

intended Railway No. 5, but by a junction with the southern tunnel of the Railway No. 2, authorized by "The Brompton and Piccadilly Circus Railway Act, 1902," and terminating by a junction with the eastern tunnel of the said Railway No. 3 authorized by "The Great Northern and Strand Railway Act, 1899," at a point $4\frac{1}{2}$ chains (or thereabouts), measured in a northerly direction along Southampton-row from the centre of High Holborn.

The said intended Railways Nos. 3, 4, 5 and 5A, will be situate in the parishes of Saint Giles-in-the-Fields and Saint George, Bloomsbury, in the metropolitan borough of Holborn, or one of them.

To empower the Company to abandon and relinquish the construction of so much of Railways Nos. 3 and 4, authorized by "The Great Northern and Strand Railway Act, 1899," as would be situate between the point of commencement of the intended Railway No. 3, and the point of termination thereof as hereinbefore described.

To empower the Company to abandon and relinquish the construction of so much of Railway No. 2 authorized by "The Brompton and Piccadilly Circus Railway Act, 1902," as would be situate between the commencement, as hereinbefore described, of the intended new Railways Nos. 5 and 5A, and the termination of the said Railway No. 2, as authorized by the said "Brompton and Piccadilly Circus Railway Act, 1902," as shown on the plans in relation to the said Act.

To release the Company from all liabilities, penalties and obligations for the non-completion of the said portions of Railways to be abandoned, and to provide for the release of the corresponding portion of the deposit funds referred to in the Acts authorizing such portions of railway, respectively, and to alter Sections 71 and 72 of "The Great Northern and Strand Railway Act, 1899," and Sections 25 and 26 of "The Brompton and Piccadilly Circus Railway Act, 1902."

To authorize and empower the Company to make use of the existing shafts, lifts and staircases of the Baker Street and Waterloo Railway Company situate at their Waterloo Station, and to make any necessary alterations therein, and to make passages and communications between the said station and the intended station of the Company, near the termination of the intended Railway No. 2, and to use the said station, shafts, lifts and stairways, upon such terms and conditions as may be agreed between the Company and the Baker-street and Waterloo Railway Company, or as in default of agreement may be determined by arbitration.

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 purchase, by compulsion or agreement, lands, houses, and other property and easements therein and thereunder for the purposes of the intended works.

To authorize the Company, notwithstanding the ninety-second Section of "The Lands Clauses Consolidation Act, 1845," to purchase and take

any part of any house, building, or manufactory, or any easement thereunder, without being required or compelled to purchase the whole or any greater part of such house, building or manufactory; to empower the Company to appropriate and use without payment therefor the subsoil under any street, road, public enclosure, garden or open space, or any easement or right to the use of such subsoil; and to vary and extinguish any rights and privileges connected with such lands, houses, buildings, manufactories and property.

To make and maintain, in connection with the proposed railway under the River Thames, temporary shafts or openings in the River Thames, and the bed and banks thereof within the limits of deviation to be shown on the Plans hereinafter mentioned, and to erect any piling, staging or other works in the waterway of the said river, and to appropriate and use the subsoil and under-surface of the said river, and the bed and banks thereof, for the purposes of the proposed works.

To authorize the Company where the intended Railway No. 2 will pass near to any station or works of the London and South Western Railway Company, the Waterloo and City Railway Company, the Baker-street and Waterloo Railway Company, and the Metropolitan District Railway Company, or any of them to make such ways, stairs, lifts and communications as may be necessary or convenient for enabling passengers to pass from any such station to any station of the Company, and for that purpose to enter upon the lands, stations, platforms and works of such other Railway Company, and to provide for any alterations in such stations, platforms and works which may be necessary for the purposes aforesaid, and to authorize the Company on the one hand and the said Companies, or any or either of them, on the other hand, to enter into and to carry into effect agreements with respect to the construction ownership and use of any such ways, stairs, lifts, or other communications.

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 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 respect to the sale of superfluous lands.

To authorise the Company to purchase and acquire by compulsion or agreement the lands in the county of London hereinafter described, viz.:—

Lands in the parish of Saint Mary, Islington and metropolitan borough of Islington, situate in and on the western side of Caledonian-road and bounded on the western side by property belonging to the Great Northern Railway Company, and on the southern side by premises known as No. 465, Caledonian-road;

Lands in the parish and metropolitan borough of Saint Pancras situate in and on the southern side of Bernard-street, bounded on the eastern side by property belonging to the Company, on the southern side by premises known as the Friend-at-Hand Hotel, and on the western side by premises known as No. 5, Bernard-street;

and to sanction and confirm any purchases made by the Company of such lands or any of them, or