

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, stairs, passages, subways, tunnels, sidings, shafts, lifts, buildings, apparatus, machinery, appliances, works, and conveniences (that is to say):—

- (1) Railway No. 1.—A loop line wholly in the parish and metropolitan borough of Hammersmith, in the county of London, commencing by a junction with the existing railway of the Company, in and under Uxbridge-road, at or near the end of Providence-place, and terminating by a junction with the same railway in and under the same road, 50 yards, or thereabouts, east of Caxton-road.
- (2) Railway No. 2.—Commencing by a junction with the existing railway of the Company at its termination in and under Old Broad-street, and terminating in and under the Liverpool-street Station of the Great Eastern Railway Company at a point 140 yards, or thereabouts, south of Skinner-street, and 7 yards, or thereabouts, east of the western boundary of the said station.
- (3) Railway No. 3.—A loop line commencing by a junction with Railway No. 2, at its termination as hereinbefore described, and terminating by a junction with the same railway in and under the western entrance to Liverpool-street Station 20 yards, or thereabouts, north of Liverpool-street.
- (4) Railway No. 4.—A loop line commencing by a junction with the existing railway of the Company at its termination in and under Old Broad-street, and terminating by a junction with the same railway in and under Threadneedle-street, at or near the north-east corner of the Royal Exchange.
- (5) Railway No. 5.—A siding commencing by a junction with the existing railway of the Company at its termination in and under Old Broad-street, and terminating in and under the same street at a point 86 yards, or thereabouts, north of the junction of that street with Throgmorton-street.

The said intended Railways Nos. 2, 3, 4, and 5, will be situate in the parishes and places following, or some of them, that is to say:—

St. Bartholomew by the Exchange, St. Benet Fink, St. Peter-le-Poor, All Hallows in the Wall, St. Botolph Without Bishopsgate, St. Stephen's Coleman-street, St. Ethelburga, St. Helen's Bishopsgate, St. Martin Outwich, all in the city 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 electricity.

To incorporate with, and extend, and make applicable, with or without modification or alteration to the intended railways and works, all or some of the provisions of the Central London Railway Act, 1891, hereinafter called "the Act of 1891," with reference to the mode of construction of the intended works, the retention and sale of lands, the power to deviate and underpin, and so far as may be necessary to alter and amend the provisions of the Act of 1891, with reference thereto.

To empower the Company, on and subject to such terms and conditions as may be prescribed by the intended Act, temporarily to stop up open, and use temporarily the surface of the roadways and footways of Uxbridge-road and

Goldhawk-road, at or near their junction, and of Shepherd's Bush-green, at or near the eastern end thereof, for the purpose of constructing the said intended Railway No. 1, and of Liverpool-street, and the footway on the east of the Royal Exchange, for the purpose of constructing the said intended Railways Nos. 2, 3, 4, and 5, or some part or parts thereof.

For the purposes of the said intended Railway No. 1, it is intended to acquire compulsorily an easement in or under certain common or commonable lands, known as Shepherd's Bush-green, in the said parish and borough of Hammersmith, but it is not intended to acquire permanently any part of the surface thereof. The quantity of the said green included in the limits of deviation is estimated to contain 1½ acres, or thereabouts.

To authorise 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 lighting, and other apparatus, or other works, conveniences and appliances, within or adjoining the aforesaid borough, 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 sub-soil 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 authorise the Company to purchase by compulsion or agreement, lands, houses, or other property and easements therein, and the sub-soil thereof, in the borough, parishes, and places aforesaid, for the purposes of the intended Act, including certain lands in the parish and borough of Hammersmith, on the east side of and adjoining Providence-place, and 33 yards or thereabouts from the Uxbridge-road, and to exempt the Company from the operation of the 92nd Section of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges connected with such lands, houses, and property and sub-soil.

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

To empower the Company on the one hand, and the mayor and commonalty and citizens of the city of London (hereinafter called "the Corporation"), and the Council of the Borough of Hammersmith (hereinafter called "the Council"), or either of them, or any other authority, 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, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and, if thought fit, to insert provisions for the protection of the Corporation and Council and any other authority, company, or body as aforesaid respectively, or any or either of them.