CHAP. lii.

An Act for making alterations in the authorised Metropolitan Railways of the Great Eastern Railway Company, and for extending the time for the completion thereof; and for conferring upon that Company and upon certain other companies other powers in connexion with the said railways; and for other purposes. [20th June 1870.]

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WHEREAS by "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," (in this Act called "The Station Act, 1864,") the Great Eastern Railway Company (in this Act called "the Company") were authorised to purchase lands for the construction of a terminal station at Liverpool Street in the city of London, and to make several railways, including, amongst others, the railways therein and in this Act respectively called Railway No. 1, Railway No. 2, Railway No. 3, Railway No. 4, Railway No. 8, and Railway No. 11, whereof Railway No. 1 was to commence at Liverpool Street and to terminate at Commercial Street, Railway No. 2 was to commence by a junction with Railway No. 1 at Commercial Street and to terminate by a junction with the Company's main line at Tap Street, Railway No. 3 was to commence at or near Tap Street by a junction with the Company's main line and with Railway No. 2, or one of them, and to terminate by a junction with the Company's Enfield and Edmonton line near the Edmonton station thereon, Railway No. 4 was to commence by a junction with Railway No. 3 and to terminate by a junction with the North London Railway, Railway No. 8 was to commence by a junction with Railway No. 3 and to terminate in Walthamstow, and Railway No. 11 was to commence by a junction with Railway No. 3 and to terminate by a junction with the North London Railway near the Navarino Road:

27 & 28 Vict. c. cccxiii.

And whereas by "The Great Eastern Railway (Additional Powers) Act, 1869," (in this Act called "the Act of 1869,") the Company

32 & 33 Vict. c. lxxxix.

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were required to apply to Parliament in the session of one thousand eight hundred and seventy for a Bill to authorise an extension of Railway No. 8 to a certain road in the parish of Chingford, and were to engage in such Bill to construct such extension within three years from the passing of such Bill:

And whereas it is expedient, with reference to Railway No. 1, to authorise an alteration in the levels thereof, and to empower the Company to acquire certain lands and buildings lying between Half Moon Street and Commercial Street, and to stop up and appropriate the sites of certain alleys, courts, and places in the parishes of Saint Botolph Bishopsgate and Saint Leonard Shoreditch and the liberty of Norton Folgate, and to make a railway to connect Railway No. 1 with the Metropolitan Railway Extension, and to appropriate ground under Liverpool Street for station accommodation, and to unite the station of the Company with the station of the Metropolitan Railway Company:

And whereas it is expedient, with reference to Railway No. 2, to authorise an alteration in the levels thereof between Commercial Street and Grey Eagle Street, and to empower the Company to purchase certain lands and buildings near their station in Commercial Street, and to form a junction at or near Grey Eagle Street between Railway No. 2 and the East London Railway, and to make a deviation or substituted line of railway from Railway No. 2 near Grey Eagle Street to Collingwood Street, in the parish of Saint Mary, Bethnal Green, by a junction there with the Company's existing railway, and to relinquish the construction of part of Railway No. 2, between Grey Eagle Street and Tap Street, and to make a railway or tramway from the hydraulic hoist at the Company's Brick Lane goods station to the Company's coal depôt, and to stop up and appropriate the sites of certain streets in that vicinity:

And whereas it is expedient, with respect to Railway No. 3, to authorise the Company to make a deviation or substituted line of railway for part of Railway No. 3, to commence by a junction with the proposed deviation of Railway No. 2 near Tap Street, and to terminate at the Downs Park Road, in the parish of Saint John at Hackney; and another deviation or substituted line of railway from Railway No. 3, in the parish of Edmonton, to the Company's Enfield branch, and to abandon those parts of Railway No. 3 which will be rendered unnecessary by the said deviations, and to stop up and appropriate the site of Alpha Place, in the said parish of St. Matthew, Bethnal Green, and to purchase additional property; and that, with respect as well to Railway No. 3 as to Railways No. 8

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and No. 11, section thirty-four of "The Station Act, 1864," should be altered:

And whereas it is expedient that Railway No. 4 should be abandoned:

And whereas it is expedient, with respect to Railway No. 8, that part of the railway towards the terminus thereof in the parish of Walthamstow should be abandoned, and that the Company should be authorised to make a railway from Railway No. 8 to a certain road in the parish of Chingford as required by the Act of 1869, and to make another railway from Railway No. 8 to the Company's Cambridge line at Lea Bridge station, and to purchase additional lands in the parishes of Walthamstow and Leyton:

And whereas the provision contained in the first part of section thirty-eight of "The Station Act, 1864," is applicable to Railway No. 8, and the reference therein to Railway No. 3 is erroneous:

And whereas plans and sections of the proposed railways, and deviations or substituted lines of railway, and other works, showing the lines and levels thereof respectively, and the lands required for the purposes thereof, or which may be purchased, taken, or appropriated under the powers of this Act, and amended sections showing the said proposed alterations in levels, and books of reference to the said plans, have been deposited with the clerks of the peace of the city of London and of the counties of Middlesex and Essex respectively, which documents are herein-after referred to as the deposited plans, sections, amended sections, and books of reference respectively:

And whereas it is expedient that so much of the railway authorised by "The Great Eastern Railway (Highbeech Branch) Act, 1864," (in this Act called "The Highbeech Branch Act, 1864,") as is not abandoned under the provisions of "The Act of 1869" should be abandoned:

27 & 28 Vict. c. xcv.

