

be deposited for public inspection as follows (that is to say):—

As regards the newly constituted city and borough of Westminster, with the Acting Town Clerk of such city and borough, at his office at the Town Hall, Saint Martin's-in-the-Fields.

In the case of parishes within the City of London, with the Parish Clerks of such parishes at their respective residences, and in case there be no Parish Clerk, with the vicar or Vestry Clerk of such parish.

21. 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 17th day of November, 1900.

COX and LAFONE, 17, Tower Royal, Cannon-street, E.C., Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Charing Cross, Hammersmith, and District Electric Railway.

(Construction of Underground Railways from Charing Cross to Hammersmith; Compulsory Purchase of Lands, Easements, &c.; Appropriation of Subsoil; Underpinning, &c.; of Houses; Interference with Streets; Power to Erect Electric Generating Station and Work by Electricity; Tolls; Agreements with and Powers to the Metropolitan Railway Company, and other Companies and Local Authorities and other Bodies, and Contributions by them; Interest out of Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act for effecting 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, subways, and works hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, passages, subways, tunnels, sidings, shafts, lifts, steps, buildings, apparatus, generating plant, depôts, machinery, appliances, works, and conveniences (that is to say):—

Railway No. 1, in the parish of Saint Martin-in-the-Fields, in the city and borough of Westminster, commencing in and under Bedfordbury, at or near a point about 60 yards or thereabouts measured in a north-westerly direction from the corner of Chandos-street, and terminating at a point at or about the south-east corner of Park-lane, in the parish of Saint George, Hanover-square, at its junction with Piccadilly.

Railway No. 2, commencing at the termination of Railway No. 1, as hereinbefore described, and terminating in the parish of Saint Mary Abbott, Kensington, in and under Kensington High-street, at the junction of the said street with Hornton-street, in the said parish.

Railway No. 3, commencing at the termination of Railway No. 2, as hereinbefore described, and terminating in the parish of Hammersmith, at a point at or about the junction of Rutland-road and Bridge-

avenue with Bridge-road, in the parish of Hammersmith.

A Subway for passengers only, commencing at or about the termination of Railway No. 2, as hereinbefore described, and terminating at, and forming a connection with, the High-street, Kensington, Station of the Metropolitan Railway, all which said railways, subway, and works will pass from, in, through, or into the city of Westminster, and Metropolitan boroughs of Kensington and Hammersmith, 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 electricity or any mechanical power (other than steam locomotives).

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, squares, footpaths, or places, railways, tramways, tunnels, bridges, gas and water mains and pipes, sewers, culverts, subways, drain 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, squares, highways, and places under, along, or across which any of the proposed works are intended to be made.

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

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.

To authorise the Company to purchase by compulsion or agreement houses, lands, and other property in the parishes and places hereinbefore mentioned, and easements therein, and thereunder, for the purposes of the intended works, and of the intended Act, and in particular to empower the Company to purchase and acquire by compulsion or agreement, and to hold and use for, among other purposes, the purposes of stations for generating electric power, with all necessary or convenient buildings, works, engines, dynamos, apparatus, and conveniences, the lands hereinafter described, and to vary and extinguish all rights and privileges connected with such lands, houses, and buildings.

The lands proposed to be acquired and used for the purposes of a station for generating electric power are:—

Certain lands, houses, and buildings in the parish of Hammersmith, bounded on the north by Little Church-lane, on the east by Queen-street, on the south by Brook-street, and on the west by Bridge-road.

To empower the Company, notwithstanding the 92nd Section, or any other section, of the