



### CHAPTER cx.

An Act for conferring further powers upon the Charing Cross Euston and Hampstead Railway Company and for other purposes. A.D. 1904.  
[22nd July 1904.]

**W**HEREAS the Charing Cross Euston and Hampstead Railway Company (in this Act called "the Company") were incorporated by the Charing Cross Euston and Hampstead Railway Act 1893 (in this Act referred to as "the Act of 1893") and were thereby authorised to construct the underground railways and subway in that Act mentioned or described:

And whereas the powers of the Company are now regulated by the Charing Cross Euston and Hampstead Railway Acts 1893 to 1903 (in this Act respectively referred to as "the Act of 1893" "the Act of 1894" "the Act of 1897" "the Act of 1898" "the Act of 1899" "the Act of 1900" "the Act of 1902" and "the Act of 1903" and collectively as "the Company's Acts"):

And whereas it is expedient that the Company should be empowered to construct an underground station beneath the surface of the road near the Cobden Statue at or near the junction of Eversholt Street Hampstead Road and High Street in the metropolitan borough of Saint Pancras with all requisite entrances and approaches thereto and to acquire lands for the purpose and additional lands to the extent authorised by this Act:

And whereas it is expedient to vary and extend the limits of deviation for the construction of the railway authorised by the Act of 1898 which are shown on the plans deposited for the purposes of that Act and to vary and extend the limits of deviation for the construction of the Railway No. 1 authorised by the Act of

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*Railway Act, 1904.*

A.D. 1904. 1899 which are shown on the plans deposited for the purposes of that Act :

And whereas in the Act of 1902 provisions were inserted for the protection of the London and Suburban Railways Company which company was promoting a Bill for incorporation but such Bill was rejected and it is expedient that section 51 of the said Act of 1902 should be repealed :

And whereas it is expedient that the time now limited for the compulsory purchase by the Company of certain lands should be extended as provided by this Act and that the other powers contained in this Act should be conferred upon the Company :

And whereas the purposes of this Act cannot be effected without the authority of Parliament :

And whereas plans and sections showing the works authorised by this Act and plans of the lands proposed to be acquired compulsorily under the powers of this Act and also a book of reference to the plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands were duly deposited with the clerk of the peace for the county of London and are in this Act referred to as the deposited plans sections and book of reference respectively :

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

Short title.

**1.** This Act may be cited as the Charing Cross Euston and Hampstead Railway Act 1904 and the Charing Cross Euston and Hampstead Railway Acts 1893 to 1903 and this Act may be cited together as the Charing Cross Euston and Hampstead Railway Acts 1893 to 1904.

Incorporation of general Acts.

**2.** Section 2 (Incorporation of general Acts) of the Act of 1902 applies for the purposes of this Act as if it were herein re-enacted.

Power to construct underground station and to acquire lands.

**3.** Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the underground railway station or enlargement of tunnels for station purposes hereinafter described with all necessary and convenient entrances approaches from the public streets subways tunnels covered

ways shafts lifts inclines stairs approaches stations platforms junctions cross-overs signals sewers drains pipes apparatus works and conveniences connected therewith or incidental thereto and may subject as aforesaid enter on take and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for the purpose: A.D. 1904.

Provided that (except for the purpose of making trial borings as provided by the Act of 1893 as incorporated with this Act and by this Act and except as expressly provided by this Act) nothing in this Act shall authorise the Company to enter on take or use the surface of any public street or road but (subject as aforesaid) the Company may enter on take and use the sub-soil and undersurface of any public street road or footway shown on the deposited plans and described in the deposited book of reference or so much thereof as shall be necessary for the purposes aforesaid.

4. The underground railway station hereinbefore referred to and authorised by this Act will be situate in the parish and metropolitan borough of Saint Pancras and is— Description of underground station.