And whereas it is expedient that the time limited for the completion of the railways and works authorised by "The Station Act, 1864," should be extended, so far as such railways and works are not abandoned, or by this Act authorised to be abandoned:

And whereas it is expedient that the Company should be authorised to stop up and appropriate the sites of courts, alleys, and other like places, when they have acquired all the buildings and lands to which they give access, and, in the construction of railways in or near the Metropolis, to deviate from the authorised levels thereof to such an extent as may be necessary in crossing any street, road, or sewer to give increased headway over the street or road, or to avoid interference with the sewer:

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And whereas it is expedient to confer upon the Company powers to grant leases of certain of their superfluous lands, and other powers in reference to such lands:

And whereas it is expedient to confer upon the Company further powers in reference to the Great Eastern Metropolitan railways, and to authorise agreements between the Company and the East London Railway Company with respect to the use by the East London Railway Company of the Company's station at Liverpool Street, and of the railways therefrom to the junction of the East London Railway with the railway of the Company: also agreements between the Company and the Metropolitan Railway Company with respect to the construction and maintenance and contribution of funds towards, and otherwise in relation to, the proposed junction railway at Liverpool Street, and the station ground and works in connexion therewith, and with respect to traffic, and with respect to the use by the Company of the Metropolitan Railway stations and works, and with respect to all or any of the purposes of the intended Act, and to authorise the Metropolitan Railway Company to contribute out of their corporate funds accordingly:

And whereas the objects aforesaid cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and of the Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Short title.

1. This Act may be cited for all purposes as "The Great Eastern Railway (Metropolitan Railways) Act, 1870."

8 & 9 Vict. cc. 18. 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. c. 92. incorporated.

2. "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Parts I., II., and III. of "The Railways Clauses Act, 1863," relating respectively to construction of a railway, to extension of time, and to working agreements, are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction:

The expression "parish clerks" in "The Railways Clauses Consolidation Act, 1845," shall, as regards those parishes or extra-parochial places in which by the standing orders of either

House of Parliament, plans, sections, and other documents are required to be deposited with the vestry clerk of the parish, or with the clerk of the District Board of Works for the district in which the parish or extra-parochial place is included, means, in the first case, the vestry clerks of those parishes, and in the second case the clerks of those district boards:

The expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a common simple contract debt, and not a debt or demand created by statute:

Other expressions and words to which in the incorporated Acts meanings are assigned shall respectively have the same meanings in this Act.

Power to make railways according to deposited plans.

4. Subject to the provisions of this Act, and of the Acts wholly or partially incorporated herewith, the Company may make and maintain, in the line and according to the levels shown on the deposited plans and sections or amended sections, the railways and works herein-after described, with all proper stations, approaches, works, and conveniences connected therewith respectively, and may enter upon, take, and use all or any of the lands and buildings delineated on the deposited plans and described in the deposited books of reference required for the purposes of those railways and works, but the Company shall not under the powers of this Act purchase or take the lands numbered respectively 211 and 212, in the parish of Saint John at Hackney, on the deposited plans for Railway No. 3, without the consent of James Harman, Esquire, or other the lessee for the time being of such lands. The railways and works herein referred to are as follows:

With respect to or in connexion with Railway No. 1—

1. An alteration in the levels of Railway No. 1 throughout its entire length (in this Act referred to as Work No. 1).

2. A railway in the parish of Saint Botolph, Bishopsgate, 9·60 chains in length, from Railway No. 1 to the Metropolitan Railway Extension (in this Act referred to as Work No. 2).

With respect to or in connexion with Railway No. 2—

3. An alteration in the levels of Railway No. 2 between Commercial Street and Grey Eagle Street (in this Act referred to as Work No. 3).

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4. A deviation or substituted line of railway for part of Railway No. 2, 5 furlongs 1·30 chains in length, from Railway No. 2 at or near Grey Eagle Street to the Great Eastern Railway at or near Collingwood Street, in the parish of Saint Matthew, Bethnal Green (in this Act referred to as Work No. 4).

5. A railway or tramway, 9·57 chains in length, from the hydraulic hoist at the Company's Brick Lane Goods Station to their coal depôt, lying to the east of Arundel Street (in this Act referred to as Work No. 5).

With respect to or in connexion with Railway No. 3—

6. A deviation or substituted line of railway for part of Railway No. 3, 2 miles 4·50 chains in length, from Work No. 4 at or near Tap Street to the Downs Park Road, in the parish of Saint John at Hackney (in this Act referred to as Work No. 6).

7. A deviation or substituted line of railway for part of Railway No. 3, in the parish of Edmonton, 5 furlongs 7·42 chains in length, from Railway No. 3 to the Enfield Branch of the Great Eastern Railway (in this Act referred to as Work No. 7).

With respect to or in connexion with Railway No. 8—

8. A railway, 3 miles 2 furlongs 5·75 chains in length, from Railway No. 8, in the parish of Walthamstow, to the road in the parish of Chingford numbered 41, in that parish, on the plans referred to in "The High Beech Branch Act, 1864," (in this Act referred to as Work No. 8).

9. A railway, 5 furlongs 7 chains in length, from Railway No. 8, in the parish of Walthamstow, to the Cambridge line of the Great Eastern Railway at Lea Bridge Station (in this Act referred to as Work No. 9).

Additional lands may be taken.

5. The Company may also enter upon, take, and use all or any of the additional lands and buildings delineated on the deposited plans in the parishes of Saint Botolph Bishopsgate, Saint Leonard Shoreditch, Liberty of Norton Folgate, Saint Mary Stoke Newington, Saint John at Hackney, Tottenham, and Edmonton in the county of Middlesex, and Walthamstow and Leyton in the county of Essex.

Railways to form part of Company's undertaking.

6. The railways and works by this Act authorised shall, for the purposes of toll and in all other respects, be deemed parts of the railways of the Company, as authorised by or referred to in "The Station Act, 1864," and the Act of 1869,

Period for completion of works.

7. The railways and works by this Act authorised shall be completed within three years from the passing of this Act.

Power to cross certain roads on the level.

