

Wall (detached), St. Helen Bishopsgate, St. Andrew Undershaft, St. Peter-upon-Cornhill, St. Michael Cornhill, St. Mary Woolnoth, St. Christopher, St. Mary Woolchurch, St.-Mildred-the-Virgin Poultry, St. Stephen Walbrook, St. Benet Sherehog, St. Antholin (Watling-street), St. Thomas-the-Apostle, St. Mary Aldermay, St. Mildred Bread-street, Holy Trinity-the-Less, St. Nicholas Cole Abbey, St. Nicholas Olave, St. Mary Mounthaw, St. Mary Somerset, St. Benet, St. Peter, St. Andrew-by-the-Wardrobe, St. Anne Blackfriars, St. Bride Fleet-street, and St. Dunstan-in-the-West and the Precinct of Bridewell, all in the city of London and in the county of London.

2. To incorporate with, and extend and make applicable with or without modification or alteration to the intended railways and works all or some of the provisions of the Central London Railway Acts, 1891 to 1901, with reference to the mode of construction of the intended works, the retention and sale of lands, the power to deviate and underpin, and all other usual provisions, and so far as may be necessary to alter and amend the provisions of those Acts with reference thereto.

3. To empower the Company on and subject to such terms and conditions as may be prescribed by the intended Act, temporarily to stop-up, open, and use the surface of the roadways and footways of Uxbridge-road and Goldhawk-road at or near their junction, and of Shepherd's Bush-green at or near the eastern end thereof, and of the following roads and places or some part or parts thereof.

(a) Knightsbridge-road, Piccadilly, Hyde Park Corner, and Wellington-place, at or near Hyde Park Corner, and Hyde Park Corner.

(b) Regent-street, Glasshouse-street, Shaftesbury-Avenue, Coventry-street, and Piccadilly, at or near Piccadilly-circus, and Piccadilly-circus.

(c) The Strand, Norfolk-street, Arundel street, Milford-lane, and the new street now being made by the London County Council at or near St. Clement Dane's Church.

(d) New Bridge-street, Pilgrim-street, Bridewell-lane, Bridewell-place, and Union-street at or near Ludgate Hill Railway Station.

(e) Cannon-street, Bow-lane, Queen Victoria-street, Queen-street, and Garlick-hill at or near the intersection of Cannon-street and Queen Victoria-street.

(f) Cornhill and the open space on the west side of the Royal Exchange.

(g) Blomfield-street, Eldon-street, Liverpool-street, and New Broad-street.

4. For the purposes of the said intended Railways Nos. 1, 2, and 3 it is intended to acquire compulsorily an easement in or under certain common or commonable lands known as Shepherd's Bush-green, in the parish and metropolitan borough of Hammersmith, but it is not intended to acquire permanently any part of the surface thereof. The quantity of the said green included in the limits of deviation is estimated to contain 2 acres or thereabouts.

5. To authorise the Company to cross, stop-up, close for traffic, alter, remove, divert, and otherwise interfere with either temporarily or permanently, any roads, streets, highways, footpaths, or places, railways, bridges, gas, and water mains, and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric lighting and other apparatus, or other works, conveniences and appliances, within or adjoining the aforesaid cities, boroughs, and parishes, or any of them, and to appropriate and use for the purposes of the in-

tended works, or of the intended Act, the subsoil and under-surface of any lands, streets, roads, squares, highways and places, under, along, or across which any of the proposed works are intended to be made.

6. To restrict and limit the powers of vertical deviation conferred by the several Acts relating to the Metropolitan District Railway (Deep Level), the Brompton and Piccadilly Circus Railway, and the Charing Cross, Euston, and Hampstead Railway and to prohibit any deviation in the construction of the railways authorised by those Acts respectively from the levels shown on the deposited sections relating thereto, which would prevent, obstruct, or interfere with the construction of the intended railways, and to authorise and confirm or give effect to agreements between the Company and the Companies owning or working the said railways, or any of them, with reference to the construction of their respective railways, and to make provision for the settlement, by arbitration or otherwise, of any differences or disputes arising under the intended Act, or under any such agreement with reference to the matters aforesaid.

7. To authorise the Company to purchase by compulsion or agreement lands, houses, and other property and easements in, under, or over the same, in the before-mentioned cities, boroughs, parishes and places for the purposes of the intended Act, and for other purposes connected with the Company's undertaking and in particular to empower the Company to purchase and acquire, by compulsion or agreement, the lands hereinafter described (that is to say):—

(a) Certain lands in the parish and metropolitan borough of Hammersmith, bounded on the south partly by land belonging to the Company on which their present generating station is erected, and partly by land belonging or reputed to belong to the Kensington and Knightsbridge Electric Lighting Company, Limited, and the Notting Hill Electric Lighting Company, Limited, on the north-west by the Hammersmith and City Railway, and on the east by the West London Railway;

(b) Certain lands in the said parish and metropolitan borough of Hammersmith, bounded on the south and south-east by the Hammersmith and City Railway (including the land under the archways carrying the said railway), on the west by Wood-lane, on the east by the West London Railway, and on the north by an imaginary line drawn from a point on the eastern boundary as above described 280 yards or thereabouts north of the Hammersmith and City Railway to a point on the western boundary 400 yards or thereabouts north of the same railway;

(c) Certain lands, in the parish and metropolitan borough of Saint Marylebone, in the county of London, being the premises known as No. 18, Old Quebec-street;

and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, and property, and the subsoil of and under the same.

8. To empower the Company to hold and use for the purposes of, and to construct and maintain thereon a station for generating electric power, with all necessary or convenient buildings, works, engines, dynamos, apparatus and conveniences, the lands hereinbefore described and marked (a).

9. To empower the Company, notwithstanding the 92nd Section or any other Section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same or any other statutory