An underground railway station or enlargement of tunnels for station purposes for a total length of 9·35 chains commencing by a junction with the Company's Railway No. 1 authorised by the Act of 1898 at a point about 80 yards southwards from the Cobden Statue and terminating by a junction with Railway No. 1 authorised by the Act of 1893 at a point about 125 yards northwards from the Cobden Statue.

5. The Company may in the construction of the railway authorised by the Act of 1898 and in the construction of Railway No. 1 authorised by the Act of 1899 deviate laterally beyond the limits of deviation shown on the plans deposited for the purposes of those Acts respectively to any extent within the limits of deviation shown on the deposited plans and the Company may enter on take and use such of the lands delineated on the deposited plans and described in the deposited book of reference as they may require for the purposes of this section. Extension of limits of deviation for purposes of Acts of 1898 and 1899.

6. Subject to the provisions of this Act the Company in connection with the construction of Subway No. 1 authorised by the Act of 1902 may enter on and open up the surface of New Oxford Street and Tottenham Court Road within the limits of Power to open surface of certain streets.

A.D. 1904. — land authorised to be acquired at or near the junction of these roads as shown on the deposited plans. Provided always that the Company shall not commence the construction of such subway within the said limits until they have given to the mayor aldermen and councillors of the metropolitan borough of Holborn (hereinafter called "the council") twenty-one days' previous notice in writing of their intention to commence the same by leaving such notice at the offices of the council with a plan section and other necessary particulars of the construction and until the council shall have signified their approval of the same to the Company and shall comply with and conform to all reasonable requirements directions and regulations of the council in and about the construction and maintenance of the said subway and the execution and carrying out of the said works within the limits aforesaid and if any question shall arise between the Company and the council the same shall be settled by arbitration as hereinafter provided but if the council fail for twenty-one days after service of the said notice to signify their approval with or without alterations or their disapproval of the said plan section and proposals the same shall be deemed to have been approved and the Company shall indemnify and save harmless the council against all and every expense to be occasioned by the construction of the said subway and works in connection therewith within the limits aforesaid and all such works shall be done to the reasonable satisfaction of the surveyor or other officer of the council and any reasonable costs charges and expenses to which the council may be put whether on examination and approval of the plans or designs or in the superintendence or otherwise in connection with the said subway and any work of and in connection therewith within the limits aforesaid shall be paid to the council by the Company on demand. This provision shall be in addition to and not in lieu of or substitution for the provisions rights and remedies of the council under the other provisions in this Act or of the Acts incorporated herewith or any part thereof or under any other Act.

Limitation  
of land to be  
used and  
acquired for  
subway.

7. In addition to the powers conferred on the Company by the Act of 1902 for the construction of Subway No. 1 as thereby authorised the Company may for the purpose of such subway and the access thereto enter upon take and use any portion of the land tinted blue on duplicated plans signed by Russell Rea the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred one copy of which has been deposited in the

Parliament Office of the House of Lords and one copy in the Private Bill Office of the House of Commons and may make and maintain in on and under the same land the said subway and any access thereto and for that purpose may make and maintain any permanent openings in the public road or footpath within the limits of the said land hatched and tinted blue : A.D. 1904.

Provided that during the construction of such subway and the access thereto or any works in connection therewith the Company shall not in any way stop up or interfere with the access or impede the traffic to and from Meux's Brewery through the existing gateway in Tottenham Court Road.

8. Subject to the provisions of this Act and in addition to any other lands which the Company are by this Act authorised to acquire the Company may enter on take and use for the purposes of their undertaking the lands hereinafter described delineated on the deposited plans and described in the deposited book of reference (that is to say) :— Power to acquire additional lands.

(A) Certain lands in the parish and metropolitan borough of Holborn in the county of London being part of the footway of the road extending from the entrance to Meux's Brewery to the junction of the footway at the corner of New Oxford Street and Tottenham Court Road and the cellars under such lands and which lands and cellars or some parts thereof are required for the purposes of Subway No. 1 authorised by the Act of 1902 :

(B) Certain lands in the parish and metropolitan borough of Islington and being the houses and premises known as Nos. 12 and 14 Junction Road and the building and premises known as the Christian Assembly Hall partly in the rear of such houses and premises.