8. Subject to the provisions in "The Railways Clauses Consolidation Act, 1845," and in Part I. (relating to the construction of a railway) of "The Railways Clauses Act, 1863," contained in reference to the crossing of roads on the level, the Company may, in the construction of the railways by this Act authorised, carry the railway with a single line of railway only whilst the railway shall consist of a single line, and afterwards with a double line of railway only, across and on the level of the roads next herein-after mentioned; (that is to say,)

No. on deposited plan.	Parish.	Description of Road.
	Railway No. 2.—Work 5. (The Tramway.)	
56	Saint Mathew, Bethnal Green -	Street called Arundel Street.
45	Ditto - - -	Street called Nottingham Street.
	Railway No. 8.—Work 8.	
77	Walthamstow - - -	Public Highway.
93	Ditto - - - -	Ditto.
3	Chingford - - -	Ditto.

but no locomotive shall be permitted to work over the said level crossings at Arundel Street and Nottingham Street.

Height and span of bridges.

9. The Company may make the arches of the bridges for carrying the railway over the roads or streets mentioned in the next following table of any heights and spans not less than the heights and spans herein-after mentioned in connexion with those roads respectively; (that is to say,)

No. on deposited plan.	Parish.	Description of Road.	Height.	Span.
	Railway No. 2.—Work No. 4.			
			Feet. In.	Feet.
288	Saint Matthew, Bethnal Green	Street - -	15	39
317	„ „	Street - -	12	35

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No. on deposited plan.	Parish.	Description of Road.	Height.	Span.
			Feet In.	Feet.
Railway No. 3.—Work No. 5.				
19	Saint Matthew, Bethnal Green	Street - -	13·4	36·0
101	,, ,,	,, - -	15·3	29·6
122	,, ,,	,, - -	15·9	29·6
142	,, ,,	,, - -	15·6	29·6
165	,, ,,	,, - -	15·6	29·6
205	,, ,,	,, - -	18	68·0
275	,, ,,	,, - -	17·6	35·0
292	,, ,,	,, - -	17·6	35·0
354	,, ,,	,, - -	20·0	40·0
375	,, ,,	,, - -	19·0	35·0
448	,, ,,	,, - -	18·0	70·0
472	,, ,,	,, - -	15·6	35·0
480	,, ,,	,, - -	15·0	15·0
5	Saint John at Hackney -	,, - -	15·0	20·0
24	,, ,, -	,, - -	16·0	35·0
49	,, ,, -	,, - -	18·0	45·0
66	,, ,, -	,, - -	16·0	40·0
97	,, ,, -	,, - -	15·0	35·0
102	,, ,, -	,, - -	15·0	35·0
107	,, ,, -	,, - -	17·6	35·0
129	,, ,, -	,, - -	17·6	40·0
146	,, ,, -	,, - -	16·0	50·0
166	,, ,, -	,, - -	15·0	25·0
172	,, ,, -	,, - -	18·0	70·0
186	,, ,, -	,, - -	15·6	35·0
195	,, ,, -	,, - -	16·0	40·0
269	,, ,, -	,, - -	18·0	60·0
28	Edmonton - - -	,, - -	16·0	40·0

For protection of sewers of Metropolitan and other boards.

10. The twenty-eighth section of "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," relating to sewers of Metropolitan and other boards, shall extend and apply to the works and objects by this Act authorised.

Notice to be given of taking houses of labouring classes.

11. The Company shall, not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses, and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that the Company have made known their intention to take the same in manner herein-before required:

Extending period for payment of interest during construction of works.

12. The period of two years limited by the thirteenth section of the Act of 1869 for the payment of the interest therein mentioned shall be extended to two years from the passing of this Act, and the said section shall be read and construed accordingly.

Penalty for non-completion within period limited.

13. If the Company fail within the period limited by this Act to complete the railways authorised to be made by this Act, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railways are completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the works not completed, and the said penalty may be applied for by any landowner or other person claiming to be compensated, in accordance with the provisions of the next following section of this Act, and in the same manner as the penalty provided in the third section of "The Railway and Canal Traffic Act, 1854," and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in the said third section of "The Railway and Canal Traffic Act, 1854," to an account opened or to be opened in the name and with the privity of the Accountant General of the Court of Chancery, in the bank named in such order, and shall not be paid thereout, except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company were prevented from completing or opening such railway by unforeseen accident or circumstances beyond their control, provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of such penalty.

14. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the "London Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with, or otherwise rendered less valuable, by the commencement, construction, or abandonment of the said railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery may seem fit; and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims

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in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall be paid to or on the application of the Company.

Powers for making railways to cease if same not completed within prescribed period.

15. If the railways and works by this Act authorised shall not be completed within the period by this Act limited for the completion thereof respectively, then on the expiration of such period the powers by this Act granted for making and completing the railway or work not completed, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Further powers and provisions with reference to the Metropolitan Railways.

16. The following powers are hereby conferred upon the Company, and the following provisions are hereby enacted with reference to the railways authorised by "The Stations Act, 1864;" (that is to say,)

With respect to Railway No. 1—

Certain places may be stopped up and sites appropriated.

The Company may, in addition to any street or place which they are authorised to stop up by "The Station Act, 1864," stop up Angel Place and Angel Alley in the parish of Saint Botolph, Bishopsgate; Moore's Alley, Cock Alley, and Wood's Court, in the liberty of Norton Folgate; and King's Head Court, Upper Blossom Street, and Blossom Terrace, in the parish of Saint Leonard's, Shoreditch, or some or one of them, or some part or parts thereof respectively, and may appropriate the sites thereof to the purposes of the Company.

Ground under Liverpool Street may be appropriated for station purposes.

The Company may unite their station under Liverpool Street in the parish of Saint Botolph, Bishopsgate, with the station of the Metropolitan Railway Company at the same place, and may appropriate the ground under Liverpool Street, as shown on the deposited plans, for station accommodation.

The Company shall exercise the powers conferred upon them by "The Stations Act, 1864," and this Act in such manner as not to interfere with more than one of the foot pavements and one half of the roadway in Liverpool Street at any one time, and shall leave at least one foot pavement and one half of the roadway free and unobstructed for traffic.

