

parish and urban district of Hornsey, in the county of Middlesex, and the parish and district of Saint Mary, Islington, in the county of London, or some of them.

Railway (No. 2), wholly in the parishes and districts of Saint Mary, Islington, and Saint Pancras, in the county of London, commencing in the said parish of Saint Mary, Islington, at the point above described as the termination of Railway No. 1, and terminating in the said parish of Saint Pancras, in the King's Cross Station of the Great Northern Railway Company, at a point therein at or near the eastern edge of the arrival platform No. 4, and about 66 yards south of the northern end of the said station.

Railway (No. 3), wholly in the parish and district of Saint Pancras, and the parish of Saint George, Bloomsbury, in the district of Saint Giles, in the county of London, commencing in the said parish of Saint Pancras, at a point above described as the termination of Railway No. 2, and terminating in the said parish of Saint George, Bloomsbury, at a point at or near the eastern side of Southampton Row at its junction with High Holborn.

Railway (No. 4), wholly in the county of London, commencing in the parish of Saint George, Bloomsbury, in the district of Saint Giles, at the point above described as the termination of Railway No. 3, and terminating in the parish of Saint Clement Danes, in the district of the Strand, at a point about 17 yards measured in a south-westerly direction from a point on the south-western side of Stanhope-street, opposite the north-western side of Holles-street.

The said Railway No. 4 will pass from, in, through or into the said parish of Saint George, Bloomsbury and the parish of Saint Giles-in-the-Fields, both in the district of Saint Giles, and the said parish of Saint Clement Danes, in the district of the Strand.

The gauge to be adopted for the intended railways or subways will be 4 feet 8½ inches, and the motive power to be employed will be electricity, applied by means of motors on the engines, carriages and trucks, or generated at stations, and conveyed by means of electric lines in the said subways, or cable power.

3. To authorise the Company to cross, stop up, close for traffic and interfere with, temporarily, any roads, streets, alleys, courts, squares, highways, footpaths or places, railways, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic, hydraulic tubes, wires, electric apparatus or other works, conveniences, and appliances, within or adjoining the aforesaid parishes and other places, or any of them, and to appropriate and use for the purposes of the intended works or of the Bill, the subsoil and under surface of any lands, streets, roads, squares, passages and places under, along, or across which any of the proposed works are intended to be made.

4. To authorise 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 Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under

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the powers of the Bill, and, in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

5. To authorise and provide for the underpinning, 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.

6. To authorise the Company to purchase, by compulsion or agreement, lands (including in that expression where used in this Notice, houses, buildings, premises and property) in the parishes and other places aforesaid, for the purposes of the intended works, and, notwithstanding the 92nd Section, or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, or any other statutory enactment, to empower the Company to purchase and take, by compulsion or agreement, any lands, vaults, cellars, arches, or other offices, or parts of, or attached to, or belonging to, any houses, buildings, manufactory, or other premises, without being required, or compelled, to purchase the whole of such land, house, building, manufactory or premises, and to take and acquire, compulsorily or by agreement, easements for carrying the intended works under any street, house, building, manufactory or premises, cellars, vaults, arches, or other constructions, or any parts thereof, or the site thereof respectively, without being required or compelled to purchase any such house, building, manufactory or premises, cellars, vaults, arches, or other constructions, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and properties.

7. To empower the Company to purchase or acquire, compulsorily or by agreement, or to take on lease, the following lands in the said parish of St. Mary, Islington, that is to say:—

Certain lands belonging, or reputed to belong, to the Great Northern Railway Company, and included within a line commencing at the south-western end of the wall at the back of the yards and gardens of the houses in Gillespie-road, between Drayton Park and Stephen's Ink Manufactory, thence following that wall eastwards to the said western wall of the ink manufactory, thence along that wall to the north-western corner of that manufactory, thence in an easterly direction along its northern boundary wall and the continuation thereof for a distance of about 50 yards or thereabouts, thence in a northerly direction for a distance of 100 yards or thereabouts along the back walls of the yards and gardens of the houses on the western side of Saint Thomas's-road, and thence in a southerly direction along the easternmost siding of the Great Northern Railway to the first-mentioned point;

and upon those lands, or some part or parts thereof, to construct and maintain a station or stations for generating electric energy (to be used for motive power on the said railways, and for lighting the tunnels, carriages, stations, shafts, lifts and property of the Company) with all buildings, engines, dynamos, machinery, apparatus and appliance necessary or expedient for the purpose, and by means thereof to produce and use such energy accordingly.

8. To authorise the Company to hold and to sell, convey, demise and lease, or otherwise