

be altered as aforesaid at a point in or under the Edgware-road, 8 chains or thereabouts north of the commencement of the said railway as shown on the plans of 1899, and terminating at a point 70 yards or thereabouts north of the junction of Cambridge-street with Edgware-road.

(6.) A Railway No. 5 in the parish and metropolitan borough of Hampstead, in the county of London, and the parish and urban district of Willesden, in the county of Middlesex, commencing in or under Edgware-road (otherwise High-road, Kilburn) by a junction with the Railway No. 1 authorized by the Act of 1899, as proposed to be altered as aforesaid, at or near the junction of Canterbury-road with Edgware-road aforesaid, and terminating at a point 70 yards or thereabouts north of the junction of Brondesbury-road with Edgware-road aforesaid.

(7.) A Railway No. 6 in the parishes and urban districts of Willesden and Hendon, in the county of Middlesex, commencing in or under the Edgware-road by a junction with the Railway No. 2 authorized by the Act of 1899, at a point 85 yards, or thereabouts, north of the junction of Ashford-road with Edgware-road, and terminating at or near the junction of Mora-road with Edgware-road.

2. To vary and amend the provisions of section 7 of the Act of 1899, and especially with regard to the method of construction and the internal diameter of tunnels, and to increase such internal diameter, and section 16 of the North-West London Railway Act, 1902 (hereinafter called "the Act of 1902"), prohibiting the construction of ventilators and similar openings, and to repeal or amend section 18 of the last mentioned Act relating to the cesser of the powers of the Company and section 20 of the said Act relating to the construction of stations at or near stations of other companies and communications with lines of such other companies, and to extend and make applicable to the intended railways and other works (with or without modification or alteration) such of the provisions of the said Acts or either of them, as the Bill may define.

3. To authorize the Company to cross, stop up, close for traffic, remove, alter and interfere with temporarily or permanently any roads, streets, alleys, courts, squares, highways, foot-paths or places, railways, tramways, sewers, culverts, subways, drains, pipes, tubes, wires, electric apparatus or other works, conveniences and appliances within or adjoining the aforesaid parishes or any of them, and to appropriate and use for the purposes of the intended works or of the Bill (without compensation) the subsoil and under surface of any lands, streets, roads, parks, passages and places under, along or across which any of the proposed works are intended to be made.

4. To authorize the Company to deviate from the lines and from the levels of any of the works shown on the plans and sections hereinafter mentioned to such extent as may be authorized by or determined under the powers of the Bill, and in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise, and to vary, amend, and if need be repeal, the provisions of section 51 of the Act of 1899, and confer upon the Company further powers of deviating vertically in constructing the railways authorized by that Act.

5. To authorize and provide for the underpinning or otherwise securing or strengthening of any houses or buildings in the vicinity of the intended works which may be rendered insecure or affected by any of the intended works.

6. To empower the Company, on and subject to such terms and conditions as may be prescribed by the Bill, temporarily to stop up, open, and use the surface of the roadways and footways of the following roads and places, or some of them, or some part or parts thereof (that is to say):—

(1) Knightsbridge-road and Piccadilly at and near Hyde Park-corner, Hyde Park-corner, Wellington-place, and the northern end of Grosvenor-place.

(2) Grosvenor-gardens and Ebury-street at or about the junction of those streets.

(3) Buckingham Palace-road and Victoria-street at and near the junction of those streets.

(4) Wilton-road, Pimlico, at and near the northern end thereof.

(5) Vauxhall Bridge-road, between Gillingham-street and a point 100 yards, or thereabouts, north of the junction of Gillingham-street with Vauxhall Bridge-road.

(6) Edgware-road, between Cambridge-street and Connaught-street.

(7) Edgware-road (otherwise High-road, Kilburn), between Brondesbury-road and Brondesbury Villas.

(8) Edgware-road, between Ashford-road and Mora-road.

7. To authorize the Company to purchase by compulsion or agreement lands, houses, and other property, and easements therein, and the sub-soil thereof, in the parishes aforesaid for the purposes of the intended railways and works, and of the Bill generally, and also to purchase by compulsion or agreement for station purposes certain lands, houses, and premises in the parish and urban district of Willesden, in the county of Middlesex, abutting on the south-east side of Oxford-road and the south-west side of Edgware-road at and near the junction of those roads, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, and property, or any of them, and the sub-soil of or under the same.

8. To empower the Company, notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act, 1845, or any other Act amending the same or any other statutory enactment to purchase and take by compulsion or agreement any part of or any lands, vaults, cellars, arches, or other constructions attached or belonging to any houses, buildings, manufactories, or other premises without being required or compelled to purchase the whole of such premises and to appropriate and use the subsoil under any house, building, manufactory or premises, cellars, vaults, arches or other constructions or any parts thereof respectively without being required 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.

9. To authorize the Company to demand, take and recover tolls, rates and duties upon or in respect of the intended railways and other works and to alter existing tolls, rates and duties and to confer exemptions from the payment of such tolls, rates and duties.

10. To authorize the Company to make such ways, stairs, and communications as may be necessary for enabling passengers and their luggage to pass from any intended station of the Company to any station of the Great Northern, Piccadilly and Brompton Railway Company (hereinafter called "the Brompton Company") at or near Hyde Park Corner or the Victoria Station of the Metropolitan District Railway Company (hereinafter called "the