With respect to Railway No. 2—

Part of railway to be abandoned.

The Company shall abandon the construction of so much of Railway No. 2 as lies between Grey Eagle Street and Tap Street, and which will be rendered unnecessary by the construction of Work No. 4.

Streets may be stopped up and sites appropriated.

The Company may stop up Saint John Street, George Street, Horse Rise, William Street, Fleet Street Hill, Carlisle Street, Great Manchester Street, Southampton Street, Priscilla

Street, Hood Street, Tent Street, Southborough Place, Three Colt Street, Hare Marsh Street, Winchester Street, Winchester Crescent, White Street, Menotti Street, Mape Street, and the western end of Artillery Street, in the parish of Saint Matthew Bethnal Green, and Phœnix Street, Grey Eagle Street, Hope Street, and Queen Street, in the parish of Christchurch Spitalfields, or some or one of them, or some part or parts thereof respectively, and may appropriate the sites thereof to the purposes of the Company.

With respect to Railway No. 3—

Parts of railway to be abandoned.

The Company shall abandon the construction of so much of Railway No. 3 as lies between Tap Street and Down Park Road, and between the junction of Work No. 7 with railway No. 3 and the terminus at Edmonton of Railway No. 3, and which will be rendered unnecessary by the construction of Work No. 6 and Work No. 7.

Alpha Place, &c. may be stopped up and site appropriated.

The Company may stop up Alpha Place in the parish of Saint Matthew, Bethnal Green, or some part or parts thereof, and may appropriate the site thereof to the purposes of the Company.

With respect to Railway No. 3, and also to Railway No. 8, and to Railway No. 11, when the bridge for carrying the railway over any of the roads referred to in the thirty-fourth section of "The Station Act, 1864," requires girders with a span of forty feet or more, cast-iron columns may be placed at the edge of the footpaths to support the girders, but so that not more than three columns shall be placed on each side of the road; and such columns may be of a diameter not exceeding twenty inches instead of twelve inches, as prescribed by the said section.

With respect to Railway No. 4—

Railway to be abandoned.

The Company shall abandon the construction of Railway No. 4.

With respect to Railway No. 8—

As to construction of railway across Hackney Downs.

Section thirty-eight of "The Station Act, 1864," shall be read and construed as if the railway first referred to in that section as Railway No. 3 were Railway No. 8 and not Railway No. 3.

Part of railway to be abandoned.

The Company shall abandon so much of Railway No. 8 as lies between the property numbered 162A in the parish of Walthamstow on the plans referred to in "The Station Act, 1864," and the terminus of the railway at or near Church Path.

Nottingham Street not to be stopped

17. The Company shall not, under any of the powers of this Act, stop up or appropriate any part of Nottingham Street, in the parish

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up, and levels of certain streets to be altered.

of Saint Matthew, Bethnal Green; and in constructing Railway No. 2 the same shall be carried over the said street by means of a straight girder bridge, of a clear length of not less than the present width of the railway arch crossing that street between the piers thereof, and of a clear height of not less than thirteen feet above the carriageway, and for that purpose that part of the said street under the said bridge may be lowered by the Company to any extent not exceeding two feet six inches; and if the said street shall be so lowered, the Company shall alter the level of the said street on each side of the said bridge, and where necessary the Company shall and may lower the level of Winchester Street, and the levels of White Street, Menotti Street, Mape Street, Arundel Street, and any other street or place leading either into Nottingham Street or Winchester Street, in such a manner that there shall not be any greater incline than one foot in thirty in any part of Nottingham Street or Winchester Street, or any other streets or places leading into the same or either of them. And the Company shall, to the reasonable satisfaction of the surveyor for the time being of the vestry of Saint Matthew, Bethnal Green (herein-after called the vestry surveyor), pave in a proper and substantial manner with granite paving blocks, or other blocks of approved quality, of the dimensions of seven inches by three inches for the carriageways, and with slabs of three inches thick Yorkshire stone, and granite curbs of the dimensions of twelve inches by seven inches for the footways, of all such parts of Nottingham Street and Winchester Street, and of such other streets or places aforesaid, as may be so lowered or altered as aforesaid, and also all parts of any other streets or places in the said parish which may be crossed by any arches or bridges to be erected by the Company. And the Company shall, before Railway No. 2 is open for public traffic, erect, to the satisfaction of the vestry surveyor, a proper screen on each side of the said bridge over Nottingham Street, for the purpose of preventing danger from horses being frightened by trains passing over the said bridge; and the said bridge shall be so made and maintained as that water shall not drip through the same upon the roadways or footways underneath; and the Company shall, at their own expense, maintain the said bridge in good order and repair, to the satisfaction of the vestry surveyor, and shall not affix or permit to be affixed upon or near to any part of such bridge any placard, bill, or advertisement, except such as may be in immediate connexion with the purposes and business of the railway; and the said vestry and their authorised officers may prohibit and prevent the affixing of any such placard, bill, or advertisement, other than as aforesaid, and if affixed may remove the same, but in doing this they shall not injure any of the works of the railway.

Company to pave carriage and foot ways under arches and bridges.

18. The Company shall also within the period limited for completion of the works authorised by this Act, and to the reasonable satisfaction of the vestry surveyor, and in manner aforesaid, pave as aforesaid the carriageways and footways of all such parts of any streets or places in the said parish west of Collingwood Street as are now under arches or bridges belonging to the Company, and which shall not be then paved.

New street to be constructed.

19. The Company shall within the period limited for completion of the works authorised by this Act, and to the reasonable satisfaction of the vestry surveyor, construct in a good and substantial manner, and with proper carriage and foot ways and gullies, and pave as aforesaid and completely finish, a public street from the eastern end of Winchester Street to the western end of London Street, of the dimensions and in the manner shown on a plan signed by the chairman of the Committee on the Bill in the House of Commons, and which plan has been deposited in the Private Bill Office of that House.

Company to face existing arch over Nottingham Street.

