

north-easterly direction from the north-eastern end of the platform of the Tower Station (now disused) on the said City Lines and Extensions Railway.

To empower the Company either alone or in conjunction with the Metropolitan Railway Company or the London, Tilbury, and Southend Railway Company (hereinafter referred to as "the Tilbury Company") or either of them, to construct a station and sidings situate along and on both sides of the said City Lines and Extensions Railway between the points hereinbefore described as the commencement and termination of the intended Railways Nos. 3 and 4.

The said Railways Nos. 3 and 4, and the intended station and sidings, will be situated in the parishes of Allhallows Barking and St. Botolph Without Aldgate, in the city of London, and in the county of London, and in the parishes of St. Botolph Without Aldgate, and St. Mary Whitechapel, the Liberty of the Tower, the Precinct of Old Tower, and district of the Tower, in the metropolitan borough of Stepney, in the county of London, or some of them.

To authorize the Company to cross, stop up, close for traffic, alter, remove, divert and interfere with, temporarily or permanently, any roads, streets, alleys, courts, squares, highways, foot-paths or places, railways, bridges, gas and water mains, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic, hydraulic or other tubes, wires, electric lighting and other apparatus or other works, conveniences and appliances within or adjoining the aforesaid counties, cities, metropolitan boroughs, urban districts, parishes and other places or any of them, and to appropriate without payment, and use for the purposes of the intended railways and works the subsoil and under-surface of any lands, streets, roads, squares, highways and places under, along or across which any of the proposed railways and works are intended to be made.

To authorize the Company to deviate from the lines or situations of any of the said railways and works within the limits of lateral deviation shown on the plans to be deposited as herein-after 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 to be deposited as herein-after mentioned to such an 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 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 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 Metropolitan District Railway Acts, 1864 to 1902, and of the Metropolitan and District Railways (City Lines and Extensions) Acts, 1879, 1881, and 1882.

To empower the Company to make, lay down and maintain mains, cables or wires or lines of cable or wires, together with any necessary pipes, conduits, tubes or coverings, manholes, inspection chambers and other conveniences and appliances connected therewith for the purpose of conveying electrical energy from the Com-

pany's generating station at Lots-road, Chelsea, to the railway of the Company near the Company's Earl's Court Station beneath, along or across the following streets and lands:—

Lots-road, from the westernmost point of the site of the Company's said generating station, opposite the Balloon Tavern, Lots-road, and thence beneath and along Lots-road and Uverdale-road, crossing under and along King's-road to and passing through and beneath certain lands known as the Royal Exotic Nurseries, situate between King's-road and Fulham-road, and thence beneath and along Fulham-road to Ifield-road and beneath and along Ifield-road, Adrian-terrace, Finborough-road, Richmond-road, and Warwick-road to the railway of the Company at or near the Earl's Court Station of the Company, all which said streets and lands are situate in the parish of St. Luke, Chelsea, and metropolitan borough of Chelsea, and in the parish of St. Mary Abbots, Kensington, and metropolitan borough of Kensington and county of London. And in connection therewith to empower the Company to enter upon, open and break up streets, roads, lands and other places for the purpose of laying, and from time to time repairing and altering the mains, cables or wires and other works of the Company, and to acquire or use by compulsion lands and property in the parishes and metropolitan boroughs aforesaid for the purposes thereof.

To confirm and enable the Company to carry into effect, with or without variation, an Indenture made the 25th day of September, 1902, between Harry James Veitch, of the one part, and the Underground Electric Railways Company of London Limited, of the other part.

To empower the Company to abandon so much of the railway authorized by the Act of 1897 as lies between the commencement thereof and the commencement of the intended Railway No. 2 hereinbefore described, as will be rendered unnecessary by the construction of the new or deviation Railway No. 2 before described, also to abandon so much of the mains, cables or wires, or lines of cable or wires, authorized by the Metropolitan District Railway Act, 1900, and the Metropolitan District Railway Act, 1902 (hereinafter respectively referred to as the Act of 1900 and the Act of 1902), or either of them as will be rendered unnecessary by the intended lines of mains, cables or wires above described, and to release the Company from all liabilities, penalties, forfeitures and other obligations for the non-completion of the said portion of railway and mains, cables or wires, or lines of cable or wires.

To empower the Company and the London and South-Western Railway Company (hereinafter called the "South-Western Company") by agreement to deviate the portion of the South-Western Company's Kensington and Richmond railway between the points of commencement and termination of the intended Railway No. 1, hereinbefore described, to constitute such deviation for all purposes part of the railway of the South Western Company, and to confirm any agreements that have been or may be entered into with regard thereto.

To authorize the Company to lay down, maintain and use cables or mains (together with all necessary conduits, manholes and inspection chambers) along the railway of the South Western Company, between the junction of the Company's railway with that railway near Ravenscourt Park Station and the junction of the Company's Ealing Extension Railway with the railway of the South Western Company