9. With respect to the properties which are described or referred to in the First Schedule to this Act and notwithstanding anything contained in the Acts of 1893 to 1903 or in this Act or the plans deposited for the purposes of the said respective Acts the Company shall not enter upon or take the same or any part of the surface thereof otherwise than by agreement but they may purchase take and use and the owners of and other persons interested in any such property shall sell an easement or right of using the subsoil or under surface thereof for the purposes of the undertaking of the Company and the provisions of the Lands Owners may be required to grant easements only under certain properties.

A.D. 1904. Clauses Acts with respect to lands shall extend and apply to such subsoil easement or right of user Provided that no such subsoil easement or right of user shall be deemed part of a house or other building or manufactory within the meaning of section 92 of the Lands Clauses Consolidation Act 1845 Provided also that nothing in this section contained shall apply to any of the said properties the ground surface of which is at a less height than forty feet above the crown of the tunnel as the same shall be constructed :

And provided further that nothing in this Act contained shall authorise the Company to purchase take or use any such easement or right of user under or in respect of the premises known as the West Strand Post and Telegraph Office except with the previous consent in writing of the Postmaster-General and in accordance with such terms and conditions as are agreed upon between the Company and the Commissioners of Works in respect of Crown or Government property in charge of those Commissioners.

Owners may be required to sell parts only of certain lands and buildings.

**10.** And whereas in the construction of the underground railway station and works by this Act authorised or otherwise in the exercise by the Company of the powers of this Act it may happen that portions only of certain properties shown on the deposited plans will be sufficient for the purposes of the Company and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and persons interested in the lands buildings or manufactories described in the Second Schedule to this Act and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of the said properties without material detriment thereto be required to sell and convey to the Company the portions only of the properties so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof and other persons interested therein by severance or otherwise.

Period for compulsory purchase of lands.

**11.** The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

**12.** The powers conferred upon the Company by the Acts of 1893 1894 1898 and 1899 for the compulsory purchase of lands as now limited by the Act of 1902 are hereby extended and shall continue in force and may be exercised until but shall cease after the expiration of two years from the ninth day of August one thousand nine hundred and four Provided that the provisions of this section shall not extend or apply to any of the lands authorised to be acquired under the Acts of 1893 1894 1898 and 1899 other than those described or referred to in the Third Schedule to this Act.

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Extension of powers for compulsory purchase of lands.

**13.** If any of the works authorised by the Act of 1893 or by the Act of 1899 or by any other Act of the Company involves the removal or alteration of any post office letter-box the Company shall not remove or alter such box but shall give notice to the Postmaster-General of the removal or alteration required and the Postmaster-General may remove or alter the box as he may think fit and the Company shall pay to the Postmaster-General all expenses incurred by him in relation to such removal or alteration.

As to removal or alteration of post office letter-box.

**14.** If the said underground railway station and works are not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the same or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Period for completion of works.

**15.** The Company shall not except with the approval of the Commissioners of Works erect any station for generating electricity or take a supply of energy for traction purposes from any generating station unless the site for such generating station is specified in an Act of Parliament or in an Order confirmed by or having the effect of an Act of Parliament Provided always that this section shall not apply to any sub-station for the transformation and distribution of electrical power Provided also that this section shall not apply to any station in existence at the time of the passing of this Act.

For protection of Commissioners of Works.

**16.** Section 51 of the Act of 1902 shall be and the same is hereby repealed.

Repeal of section 51 of Act of 1902.

**17.** In this section the expression "the Bedford Estate" means the estate of which the Most Noble Herbrand eleventh Duke of Bedford is or claims to be tenant for life situate on the eastern

For protection of "Bedford Estate."

