

ward from the present western termination of Dyne-road.

3. A Subway for pipes, wires, cables, and other apparatus, commencing at a point on the proposed Railway No. 1, in and under the Edgware-road, at or near the junction therewith of Harrow-road, and terminating at the generating station, on the lands B, hereinafter mentioned.

The said intended railways and works, and the lands and houses to be taken for the purposes thereof, will be situated in the parishes and places following, or some of them, that is to say:—Willesden, in the county of Middlesex, and St. John Hampstead, Paddington, St. Marylebone, St. George Hanover-square, and St. Martin-in-the-Fields, all in the county of London.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be cable traction, electricity, or any other motive power other than steam locomotives.

To empower the Company to acquire by compulsion or agreement, and to hold and use as stations for generating electricity for working the railways, the lands hereinafter described, and to construct and use thereon all necessary and proper generating plant, depôts, wharves, machinery, apparatus, appliances, works, and conveniences (that is to say):

A. Certain lands, in the parish of Willesden, bounded on the north-western side by the London and North Western Railway Company's railway from Brondesbury to Willesden Junction, on the south-eastern side by an imaginary line, distant 70 yards, or thereabouts, from and parallel to the south-eastern fence of that railway, on the south-western side by Willesden-lane, and on the north-eastern side by the present south-western termination of Dyne-road, and the fence running in a north-westerly direction, therefrom to the said railway.

B. Certain lands, houses, and buildings in the parish of Paddington, lying between and adjoining Harrow-road on the north, and the Paddington Basin of the Grand Junction Canal on the south, and bounded on the east by a line commencing on the east side of Irongate Wharf-road, at its junction with Harrow-road, passing thence along the east side of Irongate Wharf-road to the gateway across that road, thence across that gateway to the west side of the said road, thence southwards along the west side of the said road to the north-west corner of the Granary and premises of the London General Omnibus Company Limited, and thence along the western boundary of the said granary and premises, to the said Paddington basin, and bounded on the west by a line commencing at the north-west corner of the property, known as "the Depository," and numbered 59, 61, and 63, in Harrow-road, passing thence along the western boundary of that property to the south-west corner thereof, and thence along the eastern boundary of the stables of the London General Omnibus Company Limited, and the warehouses, offices, and slopwharf occupied by Messrs. W. Mead and Company Limited, to the said Paddington Basin.

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

railways, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences, and appliances, within or adjoining the aforesaid parishes and places, or any of them; and to appropriate and use for the purposes of the intended works or of the intended Act, the subsoil and under surface of any lands, streets, roads, highways, and places under, along, or across which any of the proposed works are intended to be made.

To authorize the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation, to be shown on the plans hereinafter mentioned, or as may be defined by the intended Act, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorized by or determined under the powers of the intended Act, and in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorize and provide for the under-pinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure, or affected by any of the intended works, and whether such houses, buildings, or works, are or are not intended or required to be taken for the purposes thereof.

To authorize the Company to purchase by compulsion or agreement and to hold in addition to the lands hereinbefore described, lands, houses, and other property and easements therein or thereunder for the purposes of the intended Act, and, notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, to empower the Company to appropriate and use the subsoil under any street or road, or to acquire a part only of any house, building, or property, or any such easement as aforesaid, and to vary and extinguish all rights and privileges connected with such lands, houses, property, and subsoil.

To make and maintain temporary shafts for openings from the surface of any land or street to any portions of the proposed works, constructed under the surface thereof, subject to any provisions and limitations which may be provided in the intended Act.

To authorize the Company to sell, convey, demise, and lease or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the intended Act, and so far as may be necessary or expedient to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railways, works, and conveniences, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges respectively.

To empower the Company on the one hand, and the Middlesex County Council and the London County Council (hereinafter called the "County Councils"), and any district board of works, vestry, or other authority, or any company, or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus, on the other hand, to enter into, and carry into effect, contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railways and works, or any of them, or any part or