

in the county of London, at a point under the roadway of the Strand, immediately to the southward of St. Mary-le-Strand church, by a junction with the intended Railway No. 3 hereinbefore described, and terminating in the parish of St. Clement Danes, in the said city of Westminster, by a junction with the said intended Railway No. 3 at a point under the roadway of the Strand, 5 chains or thereabouts eastward of the eastern end of St. Clement Danes church.

Railway No. 4 commencing in the parish of St. Andrew-by-the-Wardrobe, in the city of London, by a junction with the intended Railway No. 3 at the termination thereof hereinbefore described, and terminating in the parish of Holy Trinity the Less, in the city of London, by a junction with the railway authorized by the Metropolitan District Railway Act, 1897, at its authorized termination in that parish under the eastern end of the Mansion House Station of the Metropolitan District Railway Company.

The intended railways and works will be situate in the following parishes and places, or some of them, viz. :—

The parish and metropolitan borough of Hammersmith, the parish and metropolitan borough of Fulham, the parish of St. Luke, Chelsea, and metropolitan borough of Chelsea, the parish of St. Mary Abbots, Kensington, and metropolitan borough of Kensington, the parishes of St. Margaret Westminster, St. George Hanover-square, St. James Westminster, St. Anne Soho, St. Martin-in-the-Fields, St. Clement Danes, St. Mary-le-Strand, and the Precinct of the Savoy, in the city of Westminster.

The parishes of St. Dunstan-in-the-West, St. Bride, the Precinct of Bridewell, the parishes of St. Anne Blackfriars, St. Andrew-by-the-Wardrobe, St. Benet Paul's Wharf, St. Peter near Paul's Wharf, St. Mary Magdalen, St. Mary Mount Haw, St. Nicholas Cole Abbey, St. Nicholas Olave, Holy Trinity the Less, St. Mildred Breadstreet, in the city of London.

To authorize the Company to cross, stop up, and interfere with, temporarily or permanently, 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, 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, and to make and maintain openings in the footpaths or surface of streets, roads, footpaths, squares, passages, and places.

To authorize the Company to deviate from the lines and levels of the intended railways and works.

To authorize and provide for the underpinning or otherwise securing or strengthening of houses, buildings, or walls.

To empower the Company by their officers and servants to enter upon and inspect houses and buildings along the line of, and near to, the intended railways and works, and to execute any works which they may think necessary in order to lessen risk of damage arising from construction or working.

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 parish and metropolitan 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 half an acre or thereabouts.

To authorize 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 purchase and take 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, road, park or enclosure, 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 authorize the Company to sell, convey, demise and lease, or otherwise dispose of, lands, tenements, and hereditaments and to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with relation to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates and charges upon and in respect of the said intended railways and works, to alter the tolls, rates and charges which the Company are now authorized to levy in respect of the railways authorized by the Company's Acts, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and charges respectively.

To extend and apply the provisions of the Company's Acts, as may be deemed expedient, to the said intended railways, and to the capital to be raised under the intended Act.

To change the name of the Company and of their Undertaking to such name as the Bill may prescribe.

To authorize the Company for the purposes of the intended Act to apply their funds and revenues, and for such purposes, and for the general purposes of their Undertaking to raise additional capital by the creation of new shares or stock, either with or without preference, priority, or guarantee in payment of interest or dividend or other special privileges, and by borrowing and by the creation and issue of debenture stock or by any of such means.

To empower the Company on the one hand, and the Metropolitan District Railway Company, the Baker-street and Waterloo Railway Company, the Charing Cross, Euston, and Hampstead Railway Company, the South Eastern Railway Company, the Central London Railway Company, and the London United Tramways (1901) Limited or any or either of them (hereinafter referred to as "the contracting Companies"), on the other hand, to enter into and carry into effect agreements with respect to the interchange, transmission and delivery of traffic, the fixing of tolls or charges, the division and apportionment of receipts arising from traffic, the construction, working, use, management, and maintenance of the railways, tramways, and works of the Company, and of the contracting Companies, the construction of stations and the ownership, use, and occupation of any lands, stations, and other works, and to enable the Company, to apply their capital to and construct any part of the respective railways, and to confirm and give effect to any agreements which have