A.D. 1904. side of Hampstead Road and on the northern side of Euston Road and the expression "the owner" means the Duke of Bedford and includes his sequels in estate owners for the time being of the houses buildings and land situate on the eastern side of Hampstead Road and the northern side of Euston Road aforesaid :—

- (1) Any buildings for station purposes up to first floor level which the Company may erect on the surface of numbers 1 2 and 3 Millbrook Place in the borough of Saint Pancras and being the lands and premises numbered 39 40 40A 41 and 41A on the plans and book of reference deposited in respect of the metropolitan borough of Saint Pancras for the purposes of this Act may be of such elevation as the Company may think fit for the purpose of securing uniformity of elevation with the other surface stations of the Company Subject thereto all buildings over or adjacent to any such buildings for station purposes and erected by the Company on the said lands shall so far as the same are above the first floor level or the present surface of the land (as the case may be) be erected according to elevations to be approved in writing by the owner and no additions or alterations thereto shall at any time be made without the approval in writing of the owner and no advertisements of any description whatever within view of any public thoroughfare except the name of the Company and the name of the station shall at any time without the consent of the owner be put upon about or over the exterior of such station or other buildings on the said lands but nothing herein contained shall preclude the Company from exhibiting on the outside of any station placards giving information to the public as to the traffic of the Company :
- (2) No electricity shall be generated on in or under any part of any lands acquired by the Company under the powers of this Act which are situate on the Bedford Estate :
- (3) The owner shall have the right of pre-emption of any of the said properties numbers 1 2 and 3 Millbrook Place or any portion thereof (not being the superstructure to station buildings) which the Company may hereafter deem not to be necessary for the purposes of their undertaking.



**18.** The following provision shall have effect for the protection of the council of the metropolitan borough of Saint Pancras (that is to say) :—

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For protection of metropolitan borough of Saint Pancras.

Subsection 4 of section 53 of the Act of 1893 shall for the purposes of this Act be read as if the month of April one thousand nine hundred and four were substituted therein for the month of April one thousand eight hundred and ninety-three and as if the said council had been named therein instead of the vestry of Saint Pancras.

**19.** Sections 27 and 41 of the Act of 1902 shall extend and apply to the works authorised to be executed and the lands authorised to be acquired in the metropolitan borough of Hampstead by the Act of 1903 and to the mayor aldermen and councillors of the said borough as fully and effectually as though the same had been incorporated in and had formed part of the Act of 1903.

For protection of metropolitan borough of Hampstead.

**20.** The following provisions for the protection of the vicar and churchwardens of Saint Martin-in-the-Fields and of the Reverend Leonard Edmund Shelford and other the person or persons for the time being the owner or owners of the property coloured red on duplicate plans signed by Russell Rea the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred one copy of which has been deposited in the Parliament Office of the House of Lords and one copy in the Private Bill Office of the House of Commons (all in this section referred to for their respective interests as "the owners") shall notwithstanding anything in this Act contained unless otherwise agreed between the owners and the Company have effect (that is to say) :—

For protection of vicar and churchwardens of Saint Martin-in-the-Fields.

- (1) The Company shall not under the powers of the Charing Cross Euston and Hampstead Railway Acts 1893 to 1903 and of this Act acquire the property of the owners but they may construct their railway underneath the surface of the said property provided that in so doing the Company shall not enter upon take use or in any manner interfere with the surface thereof or construct any works nearer to the surface than 50 feet but the Company may purchase and the owners shall sell an easement or right of user of the subsoil necessary for the construction of the tubes or tunnels of the Company's railway so far as such subsoil is

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vested in them and the provisions of the Lands Clauses Acts with regard to land shall extend to such easement or right of user of such subsoil:

