weybridge Gas Act, 1869, and the Hampton Court Gas Act, 1867.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1886.

R. W. Cooper, 4, Westminster Chambers,
Victoria-street, S.W., Parliamentary
Agent.

In Parliament.—Session 1887.

Metropolitan Railway.

(Confirmation of Scheme adopted by Proprietors as to Separation of Surplus Lands and Railway; Powers as to Surplus Lands; Deviation and Stopping-up of Footpaths at Rickmansworth; Further Powers to Acquire Lands for Ventilation and other Purposes; Extinction of Capital, and Repeal of Section 11 of Metropolitan Railway Act, 1874; Power to South Eastern Railway Company to Subscribe towards Portions of the Undertaking of Company; Provision as to Payment by District Railway Company of Loss in Working Tower-hill Trinity-square Extension; Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Metropolitan Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To schedule and so far as may be and if necessary to confirm the scheme for the separation of the surplus lands of the Company from their railways and works, and for the issue of a surplus lands stock as contained in Section 39 of the Metropolitan Railway Act, 1885, as adopted by the proprietors at a special meeting held on the 22nd November, 1886.

To extend and make applicable to any lands to which the same do not already apply, all the powers, rights, and privileges of the Company with reference to selling, leasing, holding, or disposing of lands acquired by them and not required for the purposes of their railways and works or any of them, or any part thereof, and whether belonging to the general undertaking of the Company or to any separate undertaking, and to confer upon the Company further powers for selling, leasing, holding, or disposing of all or any of such lands or of any rights or easements therein, and, if thought fit, to declare such lands part of the surplus lands of the Company, and to exempt the same from the provisions with respect to superfluous lands of the Lands Clauses Consolidation Act, 1845, and otherwise to alter and vary the provisions of the said Act.

To provide for the repeal in whole or in part of the unexercised powers of the Company, or of the Metropolitan and Saint John's Wood Railway Company for raising money by shares or by borrowing for the purposes of the Metropolitan and Saint John's Wood Railway, and the cancellation of all or any part of such capital

authorised or created but not yet issued or raised, and thereupon to repeal Section 11 of the Metropolitan Railway Act, 1874.

To empower the South Eastern Railway Company to subscribe capital in the Undertaking of the Company, and for those purposes to apply their corporate funds and revenue.

To amend and explain Section 20 of the Metropolitan District Railway Act, 1884, and to provide for and require the payment to the Company by the Metropolitan District Railway Company (hereinafter called "the District Company") as part of or in addition to the other sums payable under that section of one-half of the loss incurred by the Company in working the portion in the said section referred to of the Railway No. 1 authorised by the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, prior to the District Company becoming joint owners thereof with the Company, and to confer upon the Company all necessary powers to enable them to recover the sum so to be made payable to them in such manner as may be prescribed or authorised by the intended Act.

To set out and declare, and to define and prescribe, the capital and borrowing powers of the Company, and to confirm any statement showing such capital and borrowing powers, which may be set forth in or scheduled to the intended Act prior to the passing thereof.

To empower the Company to stop up and divert the footpaths or portions of footpaths, and to substitute therefor the footpaths hereinafter respectively described, and all of which are wholly situate in the parish of Rickmansworth and county of Hertford, as follows:—

1. To stop up so much of the footpath leading from Northwood to Grove Green lane as lies between the parish boundary of Ruislip and Rickmansworth in the field numbered on the deposited plans referred to in the Rickmansworth Extension Railway Act, 1880, 4, in the said parish, and a point in Grove Green lane 7 chains or thereabouts east of the centre of the said railway as now in course of construction across that lane, and to substitute therefor a new or diverted footpath from the point first hereinbefore described to a point in Grove Green lane 2½ chains or thereabouts west of the centre of the said railway.
2. To stop up so much of the footpath leading from the lock of the Grand Junction Canal, near Croxley Hall Farm, to the north-west corner of the brewery in the High-street of Rickmansworth, as lies between the point where the said footpath abuts on the said railway, in the field numbered on the said deposited plans 41 in the said parish, and a point 1 chain or thereabouts east of the footbridge whereby the said footpath is carried over the River Chess, and to substitute therefor a new or diverted footpath running along the southern boundary of the said railway between the said points.
3. To stop up so much of the footpath secondly hereinbefore described as lies between a point 7 chains or thereabouts east of the north-west corner of the before-mentioned brewery and a point 1 chain or thereabouts east of the same corner, and to substitute therefor a new or diverted footpath running along the southern boundary of the said railway between the said points.
4. To stop up so much of the footpath leading from the said footpath secondly hereinbefore described to Croxley Green as lies between a point 2 chains or thereabouts north of the north-east corner of Croxley