

Railway at a point thereon 5·2 chains or thereabouts measured in a south-easterly direction from the southern face of the bridge carrying Great Church-lane over that railway.

Railway No. 7, wholly in the said parish and metropolitan borough of Hammersmith, commencing by a junction with the westbound line of the London and South-Western Company's Kensington and Richmond branch at a point thereon 1 chain or thereabouts, measured in a westerly direction from the face of the west abutment wall of the said bridge carrying that branch over Galena-road, and terminating by an end-on junction with the westbound line of the Company's Great Northern, Piccadilly and Brompton Railway at the termination thereof in the Company's Hammersmith Station.

2. To incorporate with and extend and make applicable with or without modification or alteration to the intended railways, and works, the lands and buildings now or hereafter belonging to the Company, and the houses, stations, arches, buildings, and other works near the intended railways and works all or some of the provisions of the London Electric Railway Acts, 1893 to 1912, with reference to the mode of construction of the railways and works by the said Acts authorized, the working by electrical power of the railways and works by the said Acts authorized, the retention and sale of lands, the erection of and dealing with buildings over lands of the Company, access to lands and buildings, the power to underpin or otherwise strengthen any houses, stations, arches, buildings or other works near the railways and works by the said Acts authorized, and such other provisions of such Acts as may be deemed necessary or expedient, and so far as may be necessary to alter and amend the provisions of those Acts with reference thereto.

3. To authorize deviations from the lines and levels of the intended railways and works shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be provided by the intended Act.

4. To empower the Company on and subject to such terms and conditions as may be prescribed by the intended Act to stop up, open and use the surface of Amptill-square, Millbrook-place, Hampstead High-road and High-street (Camden Town), in each case within the limits of deviation of the said intended Railway No. 1, and to stop up, open and use the surface of Hammersmith Broadway, Beadon-road, The Grove, Cambridge-road, Mansion House-street and Great Church-lane, in each case within the limits of the said intended Railways Nos. 6 and 7, or some part or parts of such respective streets, roads and other places, and 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.

5. To authorize the Company to purchase by compulsion or agreement, lands, houses, and other property, an easement in, under or over the same in the before mentioned parishes and places for the purposes of the intended Act, and for other purposes connected with the Company's undertaking, and to vary and extinguish all or any rights and privileges

connected with such lands, houses, buildings, and property, and the subsoil of and under the same.

6. To authorize the Company to purchase by compulsion or agreement or to confirm the purchase by the Company of the lands next hereinafter described, viz. :—

(I.) Certain lands and premises known as 118, 120, 122, 124, 126, 128, 130, 132 and 134, Brondesbury-road, and 105 and 107, Brondesbury-villas, in the parish and urban district of Willesden, in the County of Middlesex.

And to empower the Company to hold and use such lands for the purposes of and in connection with Railways Nos. 2 and 3 authorized by the London Electric Railway Act, 1912, or otherwise for the purposes of their undertaking, and to empower the Company for such purposes to stop up and discontinue so much of the road known as Woodville-road in the said parish and urban district of Willesden as lies between the southern side of the road known as Brondesbury Villas-road and property of the London and North-Western Railway Company at the southern end thereof, and to vest the site thereof in the Company,

(II.) Certain lands and premises situate in The Grove, and Beadon road, in the parish and metropolitan borough of Hammersmith, bounded on the North-west by the railway of the London and South Western Railway Company, on the East by the roadway known as The Grove, and on the South and South-west by the roadway known as Beadon-road.

(III.) Certain lands and premises known as Nos. 23, 25, 27, 29, 31 and 33, The Grove, in the said parish and metropolitan borough of Hammersmith,

and to extinguish all public or other rights of way and other rights in, over or affecting any of the lands above referred to.

7. 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 enactment, to purchase and take by compulsion or agreement any part of or any land, vaults, cellars, arches, or other offices attached or belonging to, or any easements under any house, building, manufactory, or other premises, without being required or compelled to purchase the whole or any greater part of such land, house, building, manufactory, or premises, and to empower the Company to appropriate and use, without payment therefor, the subsoil under any street, road, footway or place, or any easement or right to the use of such subsoil, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, subsoil, and other premises.

8. To empower the Company to appropriate and use the subsoil under any railway, canal, station, house, building, manufactory, premises, cellar, vault, arch, or other construction, in, under, along or across which any of the proposed works are intended to be made or any parts thereof respectively without being required or compelled to purchase any such railway, canal, station, house, building, manufactory, premises, cellar, vault, arch, or other construction, or the site thereof, or any easement or right other than the easement or right to the use of such subsoil, and to make special provision as regards the settlement of questions of disputed compensation in respect of any such easement or right.

9. To empower the Company for the pur-