- (2) The Company shall not construct any of their railways and works so that any part thereof shall be nearer to the Church of Saint Martin-in-the-Fields than 26 feet measured horizontally from a perpendicular line dropped from the outer face of the main wall or walls of the church where the same is or are nearest to the said railways and works:
- (3) The engineer of the owners may from time to time inspect the works within 100 feet of the property of the owners during the construction of the portion of the said railways and works within such 100 feet and the Company shall give the person so appointed all necessary facilities for such inspection. Provided always that the engineer of the owners shall be Arthur Cadlish Pain of 17 Victoria Street Westminster or him failing an engineer to be appointed on the application of the owners by the President of the Institution of Civil Engineers:
- (4) The Company shall twenty-eight days before they commence the construction of any part or parts of their railways which shall or may pass under the property of the owners and for a distance of 100 lineal feet on each side thereof furnish to the owners proper and sufficient plans sections and specifications of the works proposed to be made by the Company under the property of the owners and for a distance of 100 lineal feet on each side thereof and such plans sections and specifications shall be settled and agreed upon between the respective engineers of the Company and the owners or in case of their failing to agree within one month after the submission of such plans sections and specifications or of any difference arising between them the same shall be settled and determined by an arbitrator to be on the application of the Company or the owners appointed as hereinafter provided. And the costs of any reference under this subsection shall be paid by the Company unless the arbitrator shall expressly certify that the objection raised by the engineer of the owners was altogether unreasonable and such works shall be carried into effect only in accordance with such agree-

ment or determination and under the superintendence and within such accordance to the reasonable satisfaction of the engineer of the owners and at the cost charges and expenses in all respects of the Company and when commenced shall be proceeded with with all reasonable dispatch :

- (5) The engineer of the owners shall be at liberty at any time if in his opinion after inspection it shall be necessary for the security of the property of the owners so to do to require the whole or any part of the railway of the Company under or within 100 lineal feet on each side of the property of the owners to be constructed under compressed air and the Company shall upon being required by such engineer stop the construction otherwise than under compressed air of so much of the railway of the Company as shall be situate under the same pending the decision of an arbitrator to be appointed as hereinafter mentioned and the costs of any reference under this subsection shall be paid by the Company unless the arbitrator shall expressly certify that the requirement of the engineer of the owners was altogether unreasonable. In the event of any difference between the Company and the owners or their respective engineers as to the necessity or otherwise of such construction the difference shall be referred to arbitration as hereinafter provided :
- (6) In the event of any difference arising between the Company and the owners under the foregoing subsections of this section such difference shall be referred to an engineer to be appointed by the President of the Institution of Civil Engineers on the application of either party :
- (7) The Company shall pay to the owners compensation for all damage which they may sustain through any injury to their property by or from the construction or working of the railway or works of the Company notwithstanding that no part of the said property be actually taken by the Company as and when such injury arises. The amount of such compensation shall in case of difference be settled by the President of the Institution of Civil Engineers or an engineer appointed by him.

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For pro-  
tection of  
Eastern  
Telegraph  
Company  
Limited.

**21.** For the protection of the Eastern Telegraph Company Limited (in this section called "the Telegraph Company") and of the premises numbered 449 Strand leased to them the following provisions shall unless otherwise agreed between the Company and the Telegraph Company have effect (that is to say) :—

- (1) In constructing the Railway No. 2 authorised by the Act of 1902 where situate under and for a distance of 30 yards from the premises of the Telegraph Company the horizontal joints of the plates forming such tubes or tunnels shall be machine faced and the grouting referred to in section 7 of the Act of 1893 shall be inserted as and when each ring of the tubes or tunnels is bolted up but in all other respects the railway within the limits aforesaid and all other works connected therewith shall be constructed strictly in accordance with section 7 of the Act of 1893 :
- (2) It shall not be lawful for the Company to construct any shaft or opening from the surface of the ground or to open or break up the surface of the ground within 30 yards of the premises of the Telegraph Company :
- (3) The Telegraph Company may from time to time appoint an engineer to be mutually agreed on or failing agreement to be nominated by the President of the Institution of Civil Engineers to inspect during construction any of the works of the Company within 100 yards of the premises of the Telegraph Company and the Company shall give the person so appointed all necessary facilities for such inspection and if he shall be of opinion that the construction of the works or other operations of the Company within such distance are attended with danger to the said premises or any buildings or works thereon or thereunder the Company shall forthwith adopt such additional method and precautions as may be reasonably necessary for the purpose of preventing injury or damage to such premises buildings or works And any works or precautions so thought necessary shall be carried out at the Company's cost and risk :
- (4) It shall not be lawful for the Company in the construction of the said Railway No. 2 authorised by the Act of 1902 under the premises of the Telegraph Company

to deviate upwards from the levels thereof as shown on the deposited sections therein referred to to a greater extent than five feet without in every case the previous consent in writing of the Telegraph Company : A.D. 1904.

