

Waterloo Bridge, between the distances shown on the said deposited plans as respectively 3 miles and 3 furlongs and 3 miles 6 furlongs 4 chains, or thereabouts, from the commencement thereof, and being situate in the parishes of St. Margaret and St. John the Evangelist, Westminster, St. Martin-in-the-Fields, St. Clement Danes and St. John the Baptist, Savoy, otherwise the precincts of Savoy, or one or more of them, in the City of Westminster.

(c.) The following portions of railway of the Company, namely:—(i.) Part of Railway No. 1, authorised by the Company's Act of 1897, between Sloane-street and Thurlow-square, being between points respectively 1 mile 1 furlong 6 chains and 1 mile 7 furlongs from the commencement thereof, and being situate partly in the parish of St. Mary Abbots, Kensington, in the Metropolitan Borough of Kensington, and partly in the parish of St. Luke, Chelsea, in the Metropolitan Borough of Chelsea; (ii.) Railway No. 2 and Railway No. 3 of the railways of the Company described in and authorised by the Company's Act of 1899, being situate in the parish of St. Mary Abbots, Kensington, in the Metropolitan Borough of Kensington.

(d.) Part of Railway No. 3, described in and authorised by the Great Northern and Strand Railway Act, 1899, between Russell-square and Holborn, being situate in the parish of St. George, Bloomsbury, in the Metropolitan Borough of Holborn, being the part shown on the deposited plans referred to in the said Act between a point 6 furlongs 4 chains from the commencement of the said railway, and the termination of the said railway.

(e.) Railway No. 4, described in and authorised by the said Great Northern and Strand Railway Act, 1899, from its commencement to its termination, as shown on the said plans, and being situate partly in the parish of St. George, Bloomsbury, and the parish of St. Giles-in-the-Fields, in the Metropolitan Borough of Holborn, and partly in the parish of St. Clement Danes, in the city of Westminster.

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 other mechanical power (other than steam locomotives).

To authorise the Company to cross, stop up, close for traffic, and interfere with, temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic, hydraulic, or other tubes, wires, electric apparatus, or other works, conveniences, and appliances, within or adjoining the aforesaid metropolitan boroughs and other 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 undersurface of any lands, and to make and maintain openings in the footpaths or surface of streets, roads, footpaths, squares, passages, 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 of any of the railways, subways, and works within the limits of lateral deviation 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 these sections hereinafter mentioned,

to such an 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 Railways 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, lands, houses, and other property and easements therein and thereunder for the purposes of the intended works, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take, by compulsion or agreement, any part of any house, building, or manufactory, without being required or compelled to purchase the whole of such house, building, or manufactory, and to empower the Company to appropriate without payment therefor and use the subsoil under any street or road, or under any house, building, manufactory or premises, cellars, vaults, arches or other constructions, or any parts 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, or any easement or right to the use of such subsoil, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property.

To authorise the Company for stations and for general purposes connected with their undertaking to purchase by compulsion or by agreement all or some of the additional lands and property, in the county of London, shown on the plans to be deposited as hereinafter mentioned, or some part thereof, viz.:—

Certain lands in the parish of Saint Martin-in-the-Fields, in the city of Westminster, being portion of the Green Park, bounded on the north by Piccadilly, and on the south, east and west by the Green Park; and having a frontage of 80 feet or thereabouts to Piccadilly (from 110 to 190 feet in a westerly direction from the north-east corner of the Green Park), and a depth of 48 feet or thereabouts, and situate opposite or nearly opposite the southern end of Stratton-street.

Certain lands in the parish of St. James', Westminster, between Ficcadilly and Jermyn-street, being the houses and premises numbered 48, 49 and 50, Jermyn-street, and 30 and 31, Duke-street. And to empower the Company to make a subway approach from the said premises to their authorised railway under Piccadilly, at the northern end of Duke-street.

Certain lands in the parish of St. Luke, Chelsea, in the Metropolitan Borough of Chelsea, bounded on the north by Brompton-road, on the south by Basil-street, on the west by Hooper's-court, and extending eastward for about one chain from the eastern side of Hooper's-court.

Certain lands in the parish of St. Mary Abbots, Kensington, in the Metropolitan Borough of Kensington, at or near Gloucester-road Station, bounded on the north by the Metropolitan District Railway, on the east by Gloucester-road and Courtfield-road, on the south by Ashburn-mews, and on the west by Ashburn-place.

And to authorise the Company to construct