

sidings, bonded and other warehouses, offices, sheds, and other buildings, cranes, shears, and other machinery, roads and approaches, and such other works and conveniences as may be necessary or expedient.

To empower the Company to acquire by compulsion or agreement lands, houses, and buildings for the purposes of the intended Act.

To empower the Company to demand and recover tolls, rates, dues, rents, wharfage, and other charges, for and in respect of the said harbour, and the wharf, quays, and other works, and the conveniences and accommodation connected therewith, and to alter existing tolls, rates, dues, and charges, and to grant exemptions from the payment of tolls, rates, dues, and charges.

To vary and extinguish all existing rights and privileges connected with any of the lands, houses, or buildings so proposed to be purchased or taken, which would in any manner impede or interfere with the use thereof, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all roads, highways, tramways, canals, rivers, and streams which it may be necessary to cross, stop up, alter, or divert for the purposes aforesaid.

To authorise the Company to apply to the purposes of the intended Act and to the general purposes of their undertaking, any of their existing or authorised funds, and for those purposes to raise more money by the creation of ordinary, guaranteed, lien, or preference shares or stock, or by preference shares or stock convertible into ordinary shares or stock, or by mortgage or cash credit, or by such other means as may be prescribed by the intended Act.

To repeal, alter, or amend if need be, all or some of the provisions of the several Acts of Parliament relating to the Company, and more especially to amend and extend the provisions of the North British Railway Act, 1889 (under which Act the Harbour of Methil became vested in the Company), and the Methil Harbour Order, 1883, confirmed by the Pier and Harbour Orders Confirmation (No. 1) Act, 1883.

And notice is hereby also given, that on or before the 29th day of November instant, plans and sections relating to the objects of the intended Act, with a book of reference to those plans, and a copy of this notice as published in the "Edinburgh Gazette," will be deposited with the Principal Sheriff Clerk for the county of Fife, at his offices at Cupar, Dunfermline and Kirkcaldy, and with the Session Clerk of the parish of Wemyss, at his residence.

And notice is hereby further given, that on or before the 20th day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1890.

WILLIAM WHITE MILLAR, 8, George-street,  
Edinburgh, Solicitor for the Bill;  
SHERWOOD and Co., 7, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1891.

Central London Railway.

(Incorporation of Company; Construction of Underground Railways from Shepherd's Bush, to the City; Provisions as to Underpinning, and as to Purchase of Lands and Use of Subsoil; Agreements with the London County Council and other Authorities and Companies; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the

Session of 1891 for an Act to effect all or some of the purposes following, that is to say:—

To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Act.

To empower the Company to make and maintain the underground railways and works, hereinafter described, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, passages, subways, tunnels, sidings, shafts, lifts, buildings, apparatus, generating plant, depôts, machinery, appliances, works, and conveniences (that is to say):

Railway No. 1, commencing in the parish of Hammersmith, at or near the eastern angle of Shepherd's Bush-green, and terminating in the parish of St. Michael, Cornhill, in the city of London, in Cornhill, at a point 20 yards or thereabouts, measured in a westerly direction from the junction of Birch-lane with Cornhill.

Railway No. 1A, wholly in the parish of Hammersmith, in the county of London, commencing at the northern end of Caxton-road, and terminating by a junction with Railway No. 1, at its commencement as hereinbefore described.

The said intended railways and works, and the lands and houses to be taken for the purposes thereof, will be situate in the parishes and places following, or some of them, that is to say:—Hammersmith, St. Mary Abbots Kensington, Paddington, St. George Hanover-square, St. Marylebone, St. James Westminster, St. Anne Soho, St. George Bloomsbury, St. Giles-in-the-Fields, St. Andrew Holborn-above-Bars, Liberty of Saffron-hill, Hatton-garden, Ely-rents, Ely-place, and Staple-inn and Furnival's-inn, in the county of London, and St. Andrew Holborn-below-Bars, Thavies-inn, St. Sepulchre, Christ Church, St. Leonard, St. Michael-le-Querne, St. Vedast, St. Peter Westcheap, St. Matthew, St. Mary Magdalen, Allhallows Bread-street, Allhallows Cheapside, St. Mary-le-Bow, St. Pancras, St. Mary Colechurch, St. Martin Pomary, St. Mildred, St. Mary Woolchurch, St. Mary Woolnoth, St. Christopher, and St. Michael Cornhill, in the city of London, all in the county of London.

The gauge to be adopted for the intended railways will be 4ft. 8½in. (standard) gauge, and the motive power to be employed will be electricity.

To empower the Company to carry out a street improvement in the parish of St. George, Hanover-square, in the county of London, by continuing Davies-street in a straight line northwards into Oxford-street, such improvement commencing at the junction of South Molton-lane and Davies-street, and terminating at the northern end of South Molton-street, and to authorise the Company to stop up and discontinue and to extinguish all rights of way over, and to appropriate to the purposes of their undertaking the site of so much of Davies-street as will be to the north-west of the intended improvement, and to make provision for the repair and maintenance of the said street improvement by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the said parish of St. George, Hanover-square, or by and at the expense of such other parties as may be prescribed by the intended Act.

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, footpaths,