

In Parliament.—Session 1909.

NORTH WEST LONDON RAILWAY COMPANY.

(New Railway; Variations of Railway; Abandonment of Railways and Subway; Extension of Time for Compulsory Purchase of Lands, &c., and Construction of Works; Breaking-up of Streets, &c.; Compulsory Purchase of and Powers as to Lands, Subsoil, Easements, &c.; Buildings and Access to Buildings Over Stations and Provisions relating thereto; Rates, &c.; Working and other Agreements with and Leasing by the Baker Street and Waterloo Railway Company, and Powers to and Application of Funds by that Company; Agreements with and Powers to and Application of Funds by Local Authorities, Companies and others as to Supply of Electrical Energy; Provisions as to Capital and Borrowing Powers; Interest out of Capital; Certificates to Bearer; Commissions; Provisions as to Directors; Application of Funds; Amendment and Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the North West London Railway Company (in this Notice called "the Company") for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

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

A new railway commencing by a junction with Railway No. 1 authorized by the North West London Railway Act, 1899 (hereinafter called "the Act of 1899") in or under Edgware-road at a point 10 yards, or thereabouts, northwards of the junction of North-street with that road, and terminating by a junction with the Baker-street and Waterloo Railway in or under Bell-street, at a point 30 yards, or thereabouts west of Lisson-street.

The said railway will pass from, through or into the parish and metropolitan borough of Paddington and the parish and metropolitan borough of St. Marylebone or one of those parishes.

2. To authorize the Company to make and maintain in the counties of London and Middlesex variations of the Railway No. 1 authorized by the Act of 1899 by constructing such railway between the respective points hereinafter mentioned in station tunnels of a diameter not exceeding 30 feet or such other size as may be defined in the Bill or prescribed by Parliament (that is to say):—

In the said parishes of St. Marylebone and Paddington or one of them—

A variation (No. 1) between points in or under Maida Vale respectively situate 60 yards, or thereabouts, southwards and 60 yards, or thereabouts, northwards of the junction of St. Johns Wood-road with Maida Vale.

A variation (No. 2) between points in or under Maida Vale respectively situate 60 yards, or thereabouts, southwards and 60 yards, or thereabouts, northwards of the junction of Abercorn-place with Maida Vale.

In the parish and urban district of Willesden and parish and metropolitan borough of Hampstead or one of them—

A variation (No. 3) between points in or under Edgware-road (otherwise High-road, Kilburn) respectively situate 13 yards, or thereabouts, northwards of Netherwood-street and 90 yards, or thereabouts, southwards of Cavendish-place.

3. To authorize the Company to abandon and relinquish the construction of—

(a) So much of Railway No. 1 authorized by the Act of 1899 as lies between its point of commencement as described in the Act of 1899 and the point of commencement of the new railway hereinbefore described.

(b) The subway authorized by the Act of 1899.

(c) The railways authorized by the North West London Railway Act, 1906 (hereinafter called "the Act of 1906").

and to provide that all the powers and obligations conferred or imposed upon the Company by the Act of 1899, the North West London Railway Act, 1902 (hereinafter called "the Act of 1902"), and the Act of 1906 or any of those Acts with respect to or in connection with the works proposed to be abandoned as aforesaid shall cease, and to release the Company from all liabilities, penalties, forfeitures and obligations for or in respect of the non-completion of the said works or any of them or any part or parts thereof and to declare null and void all contracts, agreements or arrangements with reference thereto.

4. To provide for the payment out of court and re-transfer of so much of the moneys and stock respectively deposited in respect of the application to Parliament for the Act of 1899 and the Act of 1906 as represents the deposit upon the works so proposed to be abandoned as aforesaid or any stock, bank annuities or other securities in, for or into which the same may have been or may be invested, exchanged or converted and which now remain deposited in the Chancery Division of the High Court of Justice in England as security for the completion of such works, with the interest and dividends thereon to the depositors respectively referred to in section 72 of the Act of 1899 and section 13 of the Act of 1906 or some or one of them or to the Company or such other person or persons, corporation or company as the Bill may prescribe in that behalf.

5. To revive the powers granted to the Company and to extend the period limited by the Act of 1899 as revived and extended by the Act of 1902 and the Act of 1906 for the compulsory purchase of lands, houses and other property required for the construction of—

(a) The portion of Railway No. 1 authorized by the Act of 1899 which lies between the point of commencement of the new railway and the authorized termination of the said Railway No. 1.

(b) The Railway No. 2 authorized by the Act of 1899.

(c) The Railway No. 3 authorized by the Act of 1899.

and also to extend the time limited by the Act of 1899 as amended by the Act of 1902 and the Act of 1906 for the construction of the said last-mentioned railways and portion of railway.

6. To revive the powers granted to the Company and to extend the period limited by the