20. The Company shall within twelve calendar months after the passing of this Act, and to the reasonable satisfaction of the vestry surveyor, face with stone or other approved material the existing arch over Nottingham Street, and cover the soffit and piers thereof with some suitable material, so that the surface may always be kept clean and dry, and shall from time to time, to such reasonable satisfaction as aforesaid, keep such covering in good order and condition.

Company to construct gullies to drain off water from streets.

21. The Company shall at their own expense, and to the reasonable satisfaction of the vestry surveyor, construct and place in all streets in the said parish, the surface of which shall be interfered with or the drainage of which shall be affected by any of the works authorised by this Act, such number of gullies, in such parts of the said streets respectively, as the vestry surveyor shall consider necessary for draining the said streets, and shall connect the said gullies with the nearest sewers thereto respectively.

Company to light certain streets in the parish of Saint Matthew, Bethnal Green.

22. The Company shall erect under the arches and bridges belonging to the Company in the streets respectively herein-after mentioned such number of gas lamps, and in such positions as, having reference to the public convenience with regard to light, may be agreed upon between the vestry surveyor and the engineer of the Company for the time being, or as in case of difference shall be determined by an engineer to be nominated by the Board of Trade, and shall thereafter cause all such lamps to be kept in good order and repair, and the same to be lighted during the same hours

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and in the same manner as the public gas lamps in the said parish, viz.: Nottingham Street, Arundel Street, Southampton Street, North Street, Tapp Street, Collingwood Street, Suffolk Street, Essex Street, Cambridge Road, Coventry Street, Parliament Street, Bath Street, Bethnal Green Road, Peacock Place, Little George Street, Old Bethnal Green Road, West Place, Hackney Road, Hare Place, and Grove Row.

Company not to fix placards against bridges, &c.

23. The Company shall not fix upon or against, nor permit to be so fixed upon or against, the front of the bridges which shall cross any thoroughfare in the said parish other than Nottingham Street, or upon the arches, piers, or abutments thereof, any placards, boards, bills, advertisements, or inscriptions, except such as may be necessary for the guidance of the public to the station and offices, and in immediate connexion with the purposes of the railways or the traffic thereon; and in case any such placards, boards, bills, advertisements, or inscriptions shall be fixed upon or against any such bridge, arch, pier, or abutments, the Company shall be liable to a penalty of forty shillings per day, to be recovered by the vestry before a police magistrate.

All lamp posts, &c. now in streets to be stopped up by Company in parish of Saint Matthew, Bethnal Green, to belong to the vestry.

24. All lamp posts and paving and other stones, slabs, materials, and things whatsoever, which at the passing of this Act shall be vested in or belong to the vestry of Saint Matthew, Bethnal Green, in any of the streets of the said parish which the Company are by this Act authorised to stop up, shall, notwithstanding any such stopping up, remain the property of the said vestry, and at any time after the stopping up by the Company, either wholly or partially, of any such street as aforesaid, all such lamps, posts, and paving and other stones, slabs, and materials and things therein as may belong to the said vestry shall, upon the requisition of the vestry surveyor, be taken up by the Company, and stacked and placed on ground belonging to the vestry as the vestry surveyor shall direct.

Designs of all railway bridges over streets to be submitted for approval of vestry of Saint Matthew, Bethnal Green, before commencement thereof.

25. In constructing any of the railways or works authorised by this Act no bridge or arch shall be erected by the Company over any street or public place in the parish of Saint Matthew, Bethnal Green, otherwise than according to a design thereof to be previously submitted to and approved by the vestry or the Metropolitan Board of Works; and all such bridges and arches shall be made and rendered watertight, so that water shall not drip or run through the same; and if, contrary to the provisions of this section, any water shall be allowed by the Company to drip through any such bridge or arch upon the roadways or footways underneath, the Company shall be liable to a penalty of forty shillings per day, to be recovered by the said vestry before a police magistrate.

As to formation of Railway or Tramway Work No. 5.

26. The Railway or Tramway Work No. 5, where it shall cross any street in the said parish of Saint Matthew, Bethnal Green, shall be laid and maintained in such manner that the uppermost surface of the rail shall be on a level with the surface of the street, and the work shall be constructed according to the most approved method, and to the reasonable satisfaction of the vestry surveyor, and the Company shall, at their own expense, at all times pave and maintain in a good and substantial manner with granite paving blocks, or blocks of approved quality, of the dimensions of three inches by seven inches, and thenceforth keep paved and in good repair, to the satisfaction of the vestry surveyor, such parts of any such street as aforesaid as shall be between the rails to be laid down thereon as aforesaid and within six feet of the outer sides of the same rails respectively.

Certain sections in Act of 1864 to apply to the parish of Saint Matthew, Bethnal Green.

27. Sections fifteen and twenty-three of the Act of 1864 shall be applied to and be deemed to include the parish of Saint Matthew, Bethnal Green, through which any of the railways and works authorised by that Act or by this Act will be made, as well as to the parishes and places mentioned in the said sections.

Provision as to crossing streets by Railway or Tramway Work No. 5

28. No locomotive or other engine shall be used upon or allowed by the Company to cross any such part of the said tramway as shall cross any street or other public place in the said parish of Saint Matthew, Bethnal Green, and no carriage or truck shall be allowed by the Company to remain on any such part of such tramway for any purpose whatsoever, and no part of the said tramway shall be used by the Company for any other purpose than for the transit of such carriages and trucks aforesaid, without locomotives or other engines; and the Company shall, whenever any carriage or truck on the said tramway shall be about to cross any street in the said parish, cause sufficient warning thereof to be given, by moveable notice boards or otherwise, to all persons for the time being passing along such street or public place, either in vehicles or on horseback, or on foot, so as to prevent, as far as possible, accident from any such carriage or truck as aforesaid; and if the Company shall make any default in the observance of all or any of the foregoing provisions of this section they shall, for every such default as aforesaid, be liable to a penalty of forty shillings, to be recovered by the vestry of the said parish before a police magistrate.