- (5) The provisions of section 67 of the Act of 1902 shall extend and apply to all telegraph telephone and other wires and apparatus of or leased to the Telegraph Company whether situate in or under any street or not in as full and complete a manner as if that company were a protected company within the meaning of that section :
- (6) The conductors for carrying the current to and from the motors on the trains on the said Railway No. 2 (including the return circuit) shall within a distance of 200 yards from the premises of the Telegraph Company be insulated to the reasonable satisfaction in all respects of that company and it shall be lawful for an engineer duly authorised by the Telegraph Company in that behalf with or without assistants and workmen and all necessary instruments and appliances from time to time and upon giving not less than forty-eight hours' notice in writing to the Company to enter upon the said railway and works connected therewith to examine and test in such manner and by such means as such engineer may think fit the insulation of any conductors so used and the Company shall afford all necessary facilities in that behalf Provided that such examination shall be made and such test applied at such times and in such manner as shall not interfere with the ordinary working of the railway.

**22.** Save as in this Act expressly provided all provisions of the Company's Acts in relation to the exercise of powers by the Company or for the protection of any local or other authority company or person shall apply in relation to the works authorised by this Act and to the lands buildings and other property taken under the authority of this Act as if those provisions had been specifically re-enacted in this Act. Application of Company's Acts.

**23.** The Company shall not utilise for the purposes of this Act or any former Act any part of the surface of any forecourt of the properties numbered on the deposited plans 40A and 41A Company to add certain forecourts to certain streets.

A.D. 1904. in the metropolitan borough of Saint Pancras but the surface of the site of every such forecourt shall be added to and deemed to form part of the highway of the street upon which the same abuts and shall be paved or otherwise made up by the Company to the satisfaction of the council of the said metropolitan borough of Saint Pancras and shall thereafter be maintained repaired cleansed and lighted by the council of the said metropolitan borough.

For protection of property of London County Council.

**24.** Notwithstanding anything contained in this Act or shown on the deposited plans the Company shall not without the consent of the London County Council enter upon purchase take use or interfere with the property numbered 3 on the deposited plans relating to the city of Westminster or any part thereof except that the Company may acquire an easement or right of using the subsoil at a depth of not less than forty feet below the present surface of such property.

Deposit money not to be repaid except when railway station is opened.

**25.** And whereas pursuant to the standing orders of both Houses of Parliament and to the Parliamentary Deposits Act 1846 a sum of three thousand two hundred and eighty-one pounds and sixpence two and a half per centum consolidated stock being equal in value to five per centum on the amount of the estimate in respect of the underground railway station and works authorised by this Act have been transferred into the name of the Paymaster-General for and on behalf of the Supreme Court in respect of the application to Parliament for this Act (which stock is in this Act referred to as "the deposit fund") Be it enacted that notwithstanding anything contained in the said Act the deposit fund shall not be paid to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them (which persons survivors or survivor are or is in this Act referred to as "the depositors") unless the Company shall previously to the expiration of the period limited by this Act for the completion of the said railway station open the same for public traffic and if the Company shall make default in so opening the same the deposit fund shall be applicable and shall be applied in the manner provided by the next following section of this Act.

Application of deposit.

