

tain Cases of Disputed Compensation; Limiting Purchase-money and Compensation in Certain Cases; Incorporation, Repeal, Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London Electric Railway Company (hereinafter called "the Company") for an Act to effect all or some of the following purposes (that is to say):—

1. To empower the Company to make and maintain the railways, stairway, subways, and works hereinafter described, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, stairs, passages, inclines, subways, tunnels, sidings, shafts, lifts, escalators, stagings, buildings, machinery, appliances, apparatus, works and conveniences (that is to say):—

A railway (Railway No. 1), situate partly in the parish and metropolitan borough of Paddington in the administrative county of London and partly in the parish and urban district of Willesden in the county of Middlesex, commencing in the said parish and metropolitan borough of Paddington by a junction with Railway No. 2, authorized by the London Electric Railway Act, 1911 (hereinafter referred to as "the Act of 1911"), at a point measured along the centre line of that railway shown on the plans deposited in respect of that railway in the month of November, 1910, with the Clerk of the Peace for the county of London, 2.75 chains or thereabouts from the termination of such last mentioned railway, and terminating in the said parish and urban district of Willesden at a point under the boundary fence of the London and North-Western Railway Company's Coal Dépôt on the northern side of Canterbury-road, opposite the house and premises Nod. 61 in that road.

A railway (Railway No. 2), situate wholly in the said parish and urban district of Willesden, commencing at the termination of Railway No. 1, hereinbefore described and terminating by a junction with Railway No. 4 authorized by the London and North-Western Railway Act, 1907, at a point measured along the centre line of that railway shown on the plans deposited in respect of that railway in the month of November, 1906, with the Clerk of the Peace for the county of Middlesex, 2 furlongs or thereabouts from the commencement of such last mentioned railway.

A railway (Railway No. 3), being a deviation of the London and North-Western Railway, situate wholly in the said parish and urban district of Willesden, commencing by a junction with the up slow line of the London and North-Western Railway Company's London and Birmingham Railway at a point on that railway opposite the centre of Woodville-road and terminating at a point on or under the premises known as No. 26, Salusbury-road by an end-on junction with the up line of Railway No. 4 authorized by the said London and North-Western Railway Act, 1907.

A stairway situate in the city and metropolitan borough of Westminster in and under the pavement on the western side of Argyll-street, commencing at a point 25 feet or thereabouts measured in a southerly direc-

tion along such pavement from the kerb of the pavement on the south side of Oxford-street and terminating 17 feet or thereabouts from the commencement thereof.

A subway (Subway No. 1) situate in the parish of St. George-the-Martyr in the metropolitan borough of Southwark in the administrative county of London, commencing in and by a junction with the subway of the mayor, aldermen and councillors of the said metropolitan borough of Southwark (hereinafter referred to as "the Southwark Council") which has its entrance at the junction of London-street and Newington Causeway, at a point on the western side of such last mentioned subway, distant about 8 yards from the bottom step of such entrance, and terminating between the Elephant and Castle station tunnels of the Company at a point beneath the centre of London-road 32 yards or thereabouts measured in a north-westerly direction from the junction of Skipton-street with London-road.

A subway (Subway No. 2) situate in the said parish of St. George-the-Martyr, commencing in and by a junction with the subway of the Southwark Council which has its entrance at the junction of St. George's-road and London-road at a point on the northern side of such last mentioned subway distant about 12 yards from the bottom step of such entrance, and terminating between the Elephant and Castle Station tunnels of the Company at a point beneath the centre of London-road 5 yards or thereabouts measured in a south-easterly direction from the said junction of Skipton-street with London-road.

2. To incorporate with and extend and make applicable, with or without modification or alteration, to the intended railways, stairway, subways and works, the lands and buildings now or hereafter belonging to the Company, and the houses, stations, arches, buildings, and other works near the intended railways, stairway, subways and works, all or some of the provisions of the London Electric Railway Acts, 1893 to 1911, with reference to the mode of construction of the works by the said Acts authorized, the working by electrical power of the railways and works by the said Acts authorized, the retention and sale of lands, the erection of and dealing with buildings over lands of the Company, access to lands and buildings, the power to underpin or otherwise strengthen any houses, stations, arches, buildings or other works near the railways and works by the said Acts authorized, and such other provisions of such Acts as may be deemed necessary or expedient, and so far as may be necessary to alter and amend the provisions of those Acts with reference thereto.

3. To authorize deviations from the lines and levels of the intended railways, stairway and subways shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be provided by the intended Act.

4. To empower the Company on and subject to such terms and conditions as may be prescribed by the intended Act to stop up, open and use the surface of Warwick-avenue, Portsdown-road, Elgin-avenue, Cambridge-avenue, Alpha-place, Alpha-place North, Alpha-place West, Alpha Mews and Canter-