Saving rights of the vestry of the parish of Saint Matthew, Bethnal Green.

29. Except as expressly enacted in this Act nothing in this Act contained shall extend or be deemed or construed to extend to prejudice, diminish, alter, or take any of the rights, powers, authorities, or privileges vested in the vestry of the parish of Saint

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Matthew, Bethnal Green, in the county of Middlesex, but all such rights, powers, authorities, and privileges vested in them respectively shall be as good, valid, and effectual as if this Act had not been passed, anything herein contained to the contrary notwithstanding.

Construction of works under Liverpool Street not to obstruct access to Broad Street Station of North London Railway.

30. The works of the Company under Liverpool Street and Broad Street Buildings shall be carried out so as at all times to keep open for the use of passengers, horses, carts, and carriages of every description a clear way of not less than thirty feet wide, including carriage and foot way, from Broad Street Buildings across Liverpool Street to the Broad Street station of the North London Railway Company, and to the road east of the said station belonging to the same Company, and now occupied by the London and North-western Railway Company in connexion with their goods depôt under such station.

Notice to be given to North London Railway Company previously to commencement of works at Liverpool Street.

31. The Company shall give to the North London Railway Company twenty-one days previous notice in writing of their intention to commence the said works under Liverpool Street and Broad Street Buildings respectively, by leaving such notice at the principal office of the North London Railway Company, with a copy of the plan and section showing the course and direction, and all other necessary particulars relating thereto, which they are by this or the recited Acts bound to give to the Commissioners of Sewers of the City of London, or to the Metropolitan Board of Works, before commencing such works under the said streets; and the North London Railway Company shall give to the said Commissioners of Sewers, or to the said Metropolitan Board of Works, before the expiration of fourteen days from receipt of such notice and plan, a statement in writing of any objections by them to such proposed mode of executing the said works; and the said Commissioners or Board of Works shall pay reasonable attention to such objections before signifying any approval or disapproval of such mode of execution.

Revival and confirmation of certain powers given to North London Railway Company by Act 28 Vict. c. c.

32. The powers given to the North London Railway Company by section 14 of "The London and Blackwall Railway Lease Act, 1865," of passing over and using certain portions of the railways of the Company, and the stations, sidings, watering-places, buildings, works, and conveniences belonging thereto, are hereby revived and confirmed so as to be exerciseable over Railway No. 3, as authorised by the Station Act of 1864 and varied by this Act, as far south as the junctions thereof with the lines of the East London Railway Company respectively authorised by and referred to as Railway No. 1 in "The East London Railway Act, 1865," and "The East

London Railway (Additional Powers) Act, 1866," and are also declared to include similar powers exercisable over Railway No. 11, authorised by the Station Act of 1864.

Saving rights of North London Railway Company.

33. Except as otherwise by this Act expressly directed, nothing in this Act contained shall in any way prejudice, alter, diminish, take away from, or affect any of the powers, privileges, rights, or authorities of the North London Railway Company.

Certain lands adjoining North London Railway to be covered over and passages to be preserved.

34. Whereas it is intended by the Company to enclose certain lands abutting on the North London Railway, and lying between Sun Street and Liverpool Street, in order to construct a low level station thereon, and to stop up and appropriate the sites of several courts and streets intersecting the said lands, and it is desirable to preserve for the use of the public a through communication between Sun Street and Liverpool Street aforesaid: Be it enacted, that the Company shall cover over a portion of the said station on the side immediately adjoining the North London Railway sufficient to admit of a passage or footway eight feet wide being formed upon the said covering along the whole distance from Sun Street to the north-east corner of Broad Street Buildings, and the Commissioners of Sewers shall prepare and make good the said covering, and pave the surface thereof, so as to form the said passage or footway of the clear width of eight feet throughout, and thereafter shall light, maintain, and repair the same as part of the public ways under their control; but the Company shall construct such gullies as may be needful, and as the engineer to the Commissioners of Sewers may direct, for carrying off the surface-water from the said passage or footway; and, with respect to certain other lands which the Company intend to enclose between Primrose Street and Sun Street, the Company shall, in like manner, provide the means of constructing by covering over certain portions of the said lands; and the Commissioners of Sewers shall, in like manner, construct and maintain upon the said covering a passage or footway six feet wide from Acorn Street to Angel Alley, and the Company, in enclosing the said last-mentioned lands, shall not contract the present width of Acorn Street in any part thereof.

High Beech Branch to be abandoned.

35. The Company shall abandon the construction of so much of the railway authorized by "The High Beech Branch Act, 1864," as is not abandoned under the provisions of the Act of 1869.

Compensation for damage to land by entry, &c. for purposes

36. The abandonment by the Company under the authority of this Act of any portion of any railway or works shall not prejudice or affect the right of the owner or occupier of any land to receive compensation in accordance with the provisions in that behalf of

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of railways abandoned.

"The Lands Clauses Consolidation Act, 1845," for any damage occasioned by the entry of the Company on such land for the purpose of surveying and taking levels, or probing or boring to ascertain the nature of the soil, or setting out of the line of railway; and shall not prejudice or affect the right of the owner or occupier of any land which may have been temporarily occupied by the Company to receive compensation, in accordance with the provisions in that behalf of "The Railways Clauses Consolidation Act, 1845," for such temporary occupation, or for any loss, damage, or injury which may have been sustained by such owner or occupier by reason thereof, or of the exercise as regards such land of any of the powers contained in the last-mentioned Act, or "The Station Act, 1864," or "The High Beech Branch Act, 1864."

Compensation to be made in respect of portions of railways abandoned.

37. Where before the passing of this Act any contract may have been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to any portions of the railways or works authorised to be abandoned by this Act, and which shall not be required for the purposes of any of the works by this Act authorised, full compensation shall be made by the Company to the owners and occupiers of or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice, and the amount and application of the compensation shall be determined in manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Provisions of Station Act, 1864, on behalf of other companies, local authorities, &c. to be applicable to new railways and works.