**26.** If the Company do not previously to the expiration of the period limited for the completion of the said railway station complete and open the same for public traffic then and in every such case the deposit fund shall be applicable and after due notice

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in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the uncompleted station or who 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 has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit And if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the undertaking has been abandoned be paid or transferred to such receiver or be applied in the discretion of the court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be re-transferred to the depositors Provided that until the deposit fund has been re-transferred to the depositors or has become otherwise applicable as hereinbefore mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

**27.** The Company shall not out of any money by this Act authorised to be raised by them pay or deposit any sum 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 other railway or to execute any other work or undertaking.

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

**28.** Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any land or hereditaments (including the subsoil and undersurface of any street road or footway) or any rights of whatsoever description belonging to the King's most Excellent Majesty in right of His Crown and under the management of the Commissioners of Woods without the consent in writing of the Commissioners of Woods on behalf of His Majesty first had and obtained for that purpose (which consent such Commissioners are hereby authorised to give) neither shall anything in this Act contained extend to take away prejudice

Saving rights of Crown.

A.D. 1904.      diminish or alter any of the estates rights privileges powers or  
authorities vested in or enjoyed or exercisable by the King's  
Majesty.

Provision as  
to general  
Railway  
Acts.

**29.** Nothing in this Act contained shall exempt the Company or the railways of the Company from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies passed before or after the commencement of this Act 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 to be taken by such Company.

Costs of Act.

**30.** 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.



The SCHEDULES referred to in the foregoing Act. A.D. 1904.

FIRST SCHEDULE.

DESCRIBING HOUSES BUILDINGS MANUFACTORIES AND LANDS UNDER WHICH EASEMENTS ONLY ARE REQUIRED TO BE TAKEN.

Area.	No. on deposited Plans.
UNDER ACT OF 1899.	
Additional Lands.	
Parish of St. Martin-in-the-Fields in the city and metropolitan borough of Westminster.	82 85 87A and 88.
UNDER ACT OF 1902.	
(No. 3 Bill.)	
City and metropolitan borough of Westminster.	20 20A 21 22 23 24 25 26 and 27.
UNDER THIS ACT.	
Parish of St. Martin-in-the-Fields in the city and metropolitan borough of Westminster.	1 2 3 4 5 6 7 8 9 10 11 12 13.
Metropolitan borough of St. Pancras -	9 10 11 11A 11B 12 13 37 38 38A 38C 42 43.

SECOND SCHEDULE.

DESCRIBING LANDS BUILDINGS AND MANUFACTORIES OF WHICH PARTS ONLY ARE REQUIRED TO BE TAKEN.

Area.	No. on deposited Plans.
Metropolitan borough of St. Pancras -	38B 40A and 41A.
Metropolitan borough of Holborn -	1 2 and 3.

A.D. 1904.

THIRD SCHEDULE.

DESCRIBING PROPERTIES IN RESPECT OF WHICH THE TIME IS  
 EXTENDED FOR THE COMPULSORY PURCHASE THEREOF.

Area.	No. on deposited Plans.
ACT OF 1893.	
Railway No. 1.	
Parish of St. John Hampstead	1 to 9 63 to 66 66A.
Parish of St. Pancras	65 81 81A 87 to 91.
Parish of St. Giles-in-the-Fields	123 and 144.
Parish of St. Marylebone	123 and 143.
Parish of St. Anne Soho	144 145 and 146.
Parish of St. Martin-in-the-Fields	144.
Railway No. 2.	
Parish of St. Pancras	109.
ACT OF 1894.	
Parish of St. Pancras	1 2 20.
Parish of St. Anne Soho	1 to 4.
ACT OF 1898.	
Parish of St. Martin in-the-Fields	1 4 5 6 7 12 to 18 1A 2A 3A 4A 5A.
ACT OF 1899.	
New Railway No. 1.	
Parish of St. Pancras	10 11 36.
New Railway No. 2.	
Parish of St. Pancras	1 2 7 to 12 22 22A 22B 22C 22D 22E 23 to 25.
Additional Lands.	
Parish of St. Martin-in-the-Fields	61A 62 81 to 87 87A 88 to 91.

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