

insecure or affected by any of the intended works, and whether such houses, buildings or works are or are not intended or required to be taken for the purposes thereof.

To incorporate with the Bill all or any of the provisions of "The Companies Clauses Consolidation Acts, 1845 to 1889," "The Lands Clauses Acts," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such alterations and amendments as may be deemed expedient.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay during construction out of capital or any funds of the Company from time to time interest or dividends on any shares, stock or debenture stock of the Company.

To vary or extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To amend any of the provisions of the Baker Street and Waterloo Railway Acts, 1893 to 1905.

To empower the Company to apply for the purposes of the intended deviation railway and subways any capital moneys which they are authorized to raise under the Baker Street and Waterloo Railway Acts, 1900 to 1905, or otherwise, and to extend and make applicable to the intended deviation railway and subways hereinbefore described any of the powers and provisions of the said Act of 1900 applicable to the railway and subway proposed to be abandoned.

To authorize the Company to sell, convey, demise and lease or otherwise dispose of lands, tenements and hereditaments, and to exempt the Company from the operation of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates and charges upon and in respect of the intended deviation railway and works.

To authorize the Company to build, sell, lease, let or otherwise deal with or dispose of buildings on or over the lands acquired or to be acquired by them, and to sell and dispose of the freehold or other interests of and in any houses and buildings or parts thereof over any of their stations or the sites thereof, and also rights to build on or over any of their stations or the sites thereof.

To confer upon the Company power to acquire leasehold interests in land and use lands held on lease for the purposes of their Undertaking.

Duplicate plans and sections, describing the lines, situations and levels of the proposed works and the lands and property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and property, also an Ordnance Map with the line of the deviation railway delineated thereon so as to show its general course and direction, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House, Clerkenwell and on or before the same day a copy of the said plans,

sections and book of reference, together with a copy of this Notice, will be deposited as follows:—

So far as relates to the metropolitan borough of Paddington, with the Town Clerk of that metropolitan borough at his office at the Town Hall, Paddington Green, Harrow-road, Paddington, W.;

So far as relates to the metropolitan borough of St. Marylebone, with the Town Clerk of that metropolitan borough at his office at the Town Hall, Marylebone-lane, Oxford-street, W. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 16th day of December next.

Dated this 16th day of November, 1905.

BIRCHAM and Co., 46, Parliament-street, Westminster, S.W., 50, Old Broad-street, E.C., and Hamilton House, Victoria Embankment, E.C., Solicitors for the Bill.

DYSON and Co., 9, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1906.

#### METROPOLITAN RAILWAY.

(Extension or Enlargement of the Limits of Lateral Deviation as authorized by the Metropolitan Railway Act, 1902, for the Enlargement and Improvement of the Baker-street Station of the Metropolitan Railway Company and to Acquire Easements; Breaking up of Roads and Footpaths; Revival of Powers and Extension of Time limited by the Metropolitan Railway Act, 1902, for the Compulsory Purchase of Lands and Extension of Time for Construction of Works authorized by that Act; Agreements with Local Authorities and others; Acquisition of additional Lands in the County of Middlesex; Construction of Station, Goods Yard and approach Roads; Power to take Parts only of certain Property and Exemption from 92nd Section of Lands Clauses Consolidation Act, 1845; Appropriation of Subsoil, &c., without Payment; Tolls, Rates, and Charges; Power to Divert and Stop up Footpath in the Parish of Aylesbury and County of Buckingham; Powers of Sale and Lease of Lands of Company; Penalty for Improper Use of Workmen's Tickets; Power to make Bye-laws; Application of Funds; Incorporation, Amendment and Repeal of Acts; and other purposes.)

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

1. To empower the Company to extend or enlarge the limits of lateral deviation as authorized by the Metropolitan Railway Act, 1902 (hereinafter referred to as "the Act of 1902"), for enlarging, improving and maintaining the Baker-street Station of the Company as follows:—

In the administrative county of London and in the parish and metropolitan borough of St. Marylebone, the western limit of deviation between a point in Upper Baker-street opposite the northern boundary of the station of the Baker Street and Waterloo Railway Company, or thereabouts, and the northern end of Upper Baker-street, the northern limit of deviation between the northern end of Upper