38. Except as by this Act otherwise expressly provided, nothing in this Act contained shall repeal, alter, prejudice, or affect any of the provisions of "The Station Act, 1864," contained in the eighth and following sections of the said Act to the seventy-third section inclusive, so far as such provisions are applicable and capable of being carried into effect consistently with the alterations by this Act authorised to be made in the railways and works authorised by that Act; and where by this Act any such alteration or any new railway or works in substitution for any such authorised railway or works is authorised to be made, such provisions shall apply to the alteration or to the new railway or works if applicable or capable of being carried into effect with reference thereto, in like manner, in all respects, as the same respectively would have applied to the authorised railway or work, and as if such provisions had been specially re-enacted in this Act with reference to such alterations or new railway or work.

Certain lands of Dr. Williams.

39. Sections nine and ten of "The Great Eastern Railway Act, 1868," shall extend and apply to the property, or any part thereof, of Doctor Walter Davies Williams, which may be taken under the authority of this Act.

Extending time for completion of works.

40. The time limited for the completion of the railways and works authorized by "The Station Act, 1864," so far as the same respectively are not by this Act authorised to be abandoned, shall be enlarged and extended, and so far as may be needful revived for the respective periods herein-after mentioned; that is to say, so far as relates to Railway Number Eight until the thirtieth day of June one thousand eight hundred and seventy-two, and so far as relates to the other railways and works for a period of three years from the passing of this Act; and if on the expiration of the extended period the railways and works shall not be completed, the powers by the said Act or this Act granted for making the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof respectively as shall then be completed: Provided always, that with respect to Railway No. 8, the surface of the covered way across the Hackney Downs, mentioned and referred to in the thirty-eighth section of the Station Act, 1864, and the works of the said railway through the property of James Harman, between Grange Road and Mount Pleasant Lane, at Upper Clapton (except the permanent way), shall be completed by the thirty-first day of July one thousand eight hundred and seventy-one.

Penalty for non-completion within period limited.

41. If the Company fail within the period limited by this Act to complete the railways the time for making which is by this Act extended, then, in lieu of any other penalty imposed upon the Company for the non-completion of such railways within the time limited by Act of Parliament for the completion thereof, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period limited by this Act for the completion thereof until the said railways are completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the works not completed, and the said penalty may be applied for by any landowner or other person claiming to be compensated, in accordance with the provisions of the next following section of this Act, and in the same manner as the penalty provided in the third section of "The Railway and Canal Traffic Act, 1854;" and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in the said third section of "The Railway and Canal Traffic Act, 1854," to an account opened or to be opened in the name and with the

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privity of the Accountant General of the Court of Chancery, in the bank named in such order, and shall not be paid thereout, except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company were prevented from completing or opening such railway by unforeseen accident or circumstances beyond their control, provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of such penalty.

42. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the "London Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with, or otherwise rendered less valuable, by the commencement, construction, or abandonment of the said railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company with respect to such railway, and for which injury or loss no compensation or indequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery may seem fit; and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall be paid to or on the application of the Company.

Power for Company and East London Railway Company to make agreements.

43. The Company and the East London Railway Company may from time to time enter into agreements with reference to the use by the East London Railway Company of the Company's station at Liverpool Street, and of the railways of the Company between Liverpool Street and the junction at or near Grey Eagle Street of the East London Railway with Railway No. 2 (Work No. 3), and the agreement set forth in Schedule (A.) to this Act annexed is hereby confirmed, and it shall be lawful for the said companies respectively to carry the same into effect.

Equal powers of through booking to other companies.

44. If the Company grant or consent to any power of through booking to the Brighton Railway Company, the South Eastern Railway Company, or the London, Chatham, and Dover Railway Company for any traffic over the Great Eastern lines referred to in the agreement confirmed by this Act, the like powers, limited to the like traffic, and on similar terms, shall be offered to such other of the said

companies as under the provisions of "The East London Railway (Further Powers) Act, 1870," shall have elected or may elect to come in and participate in the agreement between the Brighton Railway Company and the East London Railway Company referred to in the same Act.

Authorising agreements between Company and Metropolitan Railway Company.

45. The Company and the Metropolitan Railway Company may from time to time enter into agreements with respect to all or any of the following matters; (that is to say,)

The construction, maintenance, and contribution of funds towards and otherwise in relation to Work No. 2 (being the railway by this Act authorised from Railway No 1 to the Metropolitan Railway Extension), and the station, ground, and works connected therewith, and tolls and sums of money to be paid in respect of that use:

The traffic of the two Companies or either of them:

The use by the Company of the Metropolitan Railway and the stations and works connected therewith, and the tolls and sums of money to be paid in respect of that use:

All or any of the purposes of this Act.

Power to stop up certain courts, alleys, &c.

46. In addition to any powers by this or any other Act conferred upon the Company, the Company may stop up and appropriate any court, alley, square, way, passage, or place, on any part of the railways and works of the Company, if and when the Company have purchased all the lands and houses to which it forms an access, and through which any public right of way to any place beyond the same lands and houses does not exist.

Company may alter levels at crossing of roads in certain cases.

47. With respect to any railway which the Company are authorised to make in or near the Metropolis, the Company may, in constructing the railway over or under any street, road, or sewer, and for the purpose of giving increased headway over the street or road, or of avoiding interference with the sewer, and so far as may be found necessary for any such purpose, deviate from the levels defined upon the section of the railway referred to in the Act by which the railway was authorised, anything in "The Railways Clauses Consolidation Act, 1845," contained to the contrary notwithstanding.

As to certain superfluous lands.

