

of that railway and the junction therewith of the intended Railway No. 4A, as hereinbefore described, and also the powers relating to the Railways Nos. 2, 3, 4, and 7, thereby proposed to be authorised, and to substitute therefor the said intended railways for all the purposes of the pending Bill and the intended Act, and to constitute the said intended railways part of the undertaking of the Company as proposed to be authorised by and under the provisions of the pending Bill and of the intended Act.]

A Railway No. 5A, commencing in the parish of Whitechapel by a junction with the Whitechapel and Bow Extension of the Metropolitan District Railway at a point distant 25 yards or thereabouts, measured in an easterly direction from the centre of the bridge carrying said extension railway over the East London Railway and terminating in the parish of St. Matthew, Bethnal Green by a junction with the intended Railway No. 4A, at a point distant 15 yards or thereabouts, measured in an easterly direction from a point in the centre of Cambridge-road, distant 90 yards or thereabouts measured in a southerly direction along Cambridge-road from the centre of the bridge carrying the Great Eastern Railway over said Cambridge-road, which said intended Railway No. 5A will be situate in or pass through the parishes and places following or some of them (that is to say), the parishes of Whitechapel and Mile End Old Town in the metropolitan borough of Stepney, and the parish of Saint Matthew, Bethnal Green, in the metropolitan borough of Bethnal Green, all in the county of London.

A Railway No. 6A, to be wholly situate in the parish of Low Leyton, in the urban district of Leyton, in the county of Essex, commencing at a point on the eastern side of Quarter Mile-lane, distant 210 yards or thereabouts, measured in a northerly direction along the said lane from the Temple Mills Bridge, and terminating by a junction with a siding of the Great Eastern Railway at the south-eastern end thereof, at a point on the west side of Quarter Mile-lane, distant 50 yards or thereabouts, measured in a south-westerly direction from the bridge carrying the said lane over the Great Eastern Railway at Temple Mills Sidings.

2. To empower the Company to purchase or acquire by compulsion or agreement, and to hold lands (including in that expression, where used in this Notice, houses, buildings, and other property) in the parishes and places aforesaid, for the purposes of the intended railways and works, and for the general purposes of their undertaking, and also to purchase or acquire by compulsion or agreement, or to take on lease, and to hold and use for the purposes of and to erect thereon a station for generating electrical power with all proper or necessary engines, dynamos, machinery, apparatus, works, and conveniences:—

Certain lands in the parish of Low Leyton, in the urban district of Leyton, in the county of Essex, bounded on or towards the north-east by the sidings and property of the Great Eastern Railway Company at Temple Mills on or towards the west and north-west by Quarter Mile-lane, and on or towards the south by fields now used as cricket or recreation grounds adjacent to Quarter Mile-lane and Temple Mills-lane.

3. To confer upon the Company the usual powers granted to railway companies for the

construction and maintenance of railways and works, and especially the powers of the 16th Section of the Railways Clauses Consolidation Act, 1845, and to authorise the crossing, stopping up, alteration, or diversion, or other interference with either temporarily or permanently of streets, courts, footpaths, railways, tramways, sewers, drains, pipes, wires, telegraphic, telephonic, pneumatic, hydraulic, electric, and other works and conveniences, and the appropriation and use of the subsoil and undersurface of the streets, so far as may be necessary or convenient for the purposes of the intended railways and works, and also the appropriation and use of the undersurface of any lands, streets, roads, squares, passages, and places, under, or along which any of the proposed works are intended to be made.

4. To empower the Company, notwithstanding the 92nd Section of the Lands Clauses Consolidation Act 1845, to purchase and take by compulsion or agreement vaults, cellars, arches, or other parts of any house, building, manufactory, or premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to take and acquire, compulsorily or by agreement, easements for constructing, maintaining, working, and using the intended railways and works under any street, house, building, manufactory, or premises, cellars, vaults, arches, or constructions, or any parts thereof, or the sites thereof respectively, without being required or compelled to purchase any such house, building, manufactory or premises, or such cellars, vaults, arches or other constructions, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and premises.

5. To authorise lateral deviations from the line or situation of the intended railways and works to be shown on the deposited plans, and vertical deviations from the levels to be shown on the deposited sections to such extent as may be defined by the intended Act, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

6. To authorise and provide for the underpinning, or otherwise securing or strengthening of any railways, houses, or buildings which may be rendered insecure or affected by any of the intended works, and which railways, houses and buildings may not be required to be taken for the purposes thereof.

7. To authorise and regulate sales, conveyances, demises and leases, or other disposal of lands, tenements and hereditaments purchased or acquired under the powers of the intended Act including lands and hereditaments situate over the intended railway, or over any tunnel or covered way forming part thereof, and so far as may be necessary or expedient to exempt such lands, tenements and hereditaments, and the Company in respect thereof from the provisions of the Lands Clauses Consolidation Act 1845, with respect to the sale of superfluous lands.

8. To authorise and provide for the levying and recovery of tolls, rates, and charges for the use of the intended railways and works, and to grant, vary, or extinguish exemptions from the payment of tolls, rates, and charges respectively.

9. To authorise the Company where the intended railways will terminate, in or will pass alongside of or near to the station of any railway company to make such ways, stairs, lifts and communications as may be necessary for enabling passengers and their luggage to pass from or to any such station to or from any station of the Company, and for that purpose to enter upon the lands, stations, platforms and