

In Parliament—Session 1913.

### LONDON ELECTRIC RAILWAY.

(New Railways and Works; Application of Former Acts of Company as to Construction, &c., of New Railways; Deviation; Provisions as to Stopping Up, Opening, &c., Streets, Roads, &c., and Acquisition of Lands and use of Sub-soil; Additional Lands and Stopping Up Road, &c.; Acquisition of Parts only of Buildings, &c., and Easements, &c.; Agreements with the Council of the Metropolitan Borough of Hammersmith and with other Railway Companies; Entry and Works on Lands, &c., of other Railway Companies; Running Powers over City and South London Railway; Power to take Lands on Lease; Entry on Lands; Payment of Costs in Certain Cases of Disputed Compensation; Limiting Purchase-money and Compensation in Certain Cases; Additional Capital; Application of Funds, &c.; Power to other Railway Companies to Contribute, &c.; Stock Certificates to Bearer; Payment of Interest out of Capital during Construction; Amendment of Section 15 of Metropolitan District Railway Act, 1911; Amendment of London Electric Railway Acts, 1893 to 1912, as to Easements under Roads, &c.; Release of Deposit Fund in respect of Edgware and Hampstead Railway; Borrowing Powers not to be Decreased by Rent Charges, &c.; Tolls, Rates, &c.; Extension of Time for Sale of Superfluous Lands; Incorporation, Repeal, Amendment of Acts, &c.)

**N**OTICE 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, 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 (No. 1), commencing by an end-on junction with the existing Railway of the City and South London Railway Company (hereinafter called the "South London Company"), the termination thereof at a point beneath the roadway of Drummond-street, 1.75 chains, or thereabouts, westwards of the main entrance from Drummond-street to the Euston Station of the London and North-Western Railway Company, and terminating beneath the roadway of High-street (Camden Town) at a point 3 chains or thereabouts measured in a south-easterly direction from the point of intersection of High-street with Pratt-street.

A Railway (No. 2) commencing by an end-on junction with the North Bound Tunnel of Railway No. 1 at the termination thereof and terminating by a junction with the North Bound Tunnel of the Company's Highgate branch of their Charing Cross, Euston and Hampstead Railway at a point beneath the roadway of High-street (Camden Town) 2.3 chains or thereabouts, measured in a south-easterly direction from the intersection of High-street with Park-street.

A Railway (No. 3), commencing by an end-on junction with the South Bound Tunnel of Railway No. 1 at the termination thereof, and

terminating by a junction with the South Bound Tunnel of the Company's Hampstead branch of their Charing Cross, Euston and Hampstead Railway at a point beneath the roadway of High-street (Camden Town) 2.4 chains or thereabouts, measured in a south-easterly direction from the intersection of High-street with Park-street.

A Railway (No. 4), commencing by a junction with the North Bound Tunnel of the Company's Charing Cross, Euston and Hampstead Railway aforesaid at a point under the roadway of High Street (Camden Town) 3 chains or thereabouts, measured in a south-easterly direction from the intersection of High-street and Pratt-street, and terminating by a junction with the North Bound Tunnel of the Company's Hampstead branch of their Charing Cross, Euston and Hampstead Railway aforesaid at a point at or near the intersection of High-street with Park street.

A Railway (No. 5), commencing by a junction with the South Bound Tunnel of the Company's Charing Cross, Euston and Hampstead Railway at a point under the roadway of High-street (Camden Town), 3 chains or thereabouts measured in a south-easterly direction from the intersection of High-street with Pratt-street, and terminating by a junction with such South Bound Tunnel of the Company's Highgate branch of their Charing Cross, Euston and Hampstead Railway aforesaid at a point at or near the junction of Kentish Town-road and Camden-road.

A Deviation Railway (No. 1), commencing by a junction with the Railway No. 2 at a point measured 10.6 chains or thereabouts along the centre line of such Railway No. 2 from the commencement thereof and terminating by a junction with the North Bound Tunnel of the Company's Hampstead branch of their Charing Cross, Euston and Hampstead Railway at a point beneath the roadway of High-street (Camden Town), measured in a south-easterly direction 2.3 chains or thereabouts from the intersection of High-street with Park-street.

A Deviation Railway (No. 2), commencing by a junction with Railway No. 3 at a point measured 10.2 chains or thereabouts along the centre line of such Railway No 3 from the commencement thereof, and terminating by a junction with the South Bound Tunnel of the Company's Highgate branch of their Charing Cross, Euston and Hampstead Railway at a point beneath the roadway of High-street (Camden Town) 2.5 chains or thereabouts measured in a south-easterly direction from the intersection of High-street with Park-street.

The said intended Railways Nos. 1, 2, 3, 4 and 5, and the Deviation Railways Nos. 1 and 2, will be situate wholly in the parish and metropolitan borough of St. Pancras, in the County of London.

Railway No. 6, wholly in the parish and metropolitan borough of Hammersmith, in the County of London, commencing by a junction with the eastbound line of the London and South-Western Railway Company's Kensington and Richmond branch at a point thereon 3 chains or thereabouts, measured in an easterly direction from the face of the east abutment wall of the bridge carrying that railway over Galena-road and terminating by a junction with the eastbound line of the Company's Great Northern, Piccadilly and Brompton