48. The following provisions shall apply to any lands or buildings now belonging to or hereafter to be acquired by the Company, adjoining to or built over any railway or works of the Company, and in any way connected with the structure of their railway and works, and the site thereof not actually used for the purposes of the railway, and shall apply also to any yards, gardens, or premises

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attached to such lands or buildings, and the same lands, buildings, yards, gardens, and premises are in this section referred to as "the premises":—

(1.) The Company may hold and let the premises, and may grant leases of the same for such term, and upon and subject to such covenants and conditions, as they may think fit:

(2.) The premises shall not be deemed part of the undertaking of the Company charged with the general mortgages or debenture stock thereof, excepting such portion of the mortgages as may be expressly charged upon the premises or upon any specific portion thereof:

(3.) The Company may, from time to time, borrow on mortgage of the premises any sums of money, and the only security for the mortgagee shall be the said premises, or the parts thereof specifically mentioned in his mortgage:

(4.) Nothing contained in this enactment shall be construed to alter any of the provisions contained in the Acts relating to the Company, or any agreements entered into by the Company, which require the re-sale or re-conveyance of any of the premises to any person specifically named in such provision or agreement.

Company may apply money to purposes of Act.

49. The Company may apply for the purposes of this Act any moneys from time to time belonging to them which they may have raised or may have been authorised to raise under the powers of any Act or Acts relating to their undertaking, and which may not be required for the purposes for which the same were authorised to be raised.

Saving rights of London and Blackwall Railway Company.

50. Nothing in this Act contained shall prejudice, affect, or alter the rights, powers, or remedies of the London and Blackwall Railway Company under the lease of that railway to the Company, or the Act authorising that lease.

Deposits for future Bills not to be paid out of capital.

51. The Company shall not, out of any money by any Act authorised to be raised, pay or deposit any sum of money which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any railway or to execute any other work or undertaking.

Railways not exempt from provisions of present and future general Acts.

52. Nothing in this Act contained shall be deemed or construed to exempt the railways of the Company from the provisions of any general Acts relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force, or which

may hereafter pass during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges or of the rates for small parcels authorised by any Act of the Company.

Expenses of Act.

53. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

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SCHEDULE (A.) referred to in the foregoing Act.

An Agreement made the seventeenth day of December one thousand eight hundred and sixty-nine, between the East London Railway Company of the one part and the Great Eastern Railway Company of the other part, whereby it is mutually agreed between the said Companies, on behalf of themselves, their successors and assigns respectively, as follows:—

1. It shall be lawful for the Great Eastern Company to make their own line to Liverpool Street and station there in their own way, regardless of any existing agreements as to the mode to be adopted, and on any level they think proper.

2. It shall be lawful for the East London to make, and the Great Eastern will permit, a junction with the line of the Great Eastern at or near Brick Lane, at a point to be settled by Messrs. Hawkshaw and Wilson, or other the engineer or engineers for the time being of the East London and Great Eastern Companies.

3. The Great Eastern to acquire the necessary land, and to grant to the East London an easement in or right of using such land for the purpose of constructing their railway between the main line of the East London Railway and the said point of junction to be so determined by the said engineers as last aforesaid.

4. The East London to pay to the Great Eastern Company for such easement or right of making their railway on land of the Great Eastern an annual rent of £400.

5. The Great Eastern to provide for the exclusive use of the East London a single line of rail on their railway from the junction with the East London to the station at Liverpool Street, or, in the discretion of the Great Eastern, to provide for the East London the joint user with themselves of two lines of railway, the arrangements and provisions for the user by the said East London of such single or double line, as the case may be, and as to running into a separate dock or otherwise at the station, to be in the absolute discretion and judgment of the Great Eastern, and to be determined as they may from time to time think proper.

6. The line and station being so made by the Great Eastern, the traffic of that Company is to have the preference in the event of the accommodation on the railway and at such station becoming insufficient. If such accommodation should, in the opinion of the Great Eastern, become insufficient, then it shall be lawful for the Great Eastern to give two years notice in writing to the East London, who thereupon must provide, either by their own capital or by an increased toll and rental, as the Great Eastern may elect, the additional accommodation needed. The amount of such toll and rental, in case of dispute, to be settled by arbitration.

7. Such user of the single or double line (as the case may be), and the East London accommodation to be provided at the station, to be for East London

traffic proper. Through booking over such single or double line with other companies by the East London to be with the consent of the Great Eastern. The East London to pay the junction expenses. A.D. 18

8. The East London to pay for their station accommodation a rent to be agreed, or in case of disagreement to be determined by arbitration, and for services (all to be Great Eastern staff, except booking clerks) to pay in the ratio of the traffic to expenses.

9. The East London to pay to the Great Eastern for or in respect of the user of the line between the said point of junction to be made and determined as provided by clause 2, and the commencement of the station, a toll as for double the actual distance, less ten per centum for locomotive power and vehicles, such toll not being in any year below the minimum of £5,000.

10. The East London to afford to the Great Eastern, and the latter to have the right, on giving six months previous notice, to exercise running powers over the East London, so as to obtain access to the southern railways, upon such terms as, failing agreement, may be determined by arbitration.

11. The East London to construct and completely finish their railway within three years from the date of the opening of the Great Eastern Railway to Liverpool Street, so as to provide for a through railway from the Great Eastern Railway, both for passengers and goods, communicating with the South Eastern and Brighton Railways south of the Thames, and if they shall fail so to do the powers, provisions, and rights hereby accorded or granted to them shall cease.

12. The East London to go to Parliament in the ensuing session to cancel the agreement of 22nd December 1864, or, if the Great Eastern shall so desire, to co-operate with the Great Eastern for the cancellation of such agreement, and the confirmation of these presents.

In witness whereof the said Companies have hereunto affixed their corporate seals, the day and year first above written.

The corporate seal of the East London Railway Company, affixed in the presence of

G. E. Cooper, Secretary.

East London Railway Company's Seal.

The corporate seal of the Great Eastern Railway Company was hereunto affixed in the presence of

W. H. Shaw, Solicitor, Bishopsgate Station.

Great Eastern Railway Company's Seal.

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