

A Subway No. 1 for foot-passengers.—Commencing at a point underneath the refuge at the junction of Cannon-street and King William-street, and terminating at the existing King William-street station of the Company at a point underneath the junction of Arthur-street East and King William-street, 59 yards or thereabouts, measured in a westerly direction from the north-west corner of the base of the Monument.

A Subway No 2 for foot-passengers.—Commencing at the same point as Subway No. 1, and terminating at the platform of the Monument station of the Metropolitan and Metropolitan District Railway Companies at a point underneath the junction of Fish-street-hill and Eastcheap with Gracechurch-street 73 yards or thereabouts measured in a northerly direction from the north-west corner of the base of the Monument.

Which said intended subways will be situate in the parishes and places following, or some of them (that is to say): the parishes of St. Clement, St. Leonard, St. Margaret, St. Michael, and St. Martin Orgar, all in the city of London, in the county of London.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity.

To incorporate, extend, and make applicable to the intended railways, subways, and works, all or some of the provisions of the City and South London Railway Acts, 1884 to 1901, with reference to the mode of construction and the working of the intended railways, subways, and works, the retention and sale of lands, the powers to deviate and underpin, and so far as may be necessary to alter and amend the provisions of those Acts with reference to those matters.

To authorize the Company to cross, stop up, divert and otherwise interfere with, either temporarily or permanently, any roads, streets, thoroughfares or places, railways, canals, tramways, tunnels, bridges, gas and water mains, and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences and appliances within or adjoining the aforesaid parishes and places or any of them.

To authorize the construction and maintenance of shafts or openings from the surface of any road, land, street, square, or public place to any portion of the railways, subways, and works subject to such provisions and limitations (if any) as may be contained in the intended Act.

To authorize the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be authorized by the intended Act, and to deviate from the levels of any of the works shewn on the sections hereinafter mentioned, to such extent as may be authorized by or determined under the powers of the intended Act, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To restrict and limit the powers of vertical deviation conferred by the several Acts relating to the Charing Cross, Euston and Hampstead Railway, and the Great Northern and Strand Railway, and to prohibit any deviation in the construction of the railways authorized 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

authorize 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 difference or disputes arising under the intended Act, or under any such agreement with reference to the matters aforesaid.

To empower the Company to purchase and acquire by compulsion or agreement and to hold lands, houses, and other property and easements therein in the parishes and places aforesaid for the purposes of the intended Act.

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, to purchase and take by compulsion or agreement any part of or any lands, vaults, cellars, arches, or other offices attached or belonging to any house, building, manufactory, or other premises, without being required or compelled to purchase the whole of any such land, house, building, manufactory, or premises, and to empower the Company to take, use, and appropriate without payment the subsoil under any street or road, and to take, use, and appropriate the subsoil under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof respectively, or any easement or right to the use of such subsoil, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other construction, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

To authorize the Company to sell, convey, demise and lease or otherwise dispose of lands tenements and hereditaments purchased or acquired under the powers of the intended Act, and so far as may be necessary or expedient to exempt the Company from the operations of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous land.

To empower the Company to levy and recover tolls, rates and charges upon and in respect of the railways and the works and conveniences connected therewith, and to confer, vary, and extinguish exemptions from the payments of tolls, rates, and charges.

To empower the Company on the one hand, the Mayor and Commonalty and Citizens of the city of London, the London County Council and the council of any metropolitan borough or other local authority having the control or management of the streets or roads on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended railways and works or any of them or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters and to sanction and confirm any contracts, agreements or arrangements which have been or may be made with reference to all or any such matters.

To empower the Company on the one hand, the Metropolitan Railway Company, the Metropolitan District Railway Company, the Metropolitan and District Joint Committee, the Charing Cross, Euston, and Hampstead Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Great Northern and Strand Railway