

Company as to fares for passengers shall not extend to through or reserved cars, or to any special service of cars and to enable the Company to demand and take in respect thereof such fares as they shall think fit.

To vary and extinguish all rights and privileges inconsistent with or which would or might interfere with any of the objects of the intended Act and to confer other rights and privileges.

To alter and amend so far as may be necessary for the purposes of the intended Act the Tramways Act, 1870, the London United Tramways Acts, 1873 to 1912, and any other Acts or Orders relating to the Company or their undertaking, and to incorporate in the Bill, with or without modification, all or any of the provisions of those Acts and Orders.

Printed copies of the intended Act will, on or before the 17th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1913.

STANLEY, WASBROUGH, DOGGETT, AND
BAKER, St. Stephen's House, West-
minster, S. W., Solicitors.

DYSON AND CO., Caxton House, West-
minster, S. W., Parliamentary Agents.

In Parliament.—Session 1914.

CENTRAL LONDON RAILWAY.

(Enlargement of Portion of Tunnels of Company's Railway; New Subways and Works; Provisions as to Stopping and Breaking up Streets, &c.; Power to Deviate; Acquisition of Lands and Use of Subsoil; Easements; Agreements with Local Authorities, Railway Companies and others; Additional Capital; Warrants and Certificates to Bearer; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Central London Railway Company (hereinafter called "the Company") for an Act to effect all or some of the purposes following (that is to say):—

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

An enlargement of the tunnels of the Company's railway situate in the metropolitan borough of Holborn commencing in the parish of St. Giles in the Fields and St. George, Bloomsbury, at a point in or under High Holborn at its junction with Kingsway and terminating in the parish of St. Andrew, Holborn-above-the-Bars, and St. George the Martyr at a point in or under High Holborn 43 yards or thereabouts east of New Turnstile.

A subway (No. 1) to be situate in the parish and metropolitan borough of Hamersmith commencing in the booking hall of the Shepherds Bush Station of the Company at a point 31 yards or thereabouts north of

Uxbridge-road and terminating in or under the pavement on the north side of that road 9 yards or thereabouts east of Providence-place.

A subway (No. 2) commencing in the parish of St. James, Westminster, in the city and metropolitan borough of Westminster, in the booking-hall of the Oxford-circus Station on the Baker-street and Waterloo Railway at a point 4 yards or thereabouts south of Oxford-street and terminating in the said parish or in the parish and metropolitan borough of St. Marylebone in or under Oxford-street at a point 23 yards or thereabouts west of Hills-place.

A subway (No. 2a) commencing in the parish of St. James, Westminster, in the city and metropolitan borough of Westminster, in the booking hall of the Oxford-circus Station of the Company at a point 29 yards or thereabouts south of Oxford-street and terminating in the parish and metropolitan borough of St. Marylebone in or under Oxford-street at a point 16 yards or thereabouts west of Argyll-street.

A subway (No. 3) to be situate in the parish of the city of London in the city of London commencing in the booking hall of the Bank Station of the Company at a point at or under the junction of Princes-street and Treadneedle-street and terminating in or under Threadneedle-street at a point 39 yards or thereabouts east of Princes-street.

2. To empower the Company for the purposes of the intended Act to make any alterations in their stations and the platforms, shafts, signals, lifts, inclines, buildings, machinery, wires, apparatus and works in or belonging to or held in connection with the Railway of the Company and for and in connection with the intended works to stop for such periods as may be deemed necessary or expedient or as may be prescribed by or provided for under the intended Act either wholly or partially the service of trains on the undertaking of the Company, and if thought fit to close and abandon, either temporarily or permanently, the British Museum Station of the Company, and to relieve the Company from all liabilities, penalties, forfeitures and obligations in respect of any such stoppage, closing or abandonment.

3. To empower the Company on and subject to such terms and conditions as may be prescribed by the intended Act, to stop up, break up, open, and use, whether temporarily or permanently, the surface of Argyll-street and Oxford-street at or near the junction thereof, and the surface of High Holborn at or near the junction of Little Turnstile therewith, or some part or parts thereof respectively.

4. To provide that the intended works shall for all or some purposes (including rates, tolls and charges) form part of the undertaking of the Company and to incorporate with and extend and make applicable with or without modification or alteration to the said works all or some of the provisions of the Central London Railway Acts, 1891 to 1913, with reference to the mode of construction of the intended works and retention and sale of lands, the power to underpin and all other usual provisions and so far as may be necessary to